

S.P. No. H.008732 (700-17-0212)

F.A.P. No. H008732

# BATON ROUGE LOOP

Ascension, East Baton Rouge, Iberville, Livingston,  
and West Baton Rouge Parishes, Louisiana

**Tier 1 Final Environmental Impact Statement  
Section 4(f) / Section 6(f) Evaluation**

**Volume 2 of 3**

U.S. Department of Transportation Federal Highway Administration,  
Louisiana Department of Transportation and Development, and  
Capital Area Expressway Authority

**Cooperating Agencies:**

U.S. Army Corps of Engineers, New Orleans District  
U.S. Coast Guard, 8th Coast Guard District

Legacy Numbers:

S.P. No. H.005201 (700-96-0011)

F.A.P. No. STP-9609(504)

**DECEMBER 2015**





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## APPENDIX A: PURPOSE & NEED SUPPORT

### *Regional Population and Traffic Growth*

The five-parish Baton Rouge Loop Project area has shown significant development and growth since 1990. Population in the five-parishes increased 13.7% between 1990 and 2000. It is estimated to increase by 21.0% between 2000 and 2010 for an overall projected growth of 37.6% between 1990 and 2010.

According to the US Census Bureau, from April 1, 2000 to July 1, 2007, the five-parish Baton Rouge Loop Project area had a 10.2% population increase. Four of the five – parishes were in the top thirteen parishes for growth in the state during this period. Of the five – parishes Ascension Parish experienced the highest population growth in the state. The Census Bureau estimates a population growth of 29.6% during this period, placing Ascension as the 83rd fastest growing county nationwide. Similarly, Livingston Parish had the second highest growth rate in the state with an estimated population growth of 26.97% in the same period. Ascension Parish has become a bedroom community for individuals who work and shop in East Baton Rouge Parish to the north, but sleep in Ascension Parish just as Livingston Parish has become a bedroom community for individuals who work and shop in East Baton Rouge Parish to the west, but sleep in Livingston.

Population Estimates April 1, 2000 - July 1, 2007	July 1, 2007 Estimate	April 1, 2000 Census Estimate Base	% Change 2000 - 2007	2000 - 2007 State Growth Rank
<b>Louisiana</b>	<b>4,293,204</b>	<b>4,468,958</b>	<b>-3.93%</b>	<b>-</b>
BR Loop Project Area				
Ascension Parish	99,056	76,408	29.64%	1
East Baton Rouge Parish	430,317	412,852	4.23%	13
Iberville Parish	32,501	33,320	-2.46%	44
Livingston Parish	116,580	91,810	26.98%	2
West Baton Rouge Parish	22,625	21,601	4.74%	12
	<b>701,079</b>	<b>635,991</b>	<b>10.23%</b>	
<b>Source:</b>				
Annual Estimates of the Population for Counties of Louisiana: April 1, 2000 to July 1, 2007 (CO-EST2007-01-22), Population Division, U.S. Census Bureau				
Release Date: March 20, 2008				

With this growth has come an increase in traffic and traffic demand. In 2000, 294,667 daily work trips ended in the five-parish Baton Rouge Loop Project area and 267,537 or 90.8 % of them were generated from the five-parish region. It is estimated that in 2000, 205,706 work trips into or within East Baton Rouge Parish originated from the Baton Rouge Loop study area. Of these total work trips 123,142 were from the Baton Rouge Loop study area outside the City of Baton Rouge. In addition, 18,843 daily work trips into and out of EBR parish originated from outside the Baton Rouge Loop study area.



Using the ratio of population to work trips in 2000 and applying them to the 2010 population projections, it is estimated there would be 300,007 daily work trips from the five-parish Baton Rouge Loop Project area ending in the five-parish Baton Rouge Loop Project area in 2010. Of these 300,007 work trips, approximately 217,052 would end in East Baton Rouge Parish. This amounts to a 12.14% increase in work trips generated and ending in the five-parish Baton Rouge Loop Project area and a 5.52% increase in work trips ending in East Baton Rouge Parish from the five-parish Baton Rouge Loop Project area. Applying a similar growth rate estimate to trips into East Baton Rouge Parish from outside of the five-parish Baton Rouge Loop Project area, there would be an estimated 236,935 work trips ending in East Baton Rouge Parish in 2010.

In addition to the daily work trips, traffic and traffic demand is affected by non – work trips, pass through passenger vehicle travel, truck delivery, and truck pass through travel.

Based on information from the LADOTD Estimated Annual Average Daily Traffic Sites the five-parish Baton Rouge Loop Project area has shown an increase in Average Daily Traffic (ADT) over the LA DOTD reported roadway segments during the three-year span between the last two periods reported as shown in the table.

Parish	Reporting Year		No. of Reported Roadway Segments	Average Roadway Segment ADT % Change Over 3 Year Period
	1st	2nd		
Ascension	2007	2004	76	13.33%
East Baton Rouge	2005	2002	194	5.53%
Iberville	2006	2003	70	-1.69%
Livingston	2006	2003	96	10.95%
West Baton Rouge	2007	2004	51	8.05%
Five Parish BR Loop Project Area			487	7.04%

Source: LA DOTD Estimated Annual Average Daily Traffic Sites Spreadsheet

Further analysis of the LADOTD ADT data concentrating on I-10, I-12, and I – 110, shows that the three interstate routes have shown increased ADT. Both I-12 in Livingston Parish and I-10 in West Baton Rouge Parish had ADT increases in excess of 35%.

Parish	Reporting Year		No. of Reported Roadway Segments			Average Roadway Segment ADT % Change Over 3 Year Period		
	1st	2nd	I - 10	I - 12	I - 110	I - 10	I - 12	I - 110
Ascension	2007	2004	6	-	-	12.1%	-	-
East Baton Rouge	2005	2002	11	6	11	8.7%	2.3%	9.4%
Iberville	2006	2003	2	-	-	15.7%	-	-
Livingston	2006	2003	-	6	-	-	35.3%	-
West Baton Rouge	2007	2004	2	-	-	35.4%	-	-

Source: LA DOTD Estimated Annual Average Daily Traffic Sites Spreadsheet



***Findings from the National I-10 Freight Corridor Study***

In addition to the LADOTD traffic data, information was reviewed from the 2003 National I-10 Freight Corridor Study. The National I-10 Freight Corridor Study was a joint effort by eight state Departments of Transportation (DOT's) to analyze multimodal transportation needs and develop a plan for improving the Interstate 10 (I-10) Corridor.

*The National I-10 Freight Corridor Study*, Technical Memorandum No. 2 – Description of Existing Conditions, February 2002, provided information on existing conditions on I-10 as shown in the following tables.

From the excerpted tables it can be seen that I-10 in Baton Rouge had high ADT, high Average Daily Truck Traffic, and a peak period Volume/Capacity ratio of 0.91 with a corresponding peak period Level – of – Service of E/F. The study also showed that eastbound I-10, east of the Mississippi River Bridge was a known problem section.

Traffic Volumes on Interstate 10			
Location	Average Daily Traffic	Traffic	Percentage of Trucks
Lake Charles	51,000	10,000	19%
Baton Rouge	131,000	19,000	14%
New Orleans	161,000	21,000	13%

Excerpted from:  
 The National I-10 Freight Corridor Study, Technical Memorandum 2 - Description of Existing Conditions, Exhibit 2 - 4, National Traffic Volumes on Interstate 10, February 2002.  
 Sources: FHWA Freight Analytical Framework, 2001; State DOTs 1999-2000

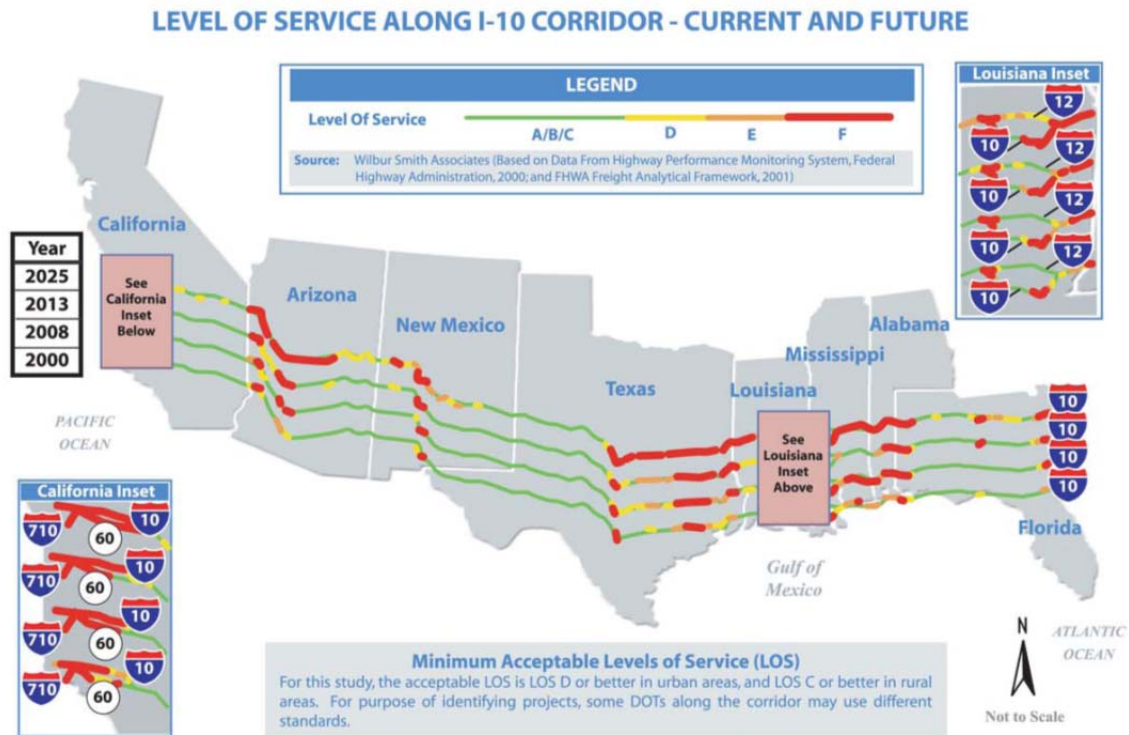
Peak Period Level of Service (LOS) on Interstate 10			
Location	Volume/Capacity Ratio	Area Type	Peak Period Level-of-Service
Lake Charles	0.53	Urban	C/D
Baton Rouge	0.91	Urban	E/F
New Orleans	1.12	Urban	E/F

Excerpted from:  
 The National I-10 Freight Corridor Study, Technical Memorandum 2,  
 Source: FHWA Freight Analytical Framework, 2001; Wilbur Smith Associates

Problem Intersections and Roadway Sections	
Louisiana	
Location	Intersection/Roadway Issue
Eastbound I-10, East of Mississippi River Bridge, Baton Rouge	Lane Balance and Merge/Weave Problem

Excerpted from:  
 The National I-10 Freight Corridor Study, Technical Memorandum 2 - Description of Existing Conditions, Exhibit 2-10, Problem Intersections and Roadway Sections, February 2002  
 Source: State Departments of Transportation

The National I-10 Freight Corridor Study, Executive Summary, February 2003, also showed that existing conditions on I-10 and I-12 in the Baton Rouge Loop study area would continue to deteriorate through 2025 as shown in the Level-of-Service exhibit.



Source: The National I-10 Freight Corridor Study, Executive Summary, February 2003.

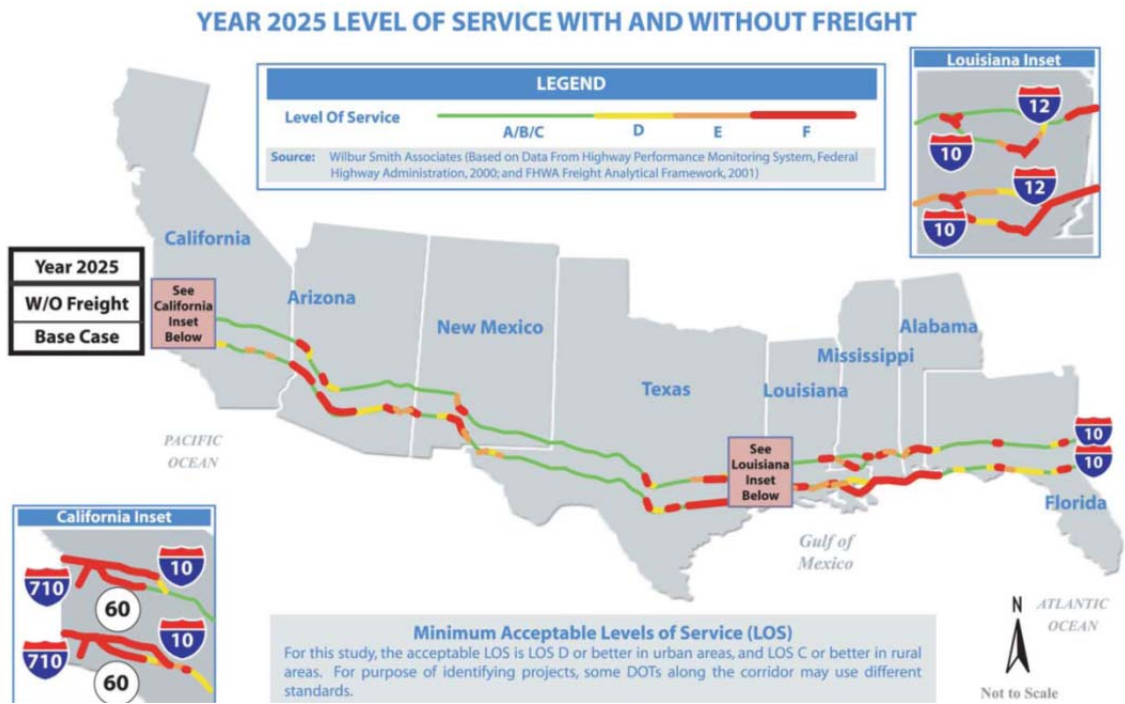
Another conclusion drawn from the Executive Summary, regarding the contribution of freight to congestion, illustrates that freight and thus truck traffic do contribute heavily to congestion on I-10 and I-12 in the Baton Rouge Loop study area. What is of particular interest is that even without freight traffic in 2025, I-10 and I-12 in the Baton Rouge Loop study area would operate at an unacceptable Level-of-Service as shown in the Year 2025 Level-of-Service exhibit.

At a National I-10 Freight Corridor Study Public Meeting held in Baton Rouge on February 27, 2002, some of the comments received were as follows:

- Local commuter traffic was cited as a major problem. I-10 has turned into a virtual parking lot in Baton Rouge. The narrowing of I-10 to one lane at the bridge is a major problem.
- Traffic weaves between Acadian Thruway and College Drive, coming from LSU (Louisiana State University), are causing a bottleneck. Eastbound

traffic is stopped at the bridge and upstream to Acadian and College exits. A lot of truck traffic originates or stops in the Baton Rouge area, as opposed to moving through. The number of intersections is also an issue.

- Safety is a major issue, especially in terms of hurricane evacuation. I-10 is the only way in or out of southern Louisiana, and only three bridges cross the Mississippi River between Baton Rouge and New Orleans.
- There need to be alternative routes for freight traffic through major urban areas. Consider loops and bypasses around local areas that could be used as alternate truck routes, including Baton Rouge. Change tight loops at US 55/I-12 and at I-12/US 59. Additional lanes in certain areas are needed, including the foot of the bridge on I-10 eastbound in Baton Rouge. Single lane off-ramps and the location and design of the on/off ramps in the area are concerns.



Source: The National I-10 Freight Corridor Study, Executive Summary, February 2003.

What the LADOTD and National I-10 Freight Corridor Study data does not capture is ADT or LOS on parish and city/municipal roads. Consequently, the full picture of traffic movement within the individual parishes and five-parish Baton Rouge Loop Project area is not depicted.





### ***Comparisons of Connectivity at Major River Crossings in Louisiana***

To help illustrate the need for additional Mississippi River crossings in the Baton Rouge area, a comparison has been made of the connectivity of six metropolitan areas within Louisiana across the major river within each area. These areas include:

- Baton Rouge
- New Orleans
- Shreveport
- Lake Charles
- Alexandria
- Monroe

All six metropolitan areas contain a formidable river, with the widest and deepest crossings at the Mississippi River in Baton Rouge and New Orleans. All six areas also have at least one interstate (controlled-access) route over the river, with the exception of Alexandria. The connectivity across the river compares:

- Number of crossings in each area;
- Number of through travel lanes crossing the river;
- Number of future lanes crossing the river (either under construction or planned);
- Number of auxiliary lanes crossing the river;
- Total number of lanes crossing the river;
- Average Daily Traffic (ADT) crossing the river in 2009;
- Whether the route crossing the river is a controlled access facility or not; and
- Population estimates for the metropolitan areas for 2000 - 2007.

A summary of the comparison is shown in Table A-1. More detail of each crossing is provided in Table A-2 and the population information is shown in Table A-3.



Table A-1 Summary Comparison Major River Crossing Connectivity within Metropolitan Areas of Louisiana						
Metropolitan Area	River	No. of Crossings	Existing Thru Lanes	Future Thru Lanes	No. of Auxiliary Lanes	Total No. of Lanes
Baton Rouge	MS	2	8	0	2	10
New Orleans	MS	4	14	2	4	20
Shreveport	Red	5	16	2	2	20
Lake Charles	Calcasieu	2	8	2	0	10
Alexandria	Red	3	10	4	0	14
Monroe	Ouachita	3	12	0	0	12

Table A-2 Detailed Comparison River Crossing Connectivity within Metropolitan Areas of Louisiana								
Metropolitan Area	River	Crossing Location	Existing Thru Lanes	Future Thru Lanes	Auxiliary Lanes	Total No. of Lanes	2009 ADT**	Controlled Access Facility
Baton Rouge	Mississippi	I-10	4	0	2	6	92.171	Y
		US 190	4	0	0	4	28.358	N
		Total Lanes	8	0	2	10	120.529	
New Orleans	Mississippi	I-310	4	0	0	4	44.907	Y
		US 90	4	2	0	6	42.229	N
		Bus US 90 WB	3	0	3	6	131,210	Y
		Bus US 90 EB	3	0	1	4		Y
		Total Lanes	14	2	4	20	218.346	
Shreveport*	Red River	I-220	4	0	0	4	37.896	Y
		US 80	4	0	0	4	14.891	N
		I-20	4	0	2	6	57.497	Y
		LA 3032	4	0	0	4	22.407	N
		LA 511	2	0	0	2	22.503	N
		Total Lanes	18	0	2	20	155.194	
Lake Charles	Calcasieu	I-10	4	2	0	6	51.112	Y
		I-210	4	0	0	4	34.221	Y
		Total Lanes	8	2	0	10	85.333	
Alexandria	Red	US 167	6	0	0	6	56.006	Y
		US 165 B	2	0	0	2	8.969	N
		US 71	2	0	0	2	21.301	N
		Total Lanes	10	0	0	10	86.276	
Monroe	Ouachita	I-20	6	0	0	6	76.205	Y
		Louisville Ave.	4	0	0	4	34.591	N
		Endom Bridge	2	0	0	2	9.86	N
		Total Lanes	12	0	0	10	120.656	

\*Future I-69 (assumed 4 lanes) is not included in this list.

\*\*ADT Volumes interpolated from data obtained from LADOTD's Traffic Counts from 1995 to 2014.



<b>Table A-3</b>				
<b>Comparison of Population Estimates for Metropolitan Areas with Major River Crossings in Louisiana</b>				
Population Estimates April 1, 2000 - July 1, 2007 (Cities with Major River Crossings)	July 1, 2007 Estimate	April 1, 2000 Census Estimate Base	% Change 2000-2007	# of Lanes provided at Major River Crossings
Baton Rouge	770,037	705,748	9.11%	*10
New Orleans	1,030,363	1,316,512	-27.77%	*20
Shreveport	387,583	375,968	3.09%	*20
Lake Charles	191,926	193,565	-0.85%	*10
Alexandria	149,837	145,035	3.31%	*14
Monroe	172,275	170,053	0.13%	*12
<p><b>*Number of Lanes shown for each city account for existing and proposed lanes to be added to existing bridges.</b></p> <p><b>Source:</b>  <b>Annual Estimates of the Population of Metropolitan and Micropolitan Statistical Areas: April 1, 2000 to July 1, 2007 (CBSA-EST2007-01), Population Division, U.S. Census Bureau</b>  <b>Release Date: March 2008</b></p>				

This high-level comparison of other metropolitan areas illustrates that Baton Rouge is significantly underserved both in terms of the number of river crossings and total number of lanes crossing the river. In comparison to New Orleans and Shreveport, Baton Rouge has half the number of crossings and half the total number of lanes as shown in Table A-1, even though the Baton Rouge area has the second highest population as shown in Table A-3.

Expansions to existing bridges and new river crossings are also either under construction or in the project development process in both New Orleans and Shreveport. No expansions to the existing bridges or new river crossing locations are currently under development within the Baton Rouge area. This impacts congestion on existing bridges; limits alternative routes and emergency evacuation routes; and impacts land use and growth patterns.

ADT counts for 2009 are shown in the detailed comparison in Table A-2. The I-10 Bridge in Baton Rouge has the second highest ADT among river crossings in the state and is the only river crossing that is a controlled access route in the Baton Rouge area. Other major cities, including New Orleans, Shreveport and Lake Charles, have at least two controlled access facilities crossing the river. This table also illustrates that more crossings and lanes will help re-distribute traffic demand within the roadway network.



### ***I-12 Incident Data (I-10/I-12 Split to Walker)***

Significant delays occur on the existing interstate system within the Baton Rouge region due to the lack of alternate routes. Incidents including major and minor collisions, stalled vehicles, vehicle breakdowns, along with peak hour congestion create significant delays. This is illustrated for the Interstate 12 corridor between the I-10 / I-12 split in Baton Rouge to the Walker interchange in graphs on the following pages.

The graphs are broken into the following four segments of this stretch of I-12 and indicate the duration of incidents that occurred from 2007 through 2011:

- I-10/12 Split to Sherwood Forest Boulevard
- Sherwood Forest Boulevard to O'Neal Lane
- O'Neal Lane to Juban Road
- Juban Road to Walker Road.

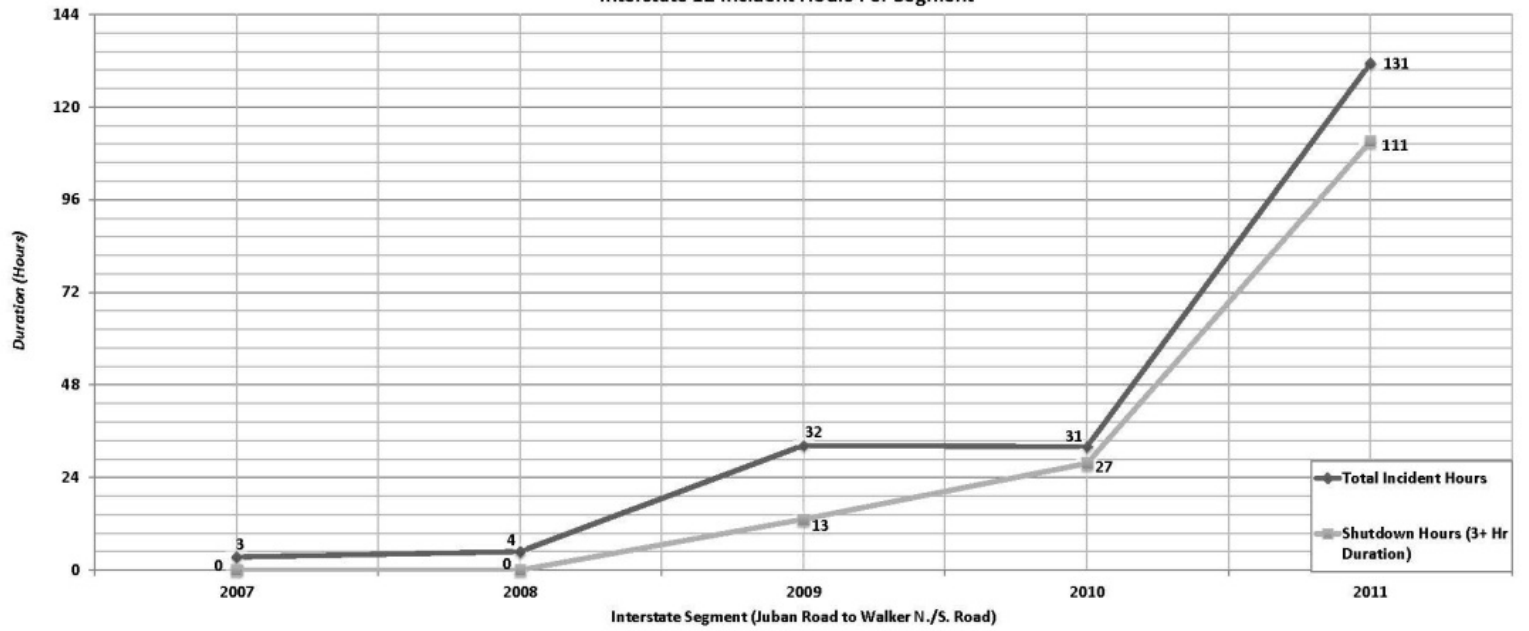
Two lines are shown within the graphs with one indicating the total number of incident hours for both lanes. The other graph line indicates the number of hours the interstate was shut down for an event lasting over 3 hours for either one direction of travel or both. The data was obtained from the DOTD Traffic Management Center (TMC) located in Baton Rouge, Louisiana. The TMC maintains a database for incidents that disrupt the flow of traffic such as: stalled vehicle, crash / accident, shoulder breakdown, etc.

Construction occurred along the segments of I-12 between O'Neal Lane and Walker Road to widen I-12 to 6 lanes. The widening of the eastbound and westbound lanes between O-Neal and the Amite River Bridge and the additional widening of the eastbound lanes between the Amite River Bridge & Pete's Highway began in the Spring of 2009 and was completed in the Summer of 2012. The widening of the westbound lanes between the Amite River Bridge and Pete's Highway and the additional widening of the eastbound and westbound lanes between Pete's Highway and Juban Road occurred between the Summer of 2009 and was completed in the Summer of 2012.

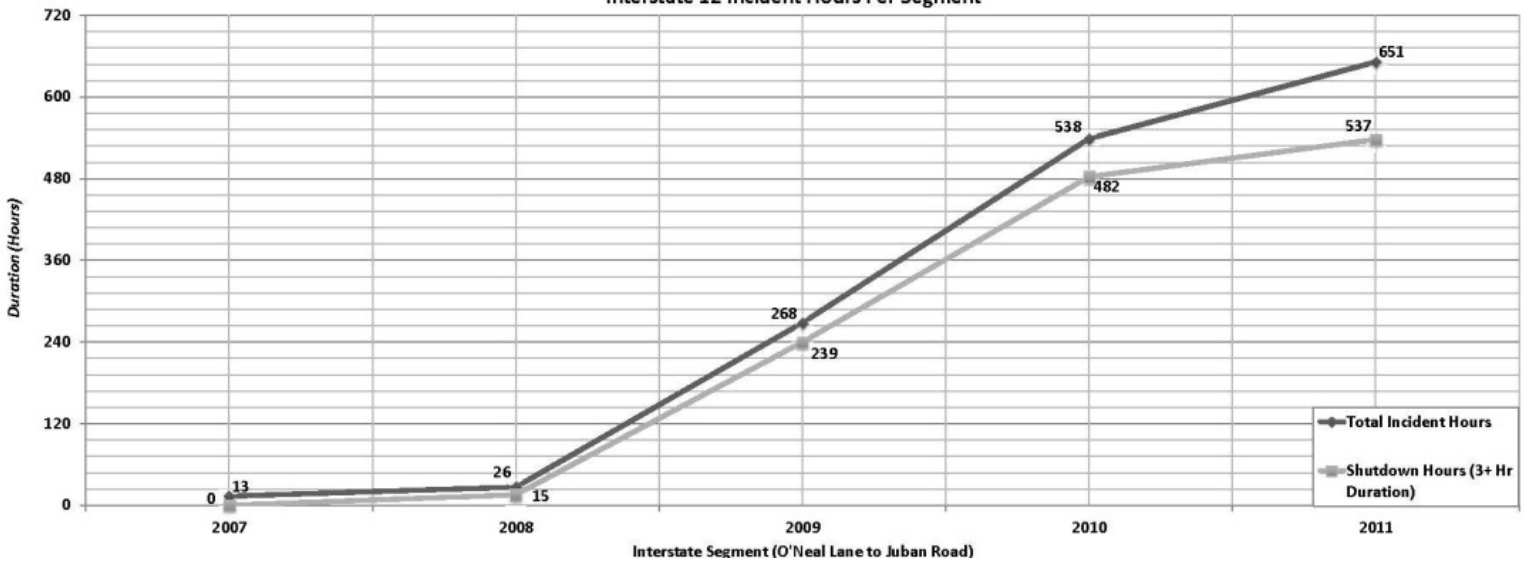
As the two figures indicate, the incident hours rose significantly during construction of the widened segments of I-12. Alternate routes to I-12 during those years would have provided the traveling public with options to avoid these significant delays. Prior to the widening construction, data for 2007 through 2008, shows that some segments experienced 3-hour shutdowns 1 to 3 times per month on average. During these years, alternate routes would also have provided drivers a choice in avoiding these delays during more normal operational conditions when construction activities are not present.

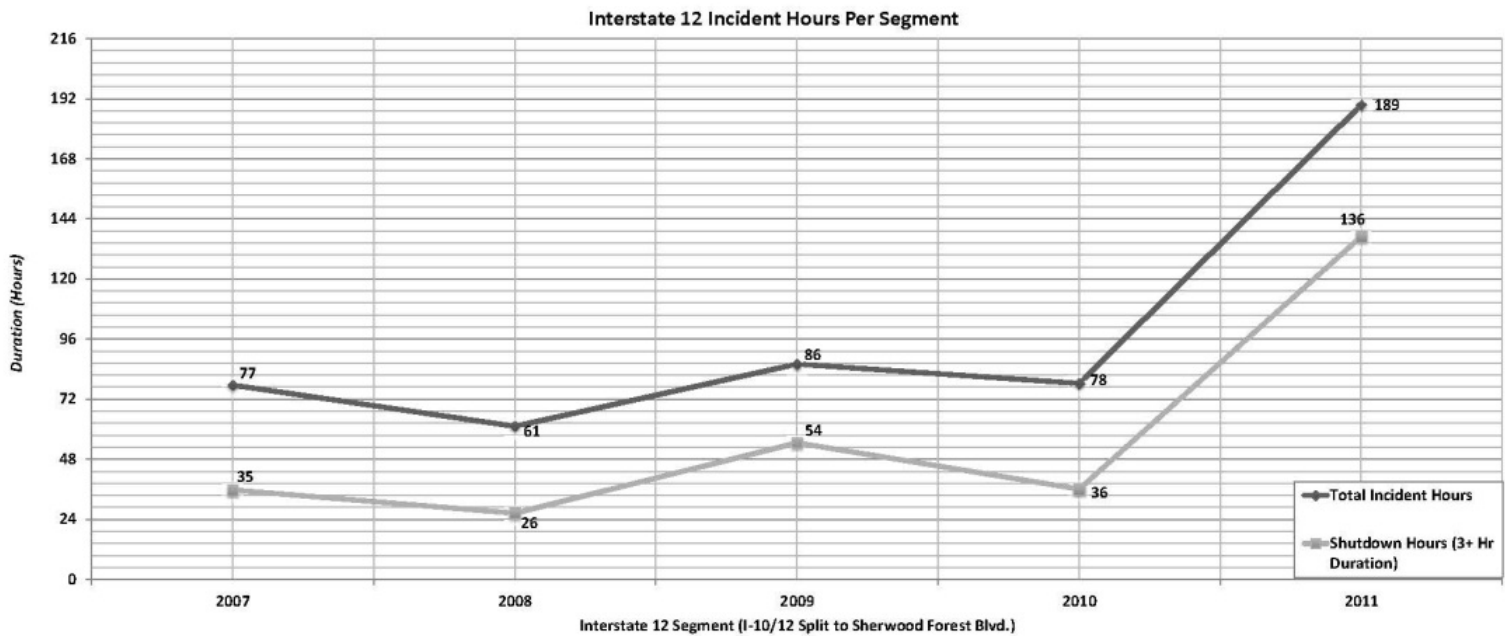
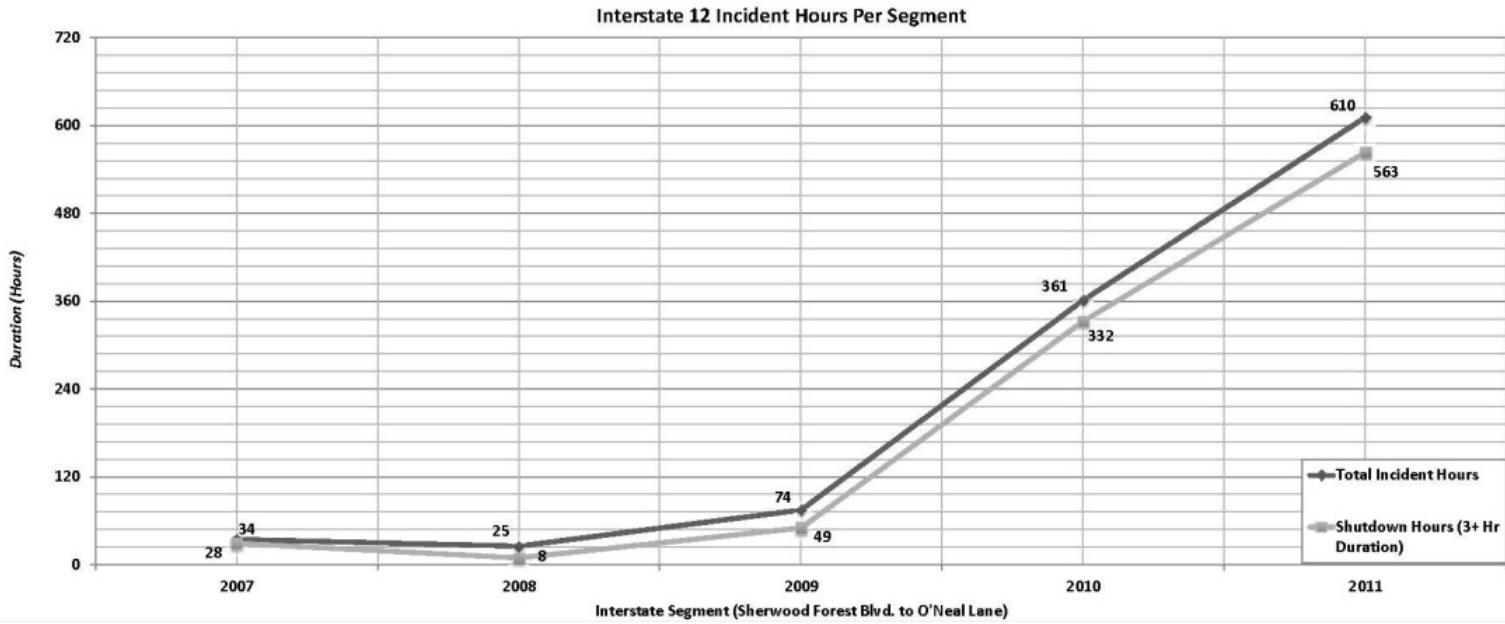


Interstate 12 Incident Hours Per Segment



Interstate 12 Incident Hours Per Segment







### ***Regional Public Opinion Polls***

The project team has reviewed scientific surveys conducted by local groups or provided by Parish officials to help weigh public opinions on the project. The surveys have consistently indicated broad support for the Baton Rouge Loop project. Based on research findings in the Louisiana Transportation Study conducted by Survey Communications, Inc. for the Baton Rouge Regional Chamber using a very large survey sample of 1500, with statistically appropriate samples within each of the five parishes in the Loop project area, 83% believe the Baton Rouge region needs a loop around the city of Baton Rouge to relieve traffic congestion. By parish, those surveyed were in favor of building a Loop by the following percentages: Ascension Parish 78%, East Baton Rouge 79%, Iberville 90%, Livingston 79% and West Baton Rouge 88%.

In addition, 88% of those surveyed in the five parish region favored making funding for the Baton Rouge Loop a priority so that construction could begin as soon as possible.



## APPENDIX B: ENGINEERING

### Potential Interchange Location Tables

TABLE 2.3 POTENTIAL INTERCHANGE LOCATIONS NORTH UNIT			
Location	Interchange Type	# of Interchanges	Total Per Section
<b>SECTION N1</b>			0.5
Interstate 10	All Directional Two Leg (Partial)	0.5	
<b>SECTION N2</b>			9
Rosedale Road (LA 76)	Diamond	1	
US 190	Frontage Road System w/Slip Ramps (LA 1145 to LA 1)	1	
LA 415	Three Leg Directional	1	
Mulatto Bend Rd	Diamond (Slip Ramps)	1	
LA 1	Three Leg Directional	1	
Scenic Hwy (US 61)	Diamond	1	
Interstate 110	All Directional Four Leg	1	
Plank Road (LA 67)	Frontage Road System w/Slip Ramps (US 61 to Hooper Road)	1	
Harding Boulevard/Hooper Road (LA 408)	Diamond	1	
<b>SECTION N3</b>			4
Hooper Road (LA 408)	Diamond (Slip Ramps)	1	
Joor Road (LA 946)	Diamond	1	
Sullivan Road	Diamond	1	
Magnolia Bridge Rd (LA 3034)	Diamond	1	
<b>SECTION N4</b>			0
N/A	N/A	0	
<b>SECTION N5</b>			2
Foster Rd (LA 423)	Diamond	1	
Comite Drive	Diamond	1	
<b>SECTION N6</b>			1
Comite Drive	Diamond	1	
<b>SECTION N7</b>			0
N/A	N/A	0	
<b>SECTION N8</b>			4
Blackwater Road (LA 410)	Diamond	1	
Joor Road	Diamond	1	
Hooper Road (LA 408)	Diamond	1	
Greenwell Springs Road (LA 37)	Diamond	1	
<b>SECTION N9</b>			4
Dyer Road	Diamond	1	
Blackwater Road (LA 410)	Diamond	1	
Greenwell Spring Point Hudson Road (LA 64)	Diamond	1	
Liberty Road (LA 409)	Diamond	1	
<b>SECTION N10</b>			1
LA 16	Diamond	1	
<b>SECTION N11</b>			4
Greenwell Springs Road (LA 37)	Diamond	1	
LA 16	Diamond	1	
Springfield Road (LA 1019)	Diamond	1	
Cane Market Road (LA 1024)	Diamond	1	
<b>SECTION N12</b>			5
Liberty Road (LA 409)	Diamond	1	
Greenwell Springs Road (LA 37)	Diamond	1	
LA 16	Diamond	1	
Springfield Road (LA 1019)	Diamond	1	
Cane Market Road (LA 1024)	Diamond	1	
<b>SECTION N13</b>			2
Arnold Road (LA 1025)	Diamond	1	
Walker Rd North (LA 447)	Diamond	1	
<b>SECTION N14</b>			3.5
Walker Rd North (LA 447)	Diamond	1	
Corbin Road (LA 449)	Diamond	1	
Florida Avenue (US 190)	Partial Cloverleaf	1	
Interstate 12	All Directional Two Leg (Partial)	0.5	





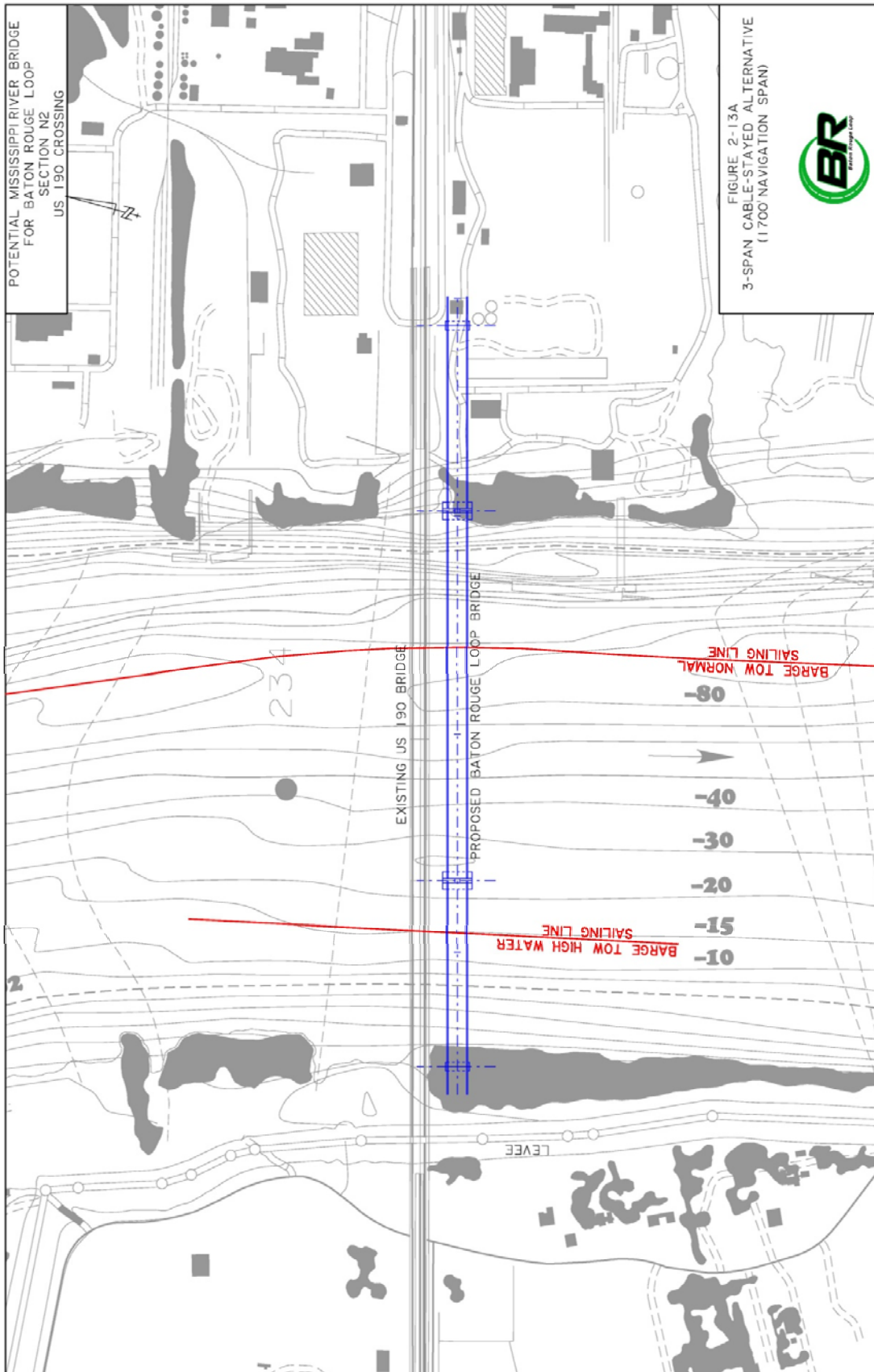
TABLE 2.4 POTENTIAL INTERCHANGE LOCATIONS SOUTH UNIT			
Location	Interchange Type	# of Interchanges	Total Per Section
<b>SECTION S1</b>			1.5
Interstate 10	<i>All Directional Two Leg (Partial)</i>	0.5	
Choctaw Road (LA 989)	<i>Diamond</i>	1	
<b>SECTION S2</b>			0
N/A	<i>N/A</i>	0	
<b>SECTION S3</b>			2
Gardere Lane (LA 327 Spur)	<i>Diamond (Slip Ramps)</i>	1	
Bluebonnet Extension (LA 1248)	<i>Diamond (Slip Ramps)</i>	1	
<b>SECTION S4</b>			1
Bayou Paul Road	<i>Diamond (Slip Ramps)</i>	1	
<b>SECTION S5</b>			1
LA 74	<i>Diamond (Slip Ramps)</i>	1	
<b>SECTION S6</b>			0
N/A	<i>N/A</i>	0	
<b>SECTION S7</b>			2
LA 74	<i>Diamond</i>	1	
Nicholson Drive (LA 30)	<i>Diamond</i>	1	
<b>SECTION S8</b>			2
LA 73	<i>Diamond</i>	1	
Interstate 10	<i>Three Leg Directional</i>	1	
<b>SECTION S9</b>			1
LA 73	<i>Diamond</i>	1	
<b>SECTION S10</b>			1
LA 73	<i>Diamond (Slip Ramps)</i>	1	
Nicholson Drive (LA 30)	<i>Frontage Road System w/Slip Ramps (Section S7 to Section S10), Diamond</i>	1	
<b>SECTION S11</b>			2.5
Nicholson Drive (LA 30)	<i>Diamond</i>	1	
LA 44	<i>Diamond</i>	1	
Interstate 10	<i>All Directional Two Leg (Partial)</i>	0.5	
<b>SECTION S12</b>			4
LA 1148	<i>Diamond</i>	1	
Belleview Drive (LA 75)	<i>Diamond</i>	1	
LA 1	<i>Diamond</i>	1	
Bayou Paul Road	<i>Diamond</i>	1	
<b>SECTION S13</b>			2
LA 1	<i>Flyover Ramps</i>	1	
River Road (LA 327)	<i>Flyover Ramps</i>	1	
<b>SECTION S14</b>			2
LA 1	<i>Flyover Ramps</i>	1	
River Road (LA 327)	<i>Flyover Ramps</i>	1	

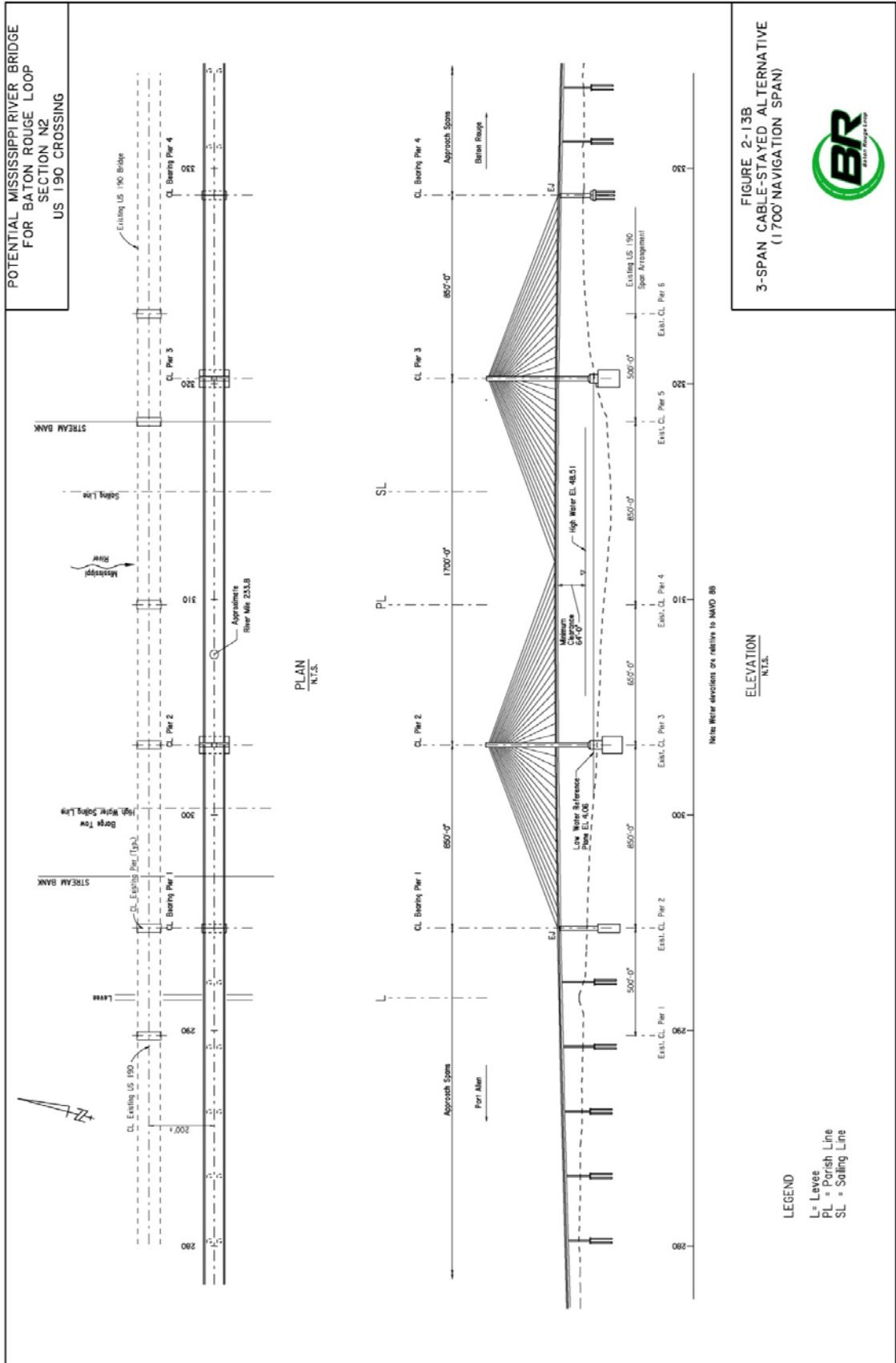


TABLE 2.5 POTENTIAL INTERCHANGE LOCATIONS EAST UNIT			
Locations	Interchange Type	# of Interchanges	Total Per Section
<b>SECTION E1</b>			<b>2.5</b>
Interstate 10	<i>All Directional Two Leg (Partial)</i>	0.5	
Airline Highway (US 61)	<i>Diamond</i>	1	
LA 22	<i>Diamond</i>	1	
<b>SECTION E2</b>			<b>2</b>
LA 22	<i>Diamond</i>	1	
LA 934	<i>Diamond</i>	1	
<b>SECTION E3</b>			<b>2</b>
LA 22	<i>Diamond</i>	1	
LA 934	<i>Diamond</i>	1	
<b>SECTION E4</b>			<b>0</b>
N/A	<i>N/A</i>	0	
<b>SECTION E5</b>			<b>1</b>
LA 431	<i>Diamond</i>	1	
<b>SECTION E6</b>			<b>1</b>
LA 431	<i>Diamond</i>	1	
<b>SECTION E7</b>			<b>0</b>
N/A	<i>N/A</i>	0	
<b>SECTION E8</b>			<b>3</b>
LA 42	<i>Diamond</i>	1	
LA 16	<i>Diamond</i>	1	
Walker South Road (LA 447)	<i>Diamond</i>	1	
<b>SECTION E9</b>			<b>2</b>
LA 16	<i>Diamond</i>	1	
LA 42	<i>Diamond</i>	1	
<b>SECTION E10</b>			<b>2.5</b>
Hood Road	<i>Diamond</i>	1	
Drakeford McMorris Road	<i>Diamond</i>	1	
Interstate 12	<i>All Directional Two Leg (Partial)</i>	0.5	

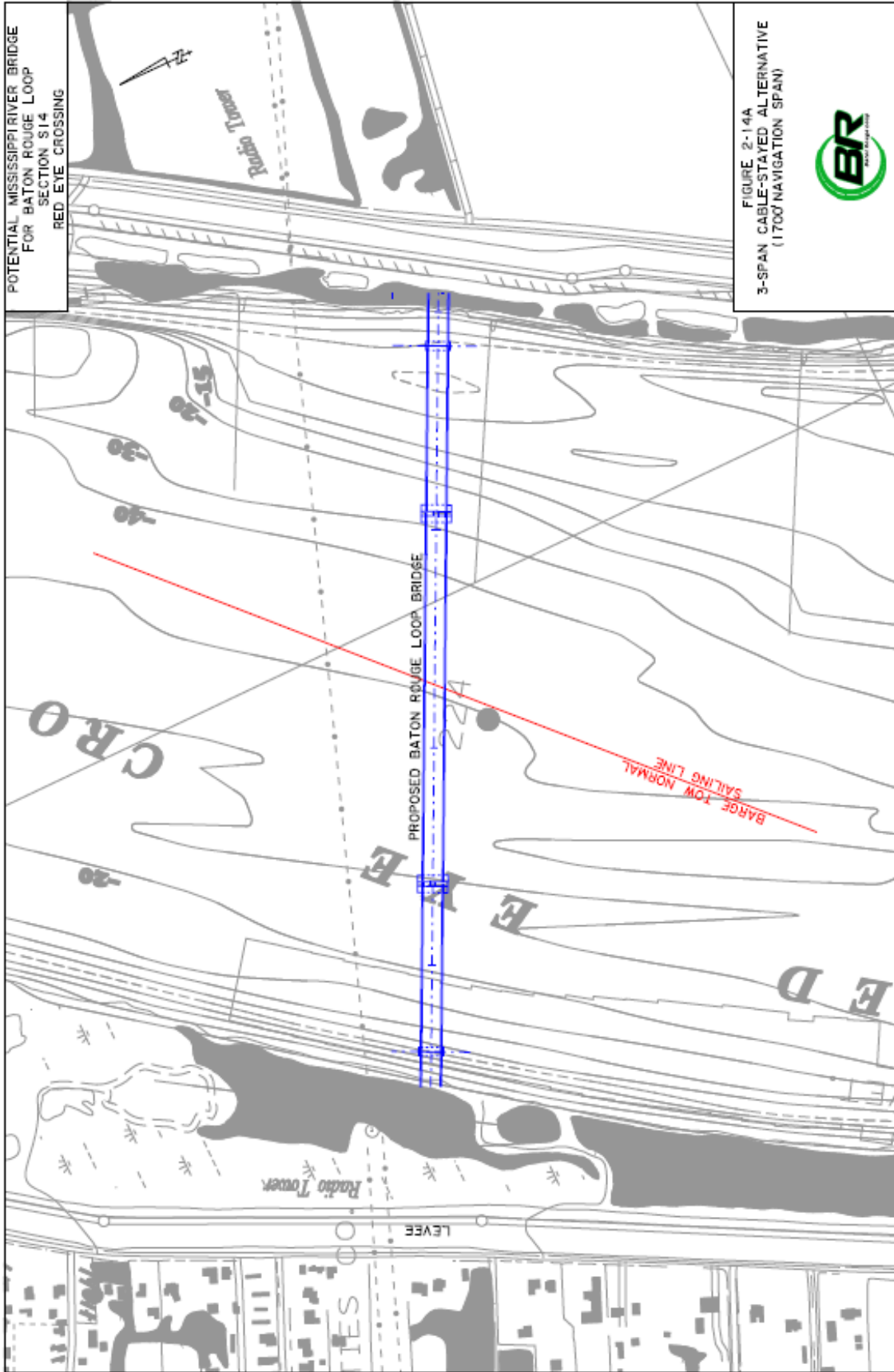


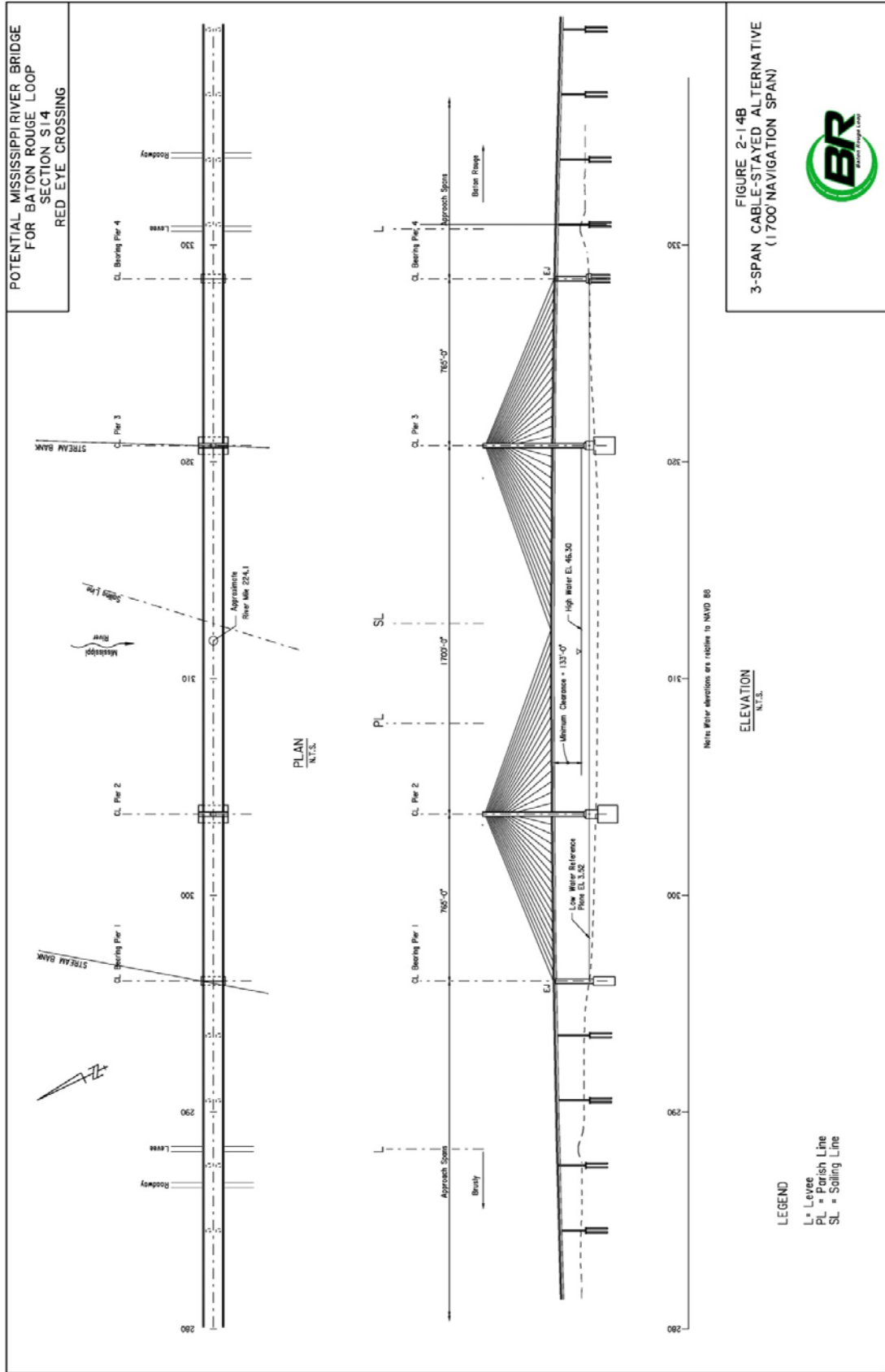
**Plan and Elevation Views of the Four Mississippi River Crossing Bridges**



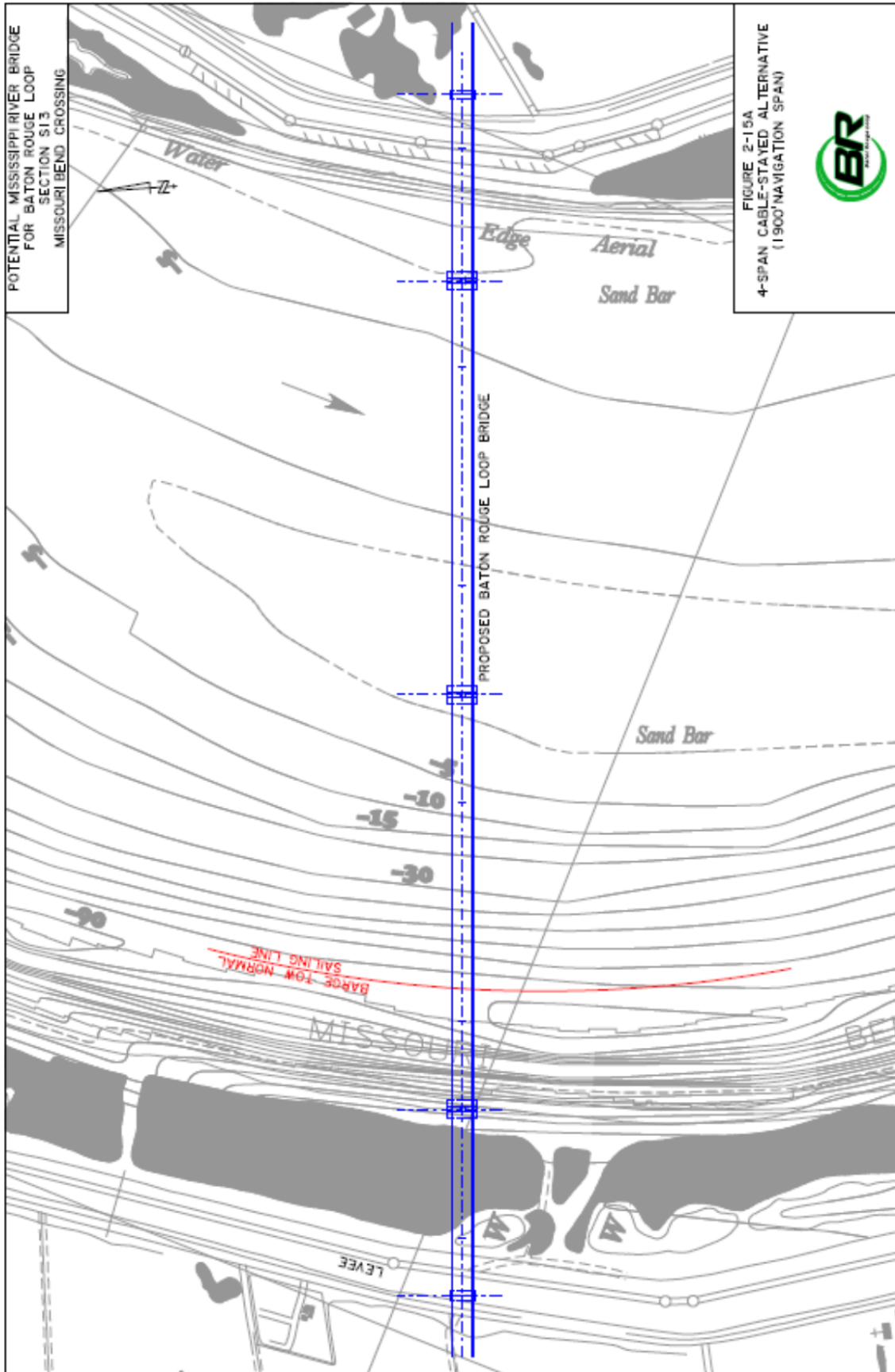


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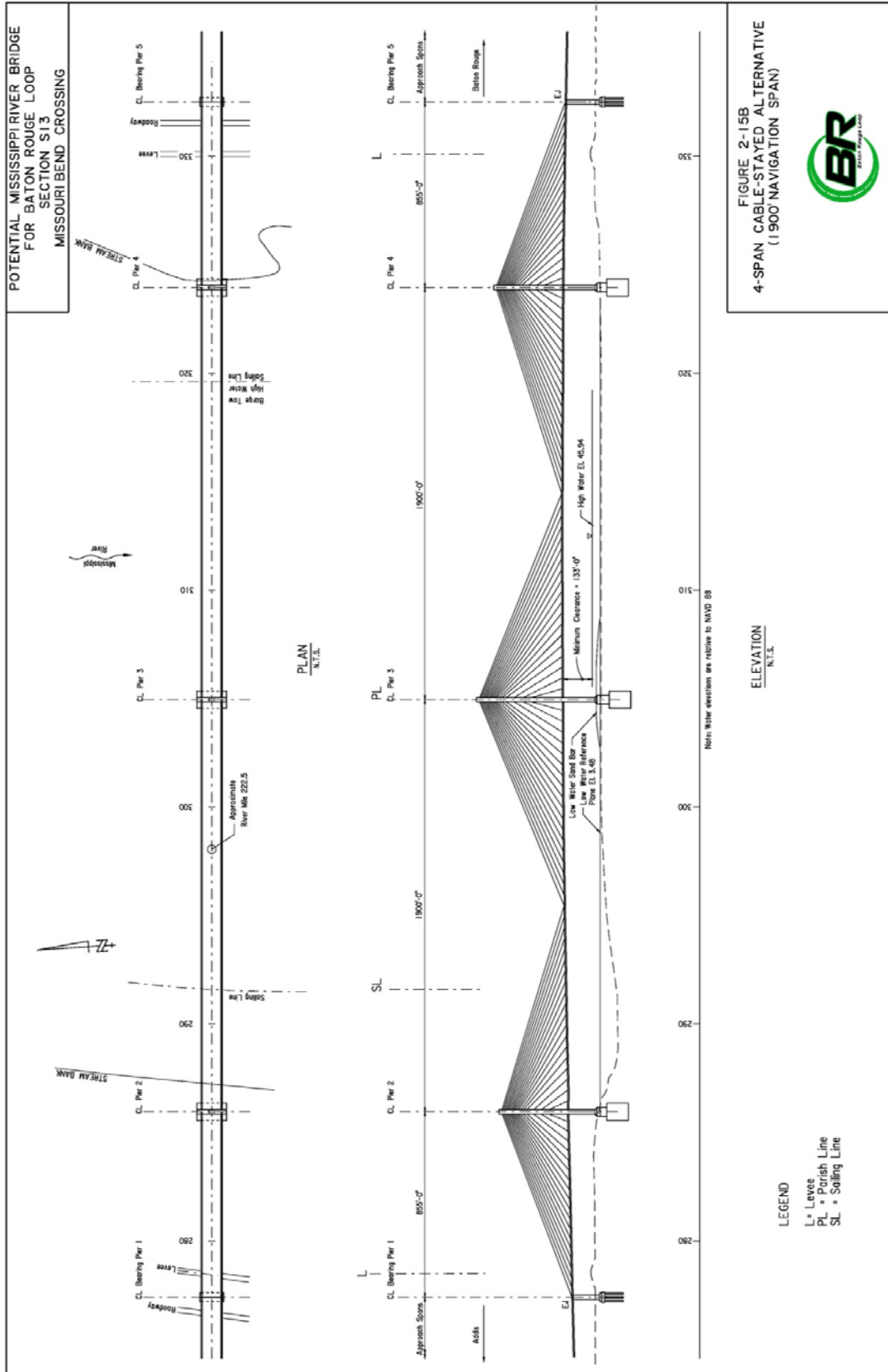
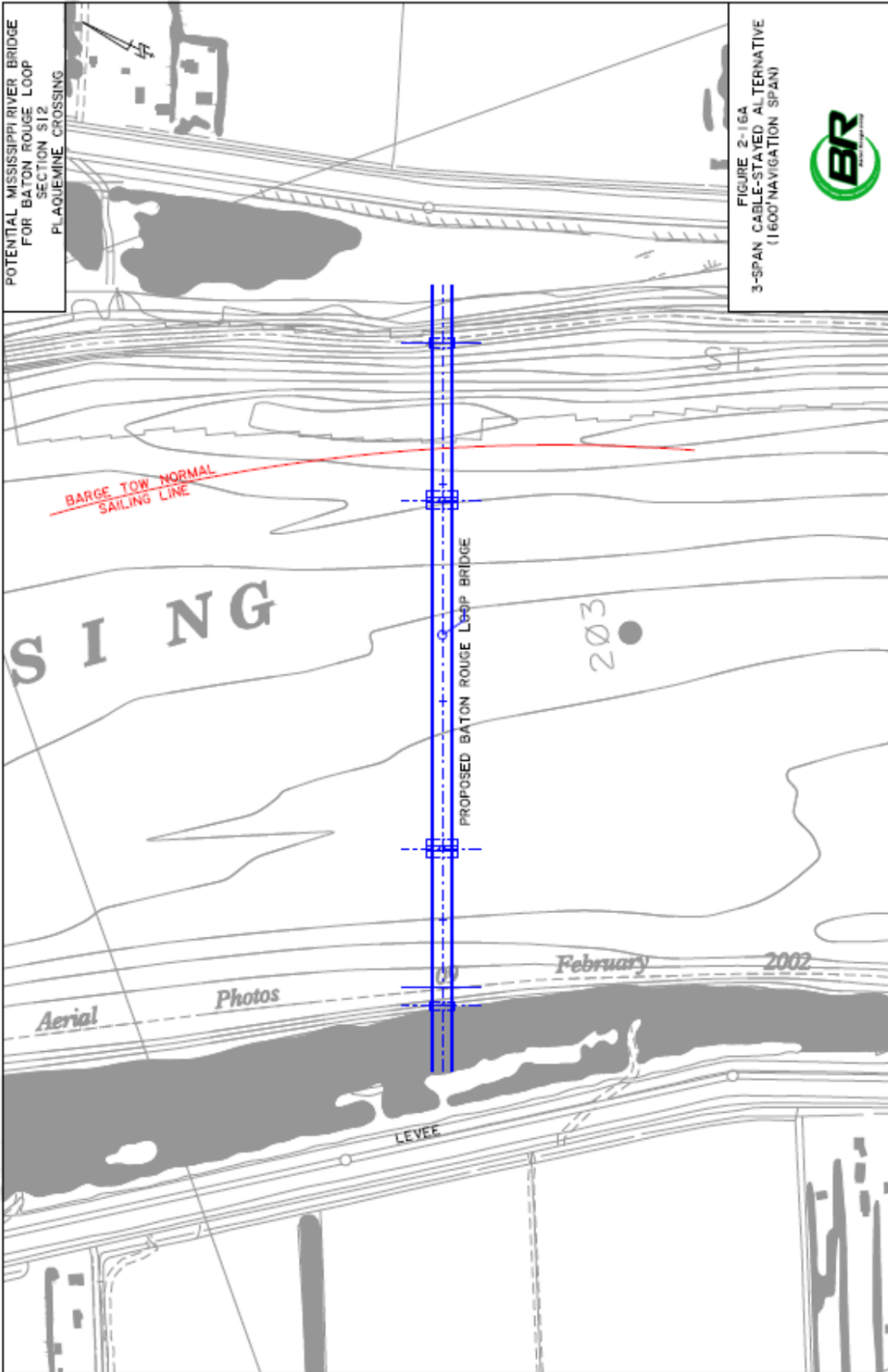


FIGURE 2-15B  
 4-SPAN CABLE-STAYED ALTERNATIVE  
 (1900' NAVIGATION SPAN)



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**Unit Corridor Alternative Preliminary Capital Cost Estimates**

<b>Table 2.7 Baton Rouge Loop North Unit Corridor Alternative NA Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: N1+N2+N3+N10+N13+N14	\$ 628.4
<b>Major River/Waterway Crossings</b>	
Mississippi River Crossing (US 190)	\$ 313.4
Amite River Crossing	\$ 19.4
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 21.0
R.O.W.	\$ 106.0
Mitigation	\$ 41.9
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,130.2</b>
<b>Other Facility Costs</b>	
ITS	\$ 35.0
Electronic Tolling Equipment	\$ 38.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.3
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 87.7</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,217.8</b>
<b>Agency Costs</b>	
Administrative	\$ 24.4
Engineering / Architectural	\$ 121.8
Legal Fees	\$ 6.1
Construction Support	\$ 85.2
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 237.5</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,455.3</b>
Project Contingency (15%)	\$ 218.3
<b>Corridor Alternative NA Total Cost (\$M)</b>	<b>\$ 1,673.60</b>
*Subtotal Construction Cost are based on 35.0 miles of roadway and 19 interchange locations.	

<b>Table 2.8 Baton Rouge Loop North Unit Corridor Alternative NB Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: N1+N2+N4+N5+N8+N10+N13+N14	\$ 654.8
<b>Major River/Waterway Crossings</b>	
Mississippi River Crossing (US 190)	\$ 313.4
Amite River Crossing	\$ 19.4
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 22.3
R.O.W.	\$ 112.6
Mitigation	\$ 44.2
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,166.7</b>
<b>Other Facility Costs</b>	
ITS	\$ 37.2
Electronic Tolling Equipment	\$ 42.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.7
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 94.2</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,260.9</b>
<b>Agency Costs</b>	
Administrative	\$ 25.2
Engineering / Architectural	\$ 126.1
Legal Fees	\$ 6.3
Construction Support	\$ 88.3
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 245.9</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,506.8</b>
Project Contingency (15%)	\$ 226.0
<b>Corridor Alternative NB Total Cost (\$M)</b>	<b>\$ 1,732.8</b>
* Subtotal Construction Cost are based on 37.2 miles of roadway and 21 interchange locations.	



<b>Table 2.9 Baton Rouge Loop North Unit Corridor Alternative NC Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: N1+N2+N4+N6+N7+N8+N10+N13+N14	\$ 656.3
<b>Major River/Waterway Crossings</b>	
Mississippi River Crossing (US 190)	\$ 313.4
Amite River Crossing	\$ 19.4
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 22.2
R.O.W.	\$ 111.8
Mitigation	\$ 44.4
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,167.6
<b>Other Facility Costs</b>	
ITS	\$ 36.9
Electronic Tolling Equipment	\$ 40.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.7
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 92.0
<i>Subtotal Construction Cost*</i>	\$ 1,259.5
<b>Agency Costs</b>	
Administrative	\$ 25.2
Engineering / Architectural	\$ 126.0
Legal Fees	\$ 6.3
Construction Support	\$ 88.2
<i>Subtotal Agency Costs (\$M)</i>	\$ 245.7
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,505.1</b>
Project Contingency (15%)	\$ 225.8
<b>Corridor Alternative NC Total Cost (\$M)</b>	<b>\$ 1,730.9</b>
* Subtotal Construction Cost are based on 36.9 miles of roadway and 20 interchange locations.	

<b>Table 2.10 Baton Rouge Loop North Unit Corridor Alternative ND Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: N1+N2+N4+N6+N9+N11+N13+N14	\$ 685.7
<b>Major River/Waterway Crossings</b>	
Mississippi River Crossing (US 190)	\$ 313.4
Amite River Crossing	\$ 19.4
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 24.1
R.O.W.	\$ 121.7
Mitigation	\$ 48.9
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,213.3
<b>Other Facility Costs</b>	
ITS	\$40.2
Electronic Tolling Equipment	\$46.0
Customer Service Center	\$3.3
Landscaping	\$12.1
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 101.7
<i>Subtotal Construction Cost*</i>	\$ 1,315.0
<b>Agency Costs</b>	
Administrative	\$ 26.3
Engineering / Architectural	\$ 131.5
Legal Fees	\$ 6.6
Construction Support	\$ 92.0
<i>Subtotal Agency Costs (\$M)</i>	\$ 256.4
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,571.4</b>
Project Contingency (15%)	\$ 235.7
<b>Corridor Alternative ND Total Cost (\$M)</b>	<b>\$ 1,807.1</b>
* Subtotal Construction Cost are based on 40.2 miles of roadway and 23 interchange locations.	



<b>Table 2.11 Baton Rouge Loop North Unit Corridor Alternative NE Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: N1+N2+N4+N6+N9+N12+N14	\$ 671.2
<b>Major River/Waterway Crossings</b>	
Mississippi River Crossing (US 190)	\$ 313.4
Amite River Crossing	\$ 19.4
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 24.0
R.O.W.	\$ 121.3
Mitigation	\$ 48.4
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	<b>\$ 1,197.7</b>
<b>Other Facility Costs</b>	
ITS	\$ 40.1
Electronic Tolling Equipment	\$ 44.0
Customer Service Center	\$ 3.3
Landscaping	\$ 12.0
<i>Subtotal Other Facility Costs (\$M)</i>	<b>\$ 99.4</b>
<i>Subtotal Construction Cost*</i>	<b>\$ 1,297.1</b>
<b>Agency Costs</b>	
Administrative	\$ 25.9
Engineering / Architectural	\$ 129.7
Legal Fees	\$ 6.5
Construction Support	\$ 90.8
<i>Subtotal Agency Costs (\$M)</i>	<b>\$ 252.9</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,550.0</b>
Project Contingency (15%)	\$ 232.5
<b>Corridor Alternative NE Total Cost (\$M)</b>	<b>\$ 1,782.5</b>
* Subtotal Construction Cost are based on 40.1 miles of roadway and 22 interchange locations.	



<b>Table 2.12 Baton Rouge Loop South Unit Corridor Alternative SA Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S14+S3+S4+S6+S7+S8	\$ 691.1
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Redeye)	\$ 326.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 17.5
R.O.W.	\$ 28.4
Mitigation	\$ 24.2
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,110.7</b>
<b>Other Facility Costs</b>	
ITS	\$ 29.1
Electronic Tolling Equipment	\$ 19.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.1
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 62.6</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,173.3</b>
<b>Agency Costs</b>	
Administrative	\$ 23.5
Engineering / Architectural	\$ 117.3
Legal Fees	\$ 5.9
Construction Support	\$ 82.1
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 228.8</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,402.1</b>
Project Contingency (15%)	\$ 210.3
<b>Corridor Alternative SA Total Cost (\$M)</b>	<b>\$ 1,612.4</b>
* Subtotal Construction Cost are based on 29.1 miles of roadway and 9.5 interchange locations.	

<b>Table 2.13 Baton Rouge Loop South Unit Corridor Alternative SB Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S14+S3+S4+S5+S7+S8	\$ 661.40
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Redeye)	\$ 326.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 18.0
R.O.W.	\$ 29.2
Mitigation	\$ 24.8
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,083.0</b>
<b>Other Facility Costs</b>	
ITS	\$ 30.0
Electronic Tolling Equipment	\$ 21.0
Customer Service Center	\$ 3.3
Landscaping	\$ 10.8
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 65.1</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,148.1</b>
<b>Agency Costs</b>	
Administrative	\$ 23.0
Engineering / Architectural	\$ 114.8
Legal Fees	\$ 5.7
Construction Support	\$ 80.4
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 223.9</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,372.0</b>
Project Contingency (15%)	\$ 205.8
<b>Corridor Alternative SB Total Cost (\$M)</b>	<b>\$ 1,577.8</b>
* Subtotal Construction Cost are based on 30.0 miles of roadway and 10.5 interchange locations.	



<b>Table 2.14 Baton Rouge Loop South Unit Corridor Alternative SC Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S14+S3+S4+S6+S7+S9+S11	\$ 692.5
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Redeye)	\$ 326.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 21.6
R.O.W.	\$ 35.1
Mitigation	\$ 28.9
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,127.7
<b>Other Facility Costs</b>	
ITS	\$ 36.0
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.3
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 72.6
<i>Subtotal Construction Cost*</i>	\$ 1,200.4
<b>Agency Costs</b>	
Administrative	\$ 24.0
Engineering / Architectural	\$ 120.0
Legal Fees	\$ 6.0
Construction Support	\$ 84.0
<i>Subtotal Agency Costs (\$M)</i>	\$ 234.1
<b>Subtotal Project Cost (\$M)</b>	\$ 1,434.5
Project Contingency (15%)	\$ 215.2
<b>Corridor Alternative SC Total Cost (\$M)</b>	\$ 1,649.6
* Subtotal Construction Cost are based on 36.0 miles of roadway and 11 interchange locations.	

<b>Table 2.15 Baton Rouge Loop South Unit Corridor Alternative SD Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S14+S3+S4+S5+S7+S9+S11	\$ 663.2
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Redeye)	\$ 326.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 22.1
R.O.W.	\$ 35.9
Mitigation	\$ 29.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,100.4
<b>Other Facility Costs</b>	
ITS	\$ 36.9
Electronic Tolling Equipment	\$ 24.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.0
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 75.2
<i>Subtotal Construction Cost*</i>	\$ 1,175.6
<b>Agency Costs</b>	
Administrative	\$ 23.5
Engineering / Architectural	\$ 117.6
Legal Fees	\$ 5.9
Construction Support	\$ 82.3
<i>Subtotal Agency Costs (\$M)</i>	\$ 229.3
<b>Subtotal Project Cost (\$M)</b>	\$ 1,404.9
Project Contingency (15%)	\$ 210.7
<b>Corridor Alternative SD Total Cost (\$M)</b>	\$ 1,615.6
* Subtotal Construction Cost are based on 36.9 miles of roadway and 12 interchange locations.	



<b>Table 2.16 Baton Rouge Loop South Unit Corridor Alternative SE Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S14+S3+S4+S6+S7+S10+S11	\$ 701.72
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Redeye)	\$ 326.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 21.7
R.O.W.	\$ 35.2
Mitigation	\$ 28.8
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,137.0
<b>Other Facility Costs</b>	
ITS	\$ 36.1
Electronic Tolling Equipment	\$ 24.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.4
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 74.8
<i>Subtotal Construction Cost*</i>	\$ 1,211.8
<b>Agency Costs</b>	
Administrative	\$ 24.2
Engineering / Architectural	\$ 121.2
Legal Fees	\$ 6.1
Construction Support	\$ 84.8
<i>Subtotal Agency Costs (\$M)</i>	\$ 236.3
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,448.1</b>
Project Contingency (15%)	\$ 217.2
<b>Corridor Alternative SE Total Cost (\$M)</b>	<b>\$ 1,665.3</b>
* Subtotal Construction Cost are based on 36.1 miles of roadway and 12 interchange locations.	

<b>Table 2.17 Baton Rouge Loop South Unit Corridor Alternative SF Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S14+S3+S4+S5+S7+S10+S11	\$ 543.9
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Redeye)	\$ 326.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 21.9
R.O.W.	\$ 35.5
Mitigation	\$ 29.0
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 979.9
<b>Other Facility Costs</b>	
ITS	\$ 36.4
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 9.8
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 71.6
<i>Subtotal Construction Cost*</i>	\$ 1,051.4
<b>Agency Costs</b>	
Administrative	\$ 21.0
Engineering / Architectural	\$ 105.1
Legal Fees	\$ 5.3
Construction Support	\$ 73.6
<i>Subtotal Agency Costs (\$M)</i>	\$ 205.0
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,256.5</b>
Project Contingency (15%)	\$ 188.5
<b>Corridor Alternative SF Total Cost (\$M)</b>	<b>\$ 1,444.9</b>
* Subtotal Construction Cost are based on 36.4 miles of roadway and 11 interchange locations.	





<b>Table 2.18 Baton Rouge Loop South Unit Corridor Alternative SG Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S12+S4+S6+S7+S8	\$ 631.74
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Plaquemine)	\$ 322.5
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 23.0
R.O.W.	\$ 37.3
Mitigation	\$ 29.2
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,067.1
<b>Other Facility Costs</b>	
ITS	\$ 38.3
Electronic Tolling Equipment	\$ 17.0
Customer Service Center	\$ 3.3
Landscaping	\$ 10.7
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 69.3
<i>Subtotal Construction Cost*</i>	\$ 1,136.4
<b>Agency Costs</b>	
Administrative	\$ 22.7
Engineering / Architectural	\$ 113.6
Legal Fees	\$ 5.7
Construction Support	\$ 79.5
<i>Subtotal Agency Costs (\$M)</i>	\$ 221.6
<b>Subtotal Project Cost (\$M)</b>	\$ 1,358.0
Project Contingency (15%)	\$ 203.7
<b>Corridor Alternative SG Total Cost (\$M)</b>	\$ 1,561.7
* Subtotal Construction Cost are based on 38.3 miles of roadway and 8.5 interchange locations.	

<b>Table 2.19 Baton Rouge Loop South Unit Corridor Alternative SH Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S12+S4+S5+S7+S8	\$ 612.4
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Plaquemine)	\$ 322.5
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 17.5
R.O.W.	\$ 28.3
Mitigation	\$ 22.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,026.7
<b>Other Facility Costs</b>	
ITS	\$ 29.1
Electronic Tolling Equipment	\$ 19.0
Customer Service Center	\$ 3.3
Landscaping	\$ 10.3
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 61.7
<i>Subtotal Construction Cost*</i>	\$ 1,088.4
<b>Agency Costs</b>	
Administrative	\$ 21.8
Engineering / Architectural	\$ 108.8
Legal Fees	\$ 5.4
Construction Support	\$ 76.2
<i>Subtotal Agency Costs (\$M)</i>	\$ 212.2
<b>Subtotal Project Cost (\$M)</b>	\$ 1,300.7
Project Contingency (15%)	\$ 195.1
<b>Corridor Alternative SH Total Cost (\$M)</b>	\$ 1,495.8
* Subtotal Construction Cost are based on 39.1 miles of roadway and 9.5 interchange locations.	



<b>Table 2.20 Baton Rouge Loop South Unit Corridor Alternative SI Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
Roadway	
Sections: S1+S2+S12+S4+S6+S7+S9+S11	\$ 633.1
Major River/Waterway Crossings	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Plaquemine)	\$ 322.5
Miscellaneous Costs	
Utility Relocation	\$ 26.8
R.O.W.	\$ 43.5
Mitigation	\$ 33.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,082.9
Other Facility Costs	
ITS	\$ 44.7
Electronic Tolling Equipment	\$ 20.0
Customer Service Center	\$ 3.3
Landscaping	\$ 10.8
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 78.8
<i>Subtotal Construction Cost*</i>	\$ 1,161.7
Agency Costs	
Administrative	\$ 23.2
Engineering / Architectural	\$ 116.2
Legal Fees	\$ 5.8
Construction Support	\$ 81.3
<i>Subtotal Agency Costs (\$M)</i>	\$ 226.5
<i>Subtotal Project Cost (\$M)</i>	\$ 1,388.3
Project Contingency (15%)	\$ 208.2
<b>Corridor Alternative SI Total Cost (\$M)</b>	<b>\$ 1,596.5</b>
* Subtotal Construction Cost are based on 44.7 miles of roadway and 10 interchange locations.	

<b>Table 2.21 Baton Rouge Loop South Unit Corridor Alternative SJ Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
Roadway	
Sections: S1+S2+S12+S4+S5+S7+S9+S11	\$ 614.1
Major River/Waterway Crossings	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Plaquemine)	\$ 322.5
Miscellaneous Costs	
Utility Relocation	\$ 27.4
R.O.W.	\$ 44.4
Mitigation	\$ 34.3
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,066.1
Other Facility Costs	
ITS	\$ 45.6
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 10.7
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 81.6
<i>Subtotal Construction Cost*</i>	\$ 1,147.7
Agency Costs	
Administrative	\$ 23.0
Engineering / Architectural	\$ 114.8
Legal Fees	\$ 5.7
Construction Support	\$ 80.3
<i>Subtotal Agency Costs (\$M)</i>	\$ 223.8
<i>Subtotal Project Cost (\$M)</i>	\$ 1,371.5
Project Contingency (15%)	\$ 205.7
<b>Corridor Alternative SJ Total Cost (\$M)</b>	<b>\$ 1,577.2</b>
* Subtotal Construction Cost are based on 45.6 miles of roadway and 11 interchange locations.	



<b>Table 2.22 Baton Rouge Loop South Unit Corridor Alternative SK Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S12+S4+S6+S7+S10+S11	\$ 642.3
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Plaquemine)	\$ 322.5
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 26.7
R.O.W.	\$ 43.4
Mitigation	\$ 34.1
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 1,092.4
<b>Other Facility Costs</b>	
ITS	\$ 44.5
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 10.9
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 80.8
<i>Subtotal Construction Cost*</i>	\$ 1,173.2
<b>Agency Costs</b>	
Administrative	\$ 23.5
Engineering / Architectural	\$ 117.3
Legal Fees	\$ 5.9
Construction Support	\$ 82.1
<i>Subtotal Agency Costs (\$M)</i>	\$ 228.8
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,401.9</b>
Project Contingency (15%)	\$ 210.3
<b>Corridor Alternative SK Total Cost (\$M)</b>	<b>\$ 1,612.2</b>
* Subtotal Construction Cost are based on 44.5 miles of roadway and 11 interchange locations.	

<b>Table 2.23 Baton Rouge Loop South Unit Corridor Alternative SL Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S12+S4+S5+S7+S10+S11	\$ 494.9
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Plaquemine)	\$ 322.5
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 27.0
R.O.W.	\$ 43.9
Mitigation	\$ 33.7
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 945.4
<b>Other Facility Costs</b>	
ITS	\$ 45.1
Electronic Tolling Equipment	\$ 20.0
Customer Service Center	\$ 3.3
Landscaping	\$ 9.5
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 77.9
<i>Subtotal Construction Cost*</i>	\$ 1,023.3
<b>Agency Costs</b>	
Administrative	\$ 20.5
Engineering / Architectural	\$ 102.3
Legal Fees	\$ 5.1
Construction Support	\$ 71.6
<i>Subtotal Agency Costs (\$M)</i>	\$ 199.5
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,222.8</b>
Project Contingency (15%)	\$ 183.4
<b>Corridor Alternative SL Total Cost (\$M)</b>	<b>\$ 1,406.2</b>
* Subtotal Construction Cost are based on 45.1 miles of roadway and 10 interchange locations.	



<b>Table 2.24 Baton Rouge Loop South Unit Corridor Alternative SM Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S13+S3+S4+S6+S7+S8	\$ 695.79
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Missouri Bend)	\$ 444.8
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 18.4
R.O.W.	\$ 29.9
Mitigation	\$ 25.6
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,237.9</b>
<b>Other Facility Costs</b>	
ITS	\$ 30.7
Electronic Tolling Equipment	\$ 19.0
Customer Service Center	\$ 3.3
Landscaping	\$ 12.4
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 65.4</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,303.3</b>
<b>Agency Costs</b>	
Administrative	\$ 26.1
Engineering / Architectural	\$ 130.3
Legal Fees	\$ 6.5
Construction Support	\$ 91.2
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 254.1</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,557.5</b>
Project Contingency (15%)	\$ 233.6
<b>Corridor Alternative SM Total Cost (\$M)</b>	<b>\$ 1,791.1</b>
* Subtotal Construction Cost are based on 30.7 miles of roadway and 9.5 interchange locations.	

<b>Table 2.25 Baton Rouge Loop South Unit Corridor Alternative SN Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S13+S3+S4+S5+S7+S8	\$ 666.1
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Missouri Bend)	\$ 444.8
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 18.9
R.O.W.	\$ 30.7
Mitigation	\$ 26.2
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,210.2</b>
<b>Other Facility Costs</b>	
ITS	\$ 31.6
Electronic Tolling Equipment	\$ 21.0
Customer Service Center	\$ 3.3
Landscaping	\$ 12.1
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 68.0</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,278.2</b>
<b>Agency Costs</b>	
Administrative	\$ 25.6
Engineering / Architectural	\$ 127.8
Legal Fees	\$ 6.4
Construction Support	\$ 89.5
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 249.2</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,527.4</b>
Project Contingency (15%)	\$ 229.1
<b>Corridor Alternative SN Total Cost (\$M)</b>	<b>\$ 1,756.5</b>
* Subtotal Construction Cost are based on 31.6 miles of roadway and 10.5 interchange locations.	



<b>Table 2.26 Baton Rouge Loop South Unit Corridor Alternative SO Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S13+S3+S4+S6+S7+S9+S11	\$ 697.2
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Missouri Bend)	\$ 444.8
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 22.6
R.O.W.	\$ 36.6
Mitigation	\$ 30.5
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,255.0</b>
<b>Other Facility Costs</b>	
ITS	\$ 37.6
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 12.6
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 75.5</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,330.5</b>
<b>Agency Costs</b>	
Administrative	\$ 26.6
Engineering / Architectural	\$ 133.1
Legal Fees	\$ 6.7
Construction Support	\$ 93.1
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 259.5</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,590.0</b>
Project Contingency (15%)	\$ 238.5
<b>Corridor Alternative SO Total Cost (\$M)</b>	<b>\$ 1,828.5</b>
* Subtotal Construction Cost are based on 37.6 miles of roadway and 11 interchange locations.	

<b>Table 2.27 Baton Rouge Loop South Unit Corridor Alternative SP Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: S1+S2+S13+S3+S4+S6+S7+S10+S11	\$ 706.4
<b>Major River/Waterway Crossings</b>	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Missouri Bend)	\$ 444.8
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 22.5
R.O.W.	\$ 36.5
Mitigation	\$ 30.2
<b>Subtotal Corridor Alternative Cost* (\$M)</b>	<b>\$ 1,263.8</b>
<b>Other Facility Costs</b>	
ITS	\$ 37.5
Electronic Tolling Equipment	\$ 24.0
Customer Service Center	\$ 3.3
Landscaping	\$ 12.6
<b>Subtotal Other Facility Costs (\$M)</b>	<b>\$ 77.4</b>
<b>Subtotal Construction Cost*</b>	<b>\$ 1,341.2</b>
<b>Agency Costs</b>	
Administrative	\$ 26.8
Engineering / Architectural	\$ 134.1
Legal Fees	\$ 6.7
Construction Support	\$ 93.9
<b>Subtotal Agency Costs (\$M)</b>	<b>\$ 261.5</b>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 1,602.7</b>
Project Contingency (15%)	\$ 240.4
<b>Corridor Alternative SP Total Cost (\$M)</b>	<b>\$ 1,843.1</b>
* Subtotal Construction Cost are based on 37.5 miles of roadway and 12 interchange locations.	



<b>Table 2.28 Baton Rouge Loop South Unit Corridor Alternative SQ Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
Roadway	
Sections: S1+S2+S13+S3+S4+S5+S7+S9+S11	\$ 667.8
Major River/Waterway Crossings	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Missouri Bend)	\$ 444.8
Miscellaneous Costs	
Utility Relocation	\$ 23.1
R.O.W.	\$ 37.5
Mitigation	\$ 31.1
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	<i>\$ 1,227.7</i>
Other Facility Costs	
ITS	\$ 38.5
Electronic Tolling Equipment	\$ 24.0
Customer Service Center	\$ 3.3
Landscaping	\$ 12.3
<i>Subtotal Other Facility Costs (\$M)</i>	<i>\$ 78.1</i>
<i>Subtotal Construction Cost*</i>	<i>\$ 1,305.8</i>
Agency Costs	
Administrative	\$ 26.1
Engineering / Architectural	\$ 130.6
Legal Fees	\$ 6.5
Construction Support	\$ 91.4
<i>Subtotal Agency Costs (\$M)</i>	<i>\$ 254.6</i>
<i>Subtotal Project Cost (\$M)</i>	<i>\$ 1,560.5</i>
Project Contingency (15%)	\$ 234.1
<b>Corridor Alternative SQ Total Cost (\$M)</b>	<b>\$ 1,794.5</b>
* Subtotal Construction Cost are based on 38.5 miles of roadway and 10.5 interchange locations.	

<b>Table 2.29 Baton Rouge Loop South Unit Corridor Alternative SR Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
Roadway	
Sections: S1+S2+S13+S3+S4+S5+S7+S10+S11	\$ 548.6
Major River/Waterway Crossings	
Gulf Intracoastal Waterway	\$ 23.4
Mississippi River Crossing (Missouri Bend)	\$ 444.8
Miscellaneous Costs	
Utility Relocation	\$ 22.8
R.O.W.	\$ 37.0
Mitigation	\$ 30.5
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	<i>\$ 1,107.1</i>
Other Facility Costs	
ITS	\$ 38.0
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 11.1
<i>Subtotal Other Facility Costs (\$M)</i>	<i>\$ 74.4</i>
<i>Subtotal Construction Cost*</i>	<i>\$ 1,181.5</i>
Agency Costs	
Administrative	\$ 23.6
Engineering / Architectural	\$ 118.2
Legal Fees	\$ 5.9
Construction Support	\$ 82.7
<i>Subtotal Agency Costs (\$M)</i>	<i>\$ 230.4</i>
<i>Subtotal Project Cost (\$M)</i>	<i>\$ 1,411.9</i>
Project Contingency (15%)	\$ 211.8
<b>Corridor Alternative SR Total Cost (\$M)</b>	<b>\$ 1,623.7</b>
* Subtotal Construction Cost are based on 38.0 miles of roadway and 11 interchange locations.	



<b>Table 2.30 Baton Rouge Loop East Unit Corridor Alternative EA Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: E1+E2+E4+E5+E8+E10	\$ 594.1
<b>Major River/Waterway Crossings</b>	
Amite River Crossing	\$ 14.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 15.0
R.O.W.	\$ 30.0
Mitigation	\$ 17.8
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 671.1
<b>Other Facility Costs</b>	
ITS	\$ 25.0
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 6.7
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 57.0
<i>Subtotal Construction Cost*</i>	\$ 728.1
<b>Agency Costs</b>	
Administrative	\$ 14.6
Engineering / Architectural	\$ 72.8
Legal Fees	\$ 3.6
Construction Support	\$ 51.0
<i>Subtotal Agency Costs (\$M)</i>	\$ 142.0
<b>Subtotal Project Cost (\$M)</b>	\$ 870.1
Project Contingency (15%)	\$ 130.5
<b>Corridor Alternative EA Total Cost (\$M)</b>	<b>\$ 1,000.6</b>
* Subtotal Construction Costs are based on 25.0 miles of roadway and 10 interchange locations.	

<b>Table 2.31 Baton Rouge Loop East Unit Corridor Alternative EB Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: E1+E2+E4+E5+E7+E9+E10	\$ 575.5
<b>Major River/Waterway Crossings</b>	
Amite River Crossing	\$ 14.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 14.6
R.O.W.	\$ 29.2
Mitigation	\$ 17.5
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 651.0
<b>Other Facility Costs</b>	
ITS	\$ 24.4
Electronic Tolling Equipment	\$ 20.0
Customer Service Center	\$ 3.3
Landscaping	\$ 6.5
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 54.2
<i>Subtotal Construction Cost*</i>	\$ 705.3
<b>Agency Costs</b>	
Administrative	\$ 14.1
Engineering / Architectural	\$ 70.5
Legal Fees	\$ 3.5
Construction Support	\$ 49.4
<i>Subtotal Agency Costs (\$M)</i>	\$ 137.5
<b>Subtotal Project Cost (\$M)</b>	\$ 842.8
Project Contingency (15%)	\$ 126.4
<b>Corridor Alternative EB Total Cost (\$M)</b>	<b>\$ 969.2</b>
* Subtotal Construction Costs are based on 24.4 miles of roadway and 10 interchange locations.	



<b>Table 2.32 Baton Rouge Loop East Unit Corridor Alternative EC Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: E1+E2+E4+E6+E7+E8+E10	\$ 644.5
<b>Major River/Waterway Crossings</b>	
Amite River Crossing	\$ 14.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 14.9
R.O.W.	\$ 29.8
Mitigation	\$ 18.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	<i>\$ 722.0</i>
<b>Other Facility Costs</b>	
ITS	\$ 24.9
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 7.2
<i>Subtotal Other Facility Costs (\$M)</i>	<i>\$ 57.4</i>
<i>Subtotal Construction Cost*</i>	<i>\$ 779.4</i>
<b>Agency Costs</b>	
Administrative	\$ 15.6
Engineering / Architectural	\$ 77.9
Legal Fees	\$ 3.9
Construction Support	\$ 54.6
<i>Subtotal Agency Costs (\$M)</i>	<i>\$ 152.0</i>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 931.4</b>
Project Contingency (15%)	\$ 139.7
<b>Corridor Alternative EC Total Cost (\$M)</b>	<b>\$ 1,071.1</b>
* Subtotal Construction Costs are based on 24.9 miles of roadway and 11 interchange locations.	

<b>Table 2.33 Baton Rouge Loop East Unit Corridor Alternative ED Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: E1+E2+E4+E6+E9+E10	\$ 631.7
<b>Major River/Waterway Crossings</b>	
Amite River Crossing	\$ 14.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 14.3
R.O.W.	\$ 28.6
Mitigation	\$ 17.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	<i>\$ 706.5</i>
<b>Other Facility Costs</b>	
ITS	\$ 23.8
Electronic Tolling Equipment	\$ 20.0
Customer Service Center	\$ 3.3
Landscaping	\$ 7.1
<i>Subtotal Other Facility Costs (\$M)</i>	<i>\$ 54.2</i>
<i>Subtotal Construction Cost*</i>	<i>\$ 760.7</i>
<b>Agency Costs</b>	
Administrative	\$ 15.2
Engineering / Architectural	\$ 76.1
Legal Fees	\$ 3.8
Construction Support	\$ 53.2
<i>Subtotal Agency Costs (\$M)</i>	<i>\$ 148.3</i>
<b>Subtotal Project Cost (\$M)</b>	<b>\$ 909.0</b>
Project Contingency (15%)	\$ 136.4
<b>Corridor Alternative ED Total Cost (\$M)</b>	<b>\$ 1,045.4</b>
* Subtotal Construction Costs are based on 23.8 miles of roadway and 10 interchange locations.	





<b>Table 2.34 Baton Rouge Loop East Unit Corridor Alternative EE Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: E1+E3+E4+E5+E8+E10	\$ 702.9
<b>Major River/Waterway Crossings</b>	
Amite River Crossing	\$ 14.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 15.6
R.O.W.	\$ 31.3
Mitigation	\$ 18.9
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 782.9
<b>Other Facility Costs</b>	
ITS	\$ 26.1
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 7.8
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 59.2
<i>Subtotal Construction Cost*</i>	\$ 842.2
<b>Agency Costs</b>	
Administrative	\$ 16.8
Engineering / Architectural	\$ 84.2
Legal Fees	\$ 4.2
Construction Support	\$ 59.0
<i>Subtotal Agency Costs (\$M)</i>	\$ 164.2
<b>Subtotal Project Cost (\$M)</b>	\$ 1,006.4
Project Contingency (15%)	\$ 151.0
<b>Corridor Alternative EE Total Cost (\$M)</b>	<b>\$ 1,157.4</b>

\* Subtotal Construction Costs are based on 26.1 miles of roadway and 11 interchange locations.

<b>Table 2.35 Baton Rouge Loop East Unit Corridor Alternative EF Preliminary Cost Estimate</b>	
<b>Item</b>	<b>Cost (\$M)</b>
<b>Roadway</b>	
Sections: E1+E3+E4+E5+E7+E9+E10	\$ 684.3
<b>Major River/Waterway Crossings</b>	
Amite River Crossing	\$ 14.2
<b>Miscellaneous Costs</b>	
Utility Relocation	\$ 15.3
R.O.W.	\$ 30.5
Mitigation	\$ 18.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 762.9
<b>Other Facility Costs</b>	
ITS	\$ 25.5
Electronic Tolling Equipment	\$ 20.0
Customer Service Center	\$ 3.3
Landscaping	\$ 7.6
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 56.4
<i>Subtotal Construction Cost*</i>	\$ 819.4
<b>Agency Costs</b>	
Administrative	\$ 16.4
Engineering / Architectural	\$ 81.9
Legal Fees	\$ 4.1
Construction Support	\$ 57.4
<i>Subtotal Agency Costs (\$M)</i>	\$ 159.8
<b>Subtotal Project Cost (\$M)</b>	\$ 979.1
Project Contingency (15%)	\$ 146.9
<b>Corridor Alternative EF Total Cost (\$M)</b>	<b>\$ 1,126.0</b>

\* Subtotal Construction Costs are based on 25.5 miles of roadway and 10 interchange locations.



Table 2.36 Baton Rouge Loop East Unit Corridor Alternative EG Preliminary Cost Estimate	
Item	Cost (\$M)
Roadway	
Sections: E1+E3+E4+E6+E7+E8+E10	\$ 753.4
Major River/Waterway Crossings	
Amite River Crossing	\$ 14.2
Miscellaneous Costs	
Utility Relocation	\$ 15.5
R.O.W.	\$ 30.9
Mitigation	\$ 19.5
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 833.5
Other Facility Costs	
ITS	\$ 25.8
Electronic Tolling Equipment	\$ 22.0
Customer Service Center	\$ 3.3
Landscaping	\$ 8.3
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 59.4
<i>Subtotal Construction Cost*</i>	\$ 892.9
Agency Costs	
Administrative	\$ 17.9
Engineering / Architectural	\$ 89.3
Legal Fees	\$ 4.5
Construction Support	\$ 62.5
<i>Subtotal Agency Costs (\$M)</i>	\$ 174.1
<i>Subtotal Project Cost (\$M)</i>	\$ 1,067.0
Project Contingency (15%)	\$ 160.1
<b>Corridor Alternative EG Total Cost (\$M)</b>	<b>\$ 1,227.1</b>
* Subtotal Construction Costs are based on 25.8 miles of roadway and 11 interchange locations.	

Table 2.37 Baton Rouge Loop East Unit Corridor Alternative EH Preliminary Cost Estimate	
Item	Cost (\$M)
Roadway	
Sections: E1+E3+E4+E6+E9+E10	\$ 740.6
Major River/Waterway Crossings	
Amite River Crossing	\$ 14.2
Miscellaneous Costs	
Utility Relocation	\$ 14.8
R.O.W.	\$ 29.7
Mitigation	\$ 18.6
<i>Subtotal Corridor Alternative Cost* (\$M)</i>	\$ 818.0
Other Facility Costs	
ITS	\$ 24.7
Electronic Tolling Equipment	\$ 20.0
Customer Service Center	\$ 3.3
Landscaping	\$ 8.2
<i>Subtotal Other Facility Costs (\$M)</i>	\$ 56.3
<i>Subtotal Construction Cost*</i>	\$ 874.2
Agency Costs	
Administrative	\$ 17.5
Engineering / Architectural	\$ 87.4
Legal Fees	\$ 4.4
Construction Support	\$ 61.2
<i>Subtotal Agency Costs (\$M)</i>	\$ 170.5
<i>Subtotal Project Cost (\$M)</i>	\$ 1,044.7
Project Contingency (15%)	\$ 156.7
<b>Corridor Alternative EH Total Cost (\$M)</b>	<b>\$ 1,201.4</b>
* Subtotal Construction Costs are based on 24.8 miles of roadway and 10 interchange locations.	



*Navigation Simulation Survey Forms*

# BATON ROUGE Bridge Project Run Evaluation Form

(Seaman's Church Institute)

Pilot # \_\_\_\_\_ Run # \_\_\_\_\_ Date \_\_\_\_\_  
Bridge Configuration:  
Northbound \_\_\_\_\_ Southbound \_\_\_\_\_ Day \_\_\_\_\_ Night \_\_\_\_\_  
Water Level: High Flow \_\_\_\_\_ Medium Flow \_\_\_\_\_  
Loaded \_\_\_\_\_ Empty \_\_\_\_\_ Wind: \_\_\_\_\_ MPH Direction \_\_\_\_\_

**Circle the number that best describes the run just completed.**

### Vessel Maneuvering

1. I had **adequate** maneuvering room through the bridge

Extremely Satisfactory	Satisfactory	Neutral	Not satisfactory	Not at all satisfactory
5	4	3	2	1

If maneuvering room is not adequate, why?

---

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2. The pier alignment is adequate for maneuvering under the bridge

Extremely Satisfactory	Satisfactory	Neutral	Not satisfactory	Not at all satisfactory
5	4	3	2	1

If pier alignment is not adequate, why?

---

---

3. Did this bridge hamper the **acceptable margin** of safety of moving under the other bridge? (190 Only)

Extremely Satisfactory	Satisfactory	Neutral	Not satisfactory	Not at all satisfactory
5	4	3	2	1

If you did not have acceptable margin of safety, why?



4. The addition of this bridge has changed how I line up/navigate for the 190 bridge.  
 (Upper Bridge Only)

<b>Yes</b>		<b>Neutral</b>		<b>No</b>
5	4	3	2	1

If it changes, what do you have to do different to line up?

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**Vessel Controllability**

<b>Extremely safe</b>	<b>Safe</b>	<b>Neutral</b>	<b>Not safe</b>	<b>Not at all safe</b>
5	4	3	2	1

5. I had adequate “stern-room” through the piers

If “**stern-room**” was inadequate, why?

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**Additional considerations**

6. Will this bridge obstruct the view of Aids To Navigation or other targets to hinder navigation?

<b>Extremely safe</b>	<b>Safe</b>	<b>Neutral</b>	<b>Not safe</b>	<b>Not at all safe</b>
5	4	3	2	1

**Overall Safety**

<b>Extremely safe</b>	<b>Safe</b>	<b>Neutral</b>	<b>Not safe</b>	<b>Not at all safe</b>
5	4	3	2	1

7. Why or why not **overall safe**?

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<b>Not at all difficult</b>		<b>Neutral</b>		<b>Extremely difficult</b>
5	4	3	2	1

8. Why or why not **difficult**?

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**Stress Level**

<b>Not at all stressful</b>		<b>Neutral</b>		<b>Extremely stressful</b>
5	4	3	2	1

9. Why or why not stressful?

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**Additional Comments**

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# BATON ROUGE Bridge Project Final Evaluation Form

(Seaman’s Church Institute)

Pilot # \_\_\_\_\_

Date \_\_\_\_\_

Evaluating the Study Approach

1. In your opinion did the simulation runs represent a **good sample** of the conditions you might encounter while transiting the actual present day vicinity?

Very good Sample	Fair	Adequate	Inadequate	Not at all Representative
5	4	3	2	1

Why or why not a **good sample**?

---

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2. In your opinion, was the number of simulation runs **sufficient** to arrive at a determination about the safety, difficulty, and stress level involved in transiting this area.

Too many runs	Very adequate	Adequate	Needed more runs	Needed many more runs
5	4	3	2	1

Why or why not **sufficient**?:

---

---

3. Were the forms and questions you filled out after each simulation run **clear**?

Very clear	Clear	Neutral	Somewhat unclear	Not at all clear
5	4	3	2	1

Why or why not **clear**?

---

---



4. Did the debriefing sessions after the simulation runs **help you** express you opinion about that particular run?

Very helpful	Helpful	Neutral	Not helpful	Not at all helpful
5	4	3	2	1

Why or why not did it **help you**?

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5. Overall, in your opinion do you consider this series of simulations to be a valid approach for evaluating appropriate location for future bridge structures.

Very valid	Valid	Neutral	Not valid	Not al all valid
5	4	3	2	1

Why or why not **valid**? -

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6. Do you have any suggestions or recommendations not addressed above?

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Maritime Pilots Institute: Baton Rouge Loop Bridge Pier Testing

**Baton Rouge Loop Bridge Pier Testing: Run Evaluation Form**

Pilot # \_\_\_\_\_ Exercise # \_\_\_\_\_ Date \_\_\_\_\_  
Proposed Bridge: Red Eye Crossing + Missouri Bend Plaquemine  
Northbound \_\_\_\_\_ Southbound \_\_\_\_\_ Day \_\_\_\_\_ Night \_\_\_\_\_  
Current speed: \_\_\_\_\_  
Loaded \_\_\_\_\_ Empty \_\_\_\_\_ Wind: \_\_\_\_\_MPH Direction \_\_\_\_\_

**Circle the number that best describes the run just completed, provide notes as necessary**

**1. Do the bridge piers provide satisfactory maneuvering room?**

Extremely Satisfactory	Satisfactory	Neutral	Not satisfactory	Not at all satisfactory
5	4	3	2	1

If maneuvering room is not adequate, why?

\_\_\_\_\_

**2. Will this bridge obstruct the view of Aids To Navigation or other targets to hinder navigation?**

Please list noted obstructions

\_\_\_\_\_  
\_\_\_\_\_

**3. Rate the overall safety of the bridge**

Extremely Safe	Safe	Neutral	Dangerous	Very Hazardous
5	4	3	2	1

If you feel the safety is poor, please provide more info below.

\_\_\_\_\_





### Maritime Pilots Institute: Baton Rouge Loop Bridge Pier Testing

#### 5. Rate the navigation difficulty in and around the bridge?

Not at all difficult		Neutral		Extremely difficult
5	4	3	2	1

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#### 6. Rate the stress level for a pilot due to the bridge

Not at all stressful		Neutral		Extremely stressful
5	4	3	2	1

If stressful, please describe

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Additional Comments

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Maritime Pilots Institute: Baton Rouge Loop Bridge Pier Testing

### Final Evaluation Form

Pilot : \_\_\_\_\_

Date \_\_\_\_\_

**Please Evaluate the Study Approach**

1. In your opinion did the simulation runs represent a **good sample** of the conditions you might encounter while transiting the actual present day vicinity?

Very good Sample	Fair	Adequate	Inadequate	Not at all Representative
5	4	3	2	1

Why or why not a **good sample**?

\_\_\_\_\_  
\_\_\_\_\_

2. In your opinion, was the number of simulation runs **sufficient** to arrive at a determination about the safety, difficulty, and stress level involved in transiting this area.

Too many runs	Very adequate	Adequate	Needed more runs	Needed many more runs
5	4	3	2	1

Why or why not **sufficient**?:

\_\_\_\_\_  
\_\_\_\_\_

3. Were the forms and questions you filled out after each simulation run **clear**?

Very clear	Clear	Neutral	Somewhat unclear	Not at all clear
5	4	3	2	1

Why or why not **clear**?

\_\_\_\_\_  
\_\_\_\_\_



### Maritime Pilots Institute: Baton Rouge Loop Bridge Pier Testing

4. Did the debriefing sessions after the simulation runs **help you** express your opinion about that particular run?

Very helpful	Helpful	Neutral	Not helpful	Not at all helpful
5	4	3	2	1

Why or why not did it **help you**?

---



---

5. Overall, in your opinion do you consider this series of simulations to be a valid approach for evaluating appropriate location for future bridge structures.

Very valid	Valid	Neutral	Not valid	Not at all valid
5	4	3	2	1

Why or why not **valid**? -

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6. Do you have any suggestions or recommendations not addressed above?

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# APPENDIX C: NO-BUILD ALTERNATIVE INFORMATION

## CRPC TIP Tables

TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009/2013)  
(Favorably Considered)  
Highway Element

FY 2010 (10/1/09-9/30/10)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Letting Date	Comments
745-17-01E3	EPR	Shenwood Forest Blvd	S Harold's Ferry Rd @ Shenwood Forest Blvd	Intersection Improvement	C	2,200	1,024	CMAG	FY10	
1077-06-0043	Regional		Computer Signal Synchronization Ph.V Ph.A	Signal Synchronization	RAW_C	6,010	6,010	CMAG	FY10	RAW - \$10K-C-\$6000K
414-01-0056	EPR	LA 30	Metcalen Dr @ Dighards Ln	Intersection Improvement	RAW_UMI	1,800	1,440	CMAG	FY11	
745-17-10119	EPR		Flow to Transit	Operations	C	1,000	800	CMAG	FY10	
745-17-MA210	EPR		Transfer CMAG Models to STPLAZ	Operations	C	300	200	CMAG	FY10	
745-17-ATM	EPR		Advanced Traffic Management Center	Operations	C	300	240	CMAG	FY10	
815-20-0006	ASC	Goldplace Rd (LA 934)	Goldplace Rd (LA 934) @ LA 631	Tunnels	FE	20	16	CMAG	FY11	
	Regional		Computer Signal Synchronization Ph.VI	Signal Synchronization	FE	500	500	CMAG	FY11	
			<b>SUB TOTAL CMAG</b>			<b>\$ 12,280</b>	<b>\$ 11,110</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Letting Date	Comments
205-01-0000	ASC	LA 49	Anite River Retail Bridge	Bridge Replacement	C	2,616	2,093	FBSGN	FY10	
480-91-0065	EPR	I-110	Rudler Rd Overpass	Bridge Roundabout	C	987	786	FBSGN	FY10	
262-31-0016	LIV	LA 64	Anite River Bridge @ Magnolia Rd	Bridge Replacement	Adv_Scnd	24,415	19,532	FER	FY10	
465-10-0166	EPR	I-10	I-10 Ramps 1A1-10	Bridge Rehabilitation	C	151	121	FBSGN	FY10	
			<b>SUB TOTAL FBR</b>			<b>\$ 29,164</b>	<b>\$ 22,531</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Letting Date	Comments
254-02-0051	EPR	LA 37	LA 37 at Central Thruway	New 2 Lanes (Concrete Pavement)	C	1,650	1,480	DEMO	FY10	STP-200K - \$5,600K
	EPR	I-10	I-10 at Page Ln	Interchange	RAW	750	690	DEMO	FY11	
	Regional	CATS	Bus Rapid Transit	Shoulder	C	3,000	2,400	DEMO	FY10	
737-17-0016	EPR	River Rd	River Rd Levee Shared Use Trail Ph.2	Levee Blue Path	C	855	708	DEMO	FY10	
			<b>SUB TOTAL DEMO</b>			<b>\$ 6,455</b>	<b>\$ 5,198</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Letting Date	Comments
	MPO		Base/Pedestrian	Safety/Education Grant	C	400	400	DHS	FY10	Department of Highway Safety
			<b>SUB TOTAL DHS</b>			<b>\$ 400</b>	<b>\$ 400</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Letting Date	Comments
737-99-1080	ERR/LIV	I-17	Essex Lane - LA 447	Ramp Median Equipment Encroachment	C	1,300	1,300	IM	FY10	
737-99-0059	Regional	I-10	B.R. - I-10 ITS Phase 3 (Design Build)	ITS/Emergency Operation	C	9,000	9,100	IM	FY10	
			<b>SUB TOTAL IM</b>			<b>\$ 10,300</b>	<b>\$ 9,400</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Letting Date	Comments
015-03-0063	EPR	US 61	US 61 @ LA 3113	Right Turn Lane	C	125	100	MIS	FY10	
			<b>SUB TOTAL MIS</b>			<b>\$ 125</b>	<b>\$ 100</b>			



TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009-2013)  
(Financially-Constraint)  
Highway Element

FY 2010 (10/1/09-9/30/10)

State Project Number	Parish	Road	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
	EBR	Hessenth Avenue	Stanford Ave. - Glasgow Ave	41' Wide Bike Lanes on Each Side	C	\$ 578	\$ 462	STPELNH	FY10	
	EBR	Florida Blvd	Florida Blvd Corridor	CATS Transit Passenger Shelters	C	552	442	STPELNH	FY10	
	EBR	Hardin Blvd	Hardin Blvd Corridor	CATS Transit Passenger Shelters	C	47	46	STPELNH	FY10	
	EBR	Scottsbluff Road	Scottsbluff Road	CATS Transit Passenger Shelters	C	284	235	STPELNH	FY10	
	EBR	Northgate Pedestrian Corridor	Hillland Rd - LA 42	New 12' Wide Pedestrian Corridor and lighting	C	280	230	STPELNH	FY10	
	EBR	Saved Horns/CATS Area Streets	Saved Horns/CATS Area	New Sidewalks and Signalized Intersections	C	442	364	STPELNH	FY10	
	EBR	North Blvd	River Rd - N. Fifth St/Ch. Charles St	Town Square Landscaping	C	1,500	1,500	STPELNH	FY10	
	EBR	Dalmon Village Streets	Dalmon Village	New Sidewalks	C	301	313	STPELNH	FY10	
<b>SUB TOTAL STPELNH</b>						<b>\$ 4,912</b>	<b>\$ 3,810</b>			

State Project Number	Parish	Road	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
114-01-0041	EBR	LA 30	LA 73 - 500' South of Ship Bottom Dr	Mill and Overlay	C	2,480	1,921	STPELEX	FY10	
017-30-0076	ASC	LA 429/LA 3138	LA 429/LA 3138 @ LA 44 Intersection Improvements	Intersection Improvements	C	562	451	STPELEX	FY10	UTIL - \$175K, STPEX-200K
425-33-0004	LV	Eden Church Rd	Eden Church Rd (US 190 - LA 1008)	Realign Curve & Turn Lanes	C	987	790	STPELEX	FY10	Local - \$101K, STPHAZ - \$200K
050-07-0072	WBR	LA 1	ICWW - US 180	Overlay	C	2,387	2,389	STPELEX	FY10	TARPA Show Sheets for information purposes only
265-02-0075	ASC	LA 22	W.B. Left Turn Lane at US 61	Turn Lanes	C	277	222	STPELEX	FY10	
264-02-0062	EBR	LA 37	Sullivan Rd - LA 64	Mill and Overlay	C	2,700	2,180	STPELEX	FY10	
	LV	LA 47	LA 447 @ 112	LA 447 Improvement Study (Stage 0)	Study	100	100	STPELEX	FY10	
<b>SUB TOTAL STPELEX</b>						<b>\$ 10,112</b>	<b>\$ 8,110</b>			

State Project Number	Parish	Road	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
253-02-0075	EBR	LA 64	LA 19 to McHugh Rd	Center Turn Lane	RAW/UTIL	\$ 350	\$ 281	STPHAZ	FY11	
<b>SUB TOTAL STPHAZ</b>						<b>\$ 350</b>	<b>\$ 281</b>			

State Project Number	Parish	Road	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
742-06-0044	EBR	Millerville Rd	LA 12, Harrells Ferry Rd	Widen to 5 Lanes	C	4,800	3,680	STPE-200K	FY10	
264-02-0061	EBR	LA 37	LA 37 @ Central Thruway	New 2 Lanes	C	5,800	4,480	STPE-200K	FY10	1850 DEMO
077-30-0026	ASC	LA 429/LA 3038	LA 429/LA 3038 @ LA 44 Intersection Improvements	Intersection Improvements	UTIL	175	140	STPE-200K	FY10	Cont - \$52K, STPELEX
742-17-0165	EBR	Jones Creek Rd	Traphand Rd - Courtesy Blvd	Widen to 5 Lanes	C&G	280	232	STPE-200K	FY10	
<b>SUB TOTAL STPE-200K</b>						<b>\$ 10,865</b>	<b>\$ 8,532</b>			

State Project Number	Parish	Road	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
258-01-0053	EBR	LA 47	Shreen Ln to Highland Rd	Environmental Impact Study of Widening	Study	\$ 100	\$ 80	STCASH	FY11	
700-17-0069	EBR	LA 10	LA 10 Bridge to LA 104 1/2 Split	Feasibility/Environmental Study	Adv. Const	2,000	1,600	STCASH	FY10	
	LV	LA 408 (Hopper Rd)	Creswell Springs Rd - LA 18	New Alignment (extension)	Study	100	100	STCASH	FY10	
Stratford	Regional	From New Alignment	LA 408 (Hopper Rd)	Feasibility/Environmental Study	HS	2,260	2,260	STCASH	FY13	
<b>SUB TOTAL STCASH</b>						<b>\$ 4,450</b>	<b>\$ 4,030</b>			

TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2008-2013)  
(Financially Controlled)  
Highway Element

FY 2010 (01/01/09-03/01/10)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
	ASC	I-10	Highland Rd to Sorrento	Widening with new interchange	Study	\$ 100	\$ 00	ST SURR US	FY10	Study Completed but no funds to go forward with.
<b>SUB TOTAL ST SURPLUS</b>						<b>\$ 100</b>	<b>\$ 00</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
TCSP	FERR	Collage Dr + Sherwood Forest	Signal Synchronization	New Communications	C	\$ 429	\$ 343	TCSP	FY10	
<b>SUB TOTAL TCSP</b>						<b>\$ 429</b>	<b>\$ 343</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
465-10-0169	FERR	I-10	Slaters Ln to Highland Rd	Widening to 6 Lanes	C	\$ 75,000	\$ 75,000	State ARRA	FY10	
262-03-0017	LIV	Denham Springs	Historical District Streetscape Enhancement	Streetscape Enhancement	C	396	396	State ARRA	FY10	
864-02-0071	LIV	I-12	Amite Bridge - Pkwy/WBR - Juban(FR&WB)	Permit Replacement & Widening	C	12,780	12,780	State ARRA	FY10	STIGEN - \$19,389K
744-03-0010	ASC	Baton Rouge	Bayou Francois SideWalk	New Sidewalks	C	500	500	State ARRA	FY10	
<b>SUB TOTAL State ARRA</b>						<b>\$ 88,676</b>	<b>\$ 88,676</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
745-17-0149	FERR	Central Thruway	Central Thruway Divides (Clear Bayou 2 & 3)	New Divides	C	\$ 7,200	\$ 7,200	ARRA	FY10	Actual Bid \$1,877,409
745-17-0143	FERR	Central Thruway	Central Thruway (Frontierway Rd to Sullivan Rd)	Chairs and Enhancement	C	3,100	3,100	ARRA	FY10	Actual Bid \$3,346,624
060-07-0075	WDR	LA 1	LA Hwy 1 NID Acceleration Lane at Emily Drive	NID Acceleration Lane	C	200	200	ARRA	FY10	\$349,200 with Contingency
932-10-0018	LIV	LA 1024	LA 16 - LA 147	C.P. Patch and Overlay	C	2,336	2,336	ARRA	FY10	STPFLEX - \$309,469
745-17-0165	FERR	Central Thruway	Florida Blvd. South End of Sullivan Bridge	Paint	C	961	961	ARRA	FY10	STPFLEX - \$309,469
027-03-0016	ASC	LA 73	US 510N - EDR Parish Line	Overlay	C	987	987	ARRA	FY10	Actual cost with contingency increased to \$1,063,567
<b>SUB TOTAL ARRA</b>						<b>\$ 14,784</b>	<b>\$ 14,784</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
ARRA BACKUP	FERR	Summa Av + Downtown St	Summa Av + Downtown St	Concrete Rehabilitation	C	\$ 2,480	\$ 2,480	ARRA	FY10	
ARRA BACKUP	EBR	Courcy Blvd	US 91 - Jones Creek Rd	Concrete Rehabilitation	C	1,645	1,645	ARRA	FY10	
ARRA BACKUP	FERR	S Flannery Rd + Goodwood Blvd	S Flannery Rd + Goodwood Blvd	Asphalt Rehabilitation	C	1,232	1,232	ARRA	FY10	
ARRA BACKUP	FERR	Broussard St	Glennose Dr - Country Club Dr	Asphalt Rehabilitation	C	482	482	ARRA	FY10	
ARRA BACKUP	FERR	Northwest Parish	Vivian Roads	Asphalt Rehabilitation	C	3,181	3,181	ARRA	FY10	
ARRA BACKUP	WBR	LA 1	I-10 - US 190	Concrete Rehabilitation	C	1,713	1,713	ARRA	FY10	
ARRA BACKUP	ASC	LA 44	LA 44 at Neal St	Intersection Improvement	C	1,162	1,162	ARRA	FY10	
ARRA BACKUP	ASC	LA 429	LA 73 - E Burnside Av	Mill and Overlay	C	3,950	3,950	ARRA	FY10	
ARRA BACKUP	LIV	Summa Parish Rd + Sabana Rd	Summa Parish Rd + Sabana Rd	Intersection - Interchange + Road Improve	C	1,461	1,461	ARRA	FY10	
<b>SUB TOTAL ARRA</b>						<b>\$ 16,696</b>	<b>\$ 16,696</b>			



TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (OMB 200-3013)  
(Favorably Controlled)  
Highway Element

FY 2010 (001,000,000.00)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Ending Date	Comments
06-GS-HC-0003	EEB	Eisen Ln	Eisen Ln at I-10	Intersection Improvements	C	4,221	-	City-Parish	FY10	
03-GS-CI-0000	EEB	Sullivan Rd	Central Turnover - 2,250' North of Wyo Rd	Widen to 4 Lanes	C	25,776	0	City-Parish	FY10	
07-IL-HC-0005	EEB	US 51	Mid-Dessart Dr - Zephyr Rd	Intersection Improvements	ROW	500	0	City-Parish	FY11	
04-GS-CI-0019	EEB	Front St	Frank Rd - Midway Rd	Curb and Gutter, Sidewalks	C	15,200	0	City-Parish	FY10	
03-GS-HC-0021	EEB	Shunkara Extension	Airline Hwy - Jefferson Hwy	New 5 Lanes	PE ROW UTIL	2,827	0	City-Parish	FY11	
City-Parish	EEB	S. Choctaw Rd	Francis Rd - Central Turnover	Widen to 4 Lanes	PE ROW	1,167	0	City-Parish	FY12	
City-Parish	EEB	I-10	Picou Ln at I-10	New interchange w/ Road Improvements	PE ROW	5,084	4,067	City-Parish	FY12	
City-Parish	EEB	Old Hammond Hwy Spur 1	Rd at Providence - Millerville Rd	Widen to 4 Lanes	PE ROW	2,300	0	City-Parish	FY13	
City-Parish	EEB	Old Hammond Hwy Spur 2	Millerville Rd - Onagal Ln	Widen to 4 Lanes	PE ROW	2,306	0	City-Parish	FY12	
City-Parish	EEB	Downtown	Downtown Riverfront	Transportation Improvements	PE	300	240	City-Parish	FY10	City-Parish Local Match
City-Parish	EEB	I-12	Millerville Rd at I-12 (AMB Ramon Stovall Lane)	Interchange Reconfiguration	PE	300	0	City-Parish	FY11	
06-GS-HC-0024	EEB	Starna Ln	Parkway Rd to Highland Rd	Widen to 4 Lanes	C	49,795	39,812	City-Parish	FY10	
<b>SUB-TOTAL LOCAL</b>						<b>\$ 105,504</b>	<b>\$ 44,119</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$000)	Federal Share (\$000)	Funding Source	Ending Date	Comments
			Federal Demonstration Projects	Vansep		1,600	1,260	BEWO	FY10	
			Federal O&M-System Bridges	Bridge Replacement		500	400	FER	FY10	
			Bridge Rail and Guard Rail	Bridge Rehabilitation		200	160	FER	FY10	
			Bridge Painting	Bridge Maintenance		200	160	FER	FY10	
			Federal Bridge Inspection Programs	Bridge Inspection		200	160	FER	FY10	
			Env. ROW LNI	CE Bridge Projects		1,000	800	FER	FY10	
			Interstate Preventive Maintenance	Maintenance		1,000	800	IM	FY10	
			Interstate Maintenance Projects	Maintenance		1,000	800	MAINT	FY10	
			Interstate Maintenance	Maintenance		2,000	1,600	IM	FY10	
			Incidence Management	Incidence Management		500	400	NMS	FY10	
			Bridge Repair	Bridge Repair		200	160	STCASH	FY10	
			Federal Rehabilitation Projects	Rehabilitation		200	200	STPBRM	FY10	
			Overlays	Overlays		2,000	1,600	STPFLX	FY10	
			Highways Elimination Projects	Safety		500	400	STPHAZ	FY10	
			Roadway Condition Improvements	Roadway Safety		500	400	STPBR	FY10	
			Transportation Systems Management	Management & Operations		360	280	NMS	FY10	
			Transportation Systems Management	Management & Operations		360	280	STPFLX	FY10	
			Safe Routes to School	Safety		250	250	STPHAZ	FY10	
			Intelligent Transportation System Management	ITS Operations		500	500	ITS	FY10	
<b>SUB-TOTAL LINE ITEM</b>						<b>\$ 13,100</b>	<b>\$ 10,620</b>			



Baton Rouge Loop Tier 1 Final EIS  
Volume 2 of 3  
Appendix C



TRANSPORTATION IMPROVEMENT PROGRAM  
METROPOLITAN AREA (2009-2013)  
(Continued)  
Highway Program

FY 2011 (001,101,930(11))

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
802-202006	ASC	Goldilocks Rd (LA 1924) @ LA 431	Goldilocks Rd (LA 1924) @ LA 431	Luminaires	ROW UTIL. C	\$ 1,880	1,504	CMAQ	FY11	
414-01-0006	EER	LA 30	Nicholson Dr @ Brightside Ln	Inter-Station Improvement	C	6,400	5,120	CMAQ	FY11	\$1.5 Mil to \$5.4 Mil Cost
742-17-00410	Regional		Picco STPAUZ	City's Share of MAP FY 2010	C	360	200	CMAQ	FY11	
742-17-111R	Regional		Florio Terminal	Operations	C	1,000	800	CMAQ	FY11	
039-33-0000	LIV	Riviera Rd	Riviera Av... 5 miles west	Center Turn Lane	C	2,050	1,672	CMAQ	FY11	
742-17-ASTM	EER	Regional	Advanced Traffic Management Center	Operations	C	300	240	CMAQ	FY11	
742-17-0159	Regional		Computer Signal Synchronization Ph. V. at D	Signal Synchronization	C	6,430	5,220	CMAQ	FY11	
007-04-0019	EER	LA 73	Old Jefferson Hwy @ Antioch Av	Intersection Improvement	C	1,040	852	CMAQ	FY11	
				<b>SUB TOTAL CMAQ</b>		<b>\$ 18,490</b>	<b>\$ 15,688</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
280-01-0006	ASC	LA 22	LA 22 in Ascension Parish	Plan Design & Construct. Drive Improvements	C	200	180	DEMO	FY11	
	ASC	LA 42	US 61 - LA 44	Widening and Improvements	C	11,000	9,000	DEMO	FY11	SI PHAZ - \$6,000K, STBONDUS \$300K
				<b>SUB TOTAL DEMO</b>		<b>\$ 11,200</b>	<b>\$ 9,180</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
742-17-0131	EER	Jones Creek Rd	Turkhead Rd - Courser Blvd	Widening 2-5 lanes	C	11,820	9,456	STP-200K	FY11	
742-17-0118	EER	N. Shreveport-France Blvd	Choctaw Dr - Greenwell Stramps Rd	Widening 4 lanes	ROW UTIL	3,430	2,744	STP-200K	FY12	
				<b>SUB TOTAL STP-200K</b>		<b>\$ 15,250</b>	<b>\$ 12,200</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
285-02-	ASC	LA 44	Bourgeois Canal Bridge	Bridge Replacement	R/W	500	400	FBR ON	FY13	
414-01-0042	EER	LA 30	No Name Stream near LSU	Bridge Replacement	ROW UTIL	700	560	FBR ON	FY13	
282-31-0016	LIV	LA 64	Annie River Bridge @ Magnolia Rd	Bridge Replacement	C	24,415	19,532	FBR	FY11	
817-05-	EER	LA 410	Blackwater Bayou Bridge	Bridge Replacement	PE	134	107	FBR ON	FY14	
007-10-0031	EER	US 190	Mississippi River Bridge	Painting	PE	370	200	FBR ON	FY12	
				<b>SUB TOTAL FBR</b>		<b>\$ 26,099</b>	<b>\$ 20,879</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
007-02-0020	ASC	LA 73	US 61 - L10	Widening	C	16,001	12,801	STGRN	FY11	Parish agreed to give \$1500 K to construct new sewer system, CM \$1,300
				<b>SUB TOTAL STGRN</b>		<b>\$ 16,001</b>	<b>\$ 12,801</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
285-02-0039	EER	LA 408	LA 916 - LA 3034	Mill and Overlay	C	3,800	2,880	STPELEX	FY15	Letting Date Slipped to FY15
285-03-0014	LIV	LA 447	LA 1019 - LA 63	CP, Base & Overlay SB - Parish & Clay N B	C	2,436	1,960	STPELEX	FY11	
				<b>SUB TOTAL STPELEX</b>		<b>\$ 6,236</b>	<b>\$ 4,840</b>			





TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009-2013)  
(Funding by Source)

FY 2011 (06/10/09/11)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
464.03 - A	LIV	I-17	I-17	Surface Improvement	C	900	720	STPHAZ	FY11	
013-06-0052	LIV	US-190	US-190 LA,LA,026 (Roundabouts)	Roundabouts	RW/UTIL	260	200	STPHAZ	FY12	
263-02-0026	EBR	LA-64	LA-19 to McHugh Rd	Center Turn Lane	C	4,300	3,440	STPHAZ	FY11	
263-02-0037	LIV	LA-16	LA-16 @ LA-72	Isolation Cuts	RW/UTIL	40	57	STPHAZ	FY12	
<b>SUB TOTAL STPHAZ</b>						<b>\$ 5,400</b>	<b>\$ 4,392</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
03-CS-16-0024	EBR	Shambles Extension	Avalon Highway to Jefferson Hwy	New 5 Lanes	C	\$ 10,974	\$ -	City-Parish	FY11	
07-TR-HC-0026	EBR	US-61	McPherson Rd - Zachary Rd	Intersection Improvement	C	1,634	0	City-Parish	FY11	
City-Parish	EBR	US-90/92	Flanzer Rd - Central Thruway	Widened to 4 Lanes	UTIL	300	0	City-Parish	FY12	
City-Parish	EBR	I-10	I-10 at Picout Ln	New Interchange	C	46,000	36,000	DEMO	FY11	ST-CASH - \$15,000
City-Parish	EBR	I-10	Picout Ln at I-10	New interchange w/ Road Improvements	UTIL	1,000	1,000	City-Parish	FY12	
City-Parish	EBR	I-10	Reverton Transportation	Transportation Improvements	PE	300	-	City-Parish	FY10	City-Parish Local Match
City-Parish	EBR	048 Hammond Hwy S&L	Road via Erwinson - Millerville Rd	Widened to 4 Lanes	UTIL	1,000	0	City-Parish	FY13	
City-Parish	EBR	I-17	Millerville Rd at I-17 (VNB Ramp Single Lane)	Interchange Reconfiguration	C	2,000	0	Private	FY11	
City-Parish	EBR	048 Hammond Hwy S&L	Millerville Rd - O'Neal Ln	Widened to 4 Lanes	UTIL	1,000	0	City-Parish	FY12	
<b>SUB TOTAL LOCAL</b>						<b>\$ 71,208</b>	<b>\$ 37,000</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
				Various		\$ 1,600	\$ 1,280	DEMO	FY11	
			Federal Demonstration Projects			500	400	FBR	FY11	
			Federal On-System Bridges	Bridge Replacement		200	160	FBR	FY11	
			Bridge Rail and Guard Rail	Bridge Rehabilitation		200	160	FBR	FY11	
			Bridge Parapets	Bridge Maintenance		1,000	800	MAINT	FY11	
			Preventive Maintenance Projects	Maintenance		200	160	FBR	FY11	
			Federal Bridge Inspection Programs	Bridge Inspection		1,000	800	FBR	FY11	
			Eon, RMV, IRI	ICE Bridge Projects		1,000	800	IM	FY11	
			Interstate Preventive Maintenance	Maintenance		2,000	1,600	IM	FY11	
			Interstate Maintenance	Maintenance		500	400	NRSS	FY11	
			Incidence Management	Incidence Management		200	160	STCASH	FY11	
			Bridge Repair	Bridge Repair		250	200	STPERNH	FY11	
			Federal Enhancement Projects	Enhancement		2,000	1,600	STPERNH	FY11	
			Overlays	Overlays		500	400	STPERNH	FY11	
			Hazardous Elimination Projects	Safety		380	280	NRSS	FY10	
			Railroad Crossing Improvements	Railroad Safety		360	280	STPERLEX	FY10	
			Transportation Systems Management	Management & Operations		250	200	STPERLEX	FY10	
			Transportation Systems Management	Management & Operations		250	200	STPHAZ	FY10	
			Safe Routes to School	Safety		600	500	ITS	FY10	
			Intelligent Transportation System Management	ITS Operations		10,620	10,620			
<b>SUB TOTAL LINE ITEM</b>						<b>\$ 13,100</b>	<b>\$ 10,620</b>			



TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009-2015)  
(Fiscal Year by Year)  
Highway Element

FY 2012 (10/1/11-9/30/12)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
817-05-	EBR	LA-410	Blackwater Bayou Bridge	Bridge Replacement	RV	\$ 500	\$ 400	FERON	FY14	
265-02-	ASC	LA-44	Bourgeois Canal Bridge	Bridge Replacement	UB	500	400	FERON	FY13	FERON - \$36,500 OTHER - \$13,000
007-10-0031	EBR	US 190	Mississippi River Bridge	Parade	C	36,250	28,200	FERON	FY12	
<b>SUB TOTAL FBR</b>						<b>\$ 36,250</b>	<b>\$ 29,000</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
852-01-0006	LIV	LA-1036	LA452 - St Helena Parish Lane	Gold Plume Base, Drainage & Overlay	C	\$ 5,156	\$ 4,125	NFA	FY12	
<b>SUB TOTAL STCASH</b>						<b>\$ 5,156</b>	<b>\$ 4,125</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
450-08-0057	WER	I - 10	CSLM 0.00 - CSJM 12.70	NOVASCHEP	C	\$ 5,180	\$ 4,144	IM	FY12	
<b>SUB TOTAL IM</b>						<b>\$ 5,180</b>	<b>\$ 4,144</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
242-17-0118	EBR	N. Sherwood Forest Blvd	Choctaw Dr. - Greenwood Springs Rd	Widened to 5 lanes	C	\$ 14,710	\$ 11,768	STP-200K	FY12	
<b>SUB TOTAL STP-200K</b>						<b>\$ 14,710</b>	<b>\$ 11,768</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
259-32-0006	EBR	LA-3054	LA427 - LA73	Concrete Paving	C	\$ 1,000	\$ 1,460	STPELEX	FY12	
<b>SUB TOTAL STPELEX</b>						<b>\$ 1,000</b>	<b>\$ 1,460</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
City-Parish	EBR	I-10	Pascou Ln. at I-10	New Interchange w/ Road Improvement	C	\$ 30,836	\$ 30,836	City-Parish	FY12	
City-Parish	EBR	Old Hammond Hwy Sta 1	Bld of Provence - Millerville Rd	Widened to 4 Lanes	UTIL	1,000	1,000	City-Parish	FY13	
City-Parish	EBR	Old Hammond Hwy Sta 2	Millerville Rd - O'Neal Ln	Widened to 4 Lanes	C	12,179	12,179	City-Parish	FY12	
City-Parish	EBR	S Choctaw Rd	Flanery Rd - Central Thruway	Widened to 4 lanes	C	6,864	6,864	City-Parish	FY12	
<b>SUB TOTAL LOCAL</b>						<b>\$ 50,879</b>	<b>\$ 50,879</b>			

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
260-02-0037	LIV	LA-16 at LA-22		Realign Curve	C	\$ 550	\$ 440	STPHAZ	FY12	
013-03-0092	LIV	US 190 & LA 1028 (Roundabouts)		Roundabouts	C	1,200	960	STPHAZ	FY12	
013-06-0051	LIV	US 190 at LA 1032		Intersection Improvements	RD/UTL	366	244	STPHAZ	FY13	
<b>SUB TOTAL STPHAZ</b>						<b>\$ 2,056</b>	<b>\$ 1,644</b>			



TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009-2013)  
(Priority: Continued)  
Highway Program

FY 2012 (08/11/09/12)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (\$00)	Federal Share (\$00)	Funding Source	Letting Date	Comments
			Federal Demonstration Projects	Various		\$ 1,200	1,200	DDMO	FY12	
			Federal COT System Bids	Bridge Rehabilitation		500	400	FBR	FY12	
			Bridge Rail and Guard Rail	Bridge Rehabilitation		200	160	FBR	FY12	
			Bridge Painting	Bridge Maintenance		200	160	FBR	FY12	
			Electric, BWA, Util	CE Bridge Projects		1,000	800	FBR	FY12	
			Pavement Maintenance Projects	Maintenance		1,000	800	MAINT	FY12	
			Federal Bridge Inspection Programs	Bridge Inspection		200	160	FBR	FY12	
			Interstate Prescriptive Maintenance	Maintenance		1,000	800	IM	FY12	
			Interstate Maintenance	Maintenance		2,000	1,600	IM	FY12	
			Incidence Management	Incidence Management		500	400	NHS	FY12	
			Bridge Repair	Bridge Repair		200	160	STCASH	FY12	
			Facial Enhancement Projects	Enhancement		250	200	STPENH	FY12	
			Overlays	Overlays		2,000	1,600	STPELEX	FY12	
			Hazardous Elimination Projects	Safety		500	400	STPHAZ	FY12	
			Railroad Crossings Improvements	Railroad Safety		500	400	STPRR	FY12	
			Transportation Systems Management	Management & Operations		350	280	NHS	FY10	
			Transportation Systems Management	Management & Operations		350	280	STPELEX	FY10	
			Safe Routes to School	Safety		250	200	STPHAZ	FY10	
			Intelligent Transportation System Management	ITS Operations		500	500	ITS	FY10	
<b>SUB TOTAL LINE ITEM</b>						<b>\$ 13,100</b>	<b>\$ 10,630</b>			



TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009-2013)  
(Funding in thousands)  
Highway Element

FY 2013 (001412-9/20/13)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
265-02	ASC	LA 44	Bourgeois Canal Bridge	Bridge Replacement	C	\$ 1,541	\$ 1,233	FERRON	FY13	
414-01-0042	EBR	LA 30	No name stream near LSU	Bridge Replacement	C	2,211	1,769	FERRON	FY13	
713-17-0042	EBR	Elm Grove Garden Dr	Elm Grove Garden Dr Bridge	Bridge Replacement	C	690	690	FERRON	FY13	
713-17-0043	EBR	Lanier Dr	Lanier Dr Bridge Over Roberts Canal	Bridge Replacement	C	1,200	900	FERRON	FY11	
713-17-0046	EBR	Carson Nimitz Rd	Carson Nimitz and Lorett Esq Bridges	Bridge Replacement	C	2,000	1,600	FERRON	FY11	
650-10-0155	FERRON	I-10	I & A Railroad Overpass	Bridge Replacement	C	135	108	FERRON	FY13	
817-05	EBR	LA 410	Blackwater Bayou Bridge	Bridge Replacement	UTIL	200	100	FERRON	FY14	
693-07-0056	WBR	LA-1	Port Allen Canal Bridge	Bridge Rehab	PF-UTIL	714	571	FERRON	FY14	
						\$ 8,851	\$ 7,081			
						<b>SUB TOTAL FBR</b>				

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
250-01-0046	EBR	LA 19	LA 64 - E Feliciana Parish Line	Mill and Overlay	C	5,522	4,418	STPFLX	FY13	
007-07-0056	ASC	US 61	LA 22 - LA 71	Mill and Overlay	C	8,255	5,604	STPFLX	FY13	
						\$ 13,778	\$ 11,022			
						<b>SUB TOTAL STPFLX</b>				

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
013-06-0061	L.V.	US 190	US 190 at LA 1032	Intersection Improvement	C	1,000	000	STPFLX	FY13	
						\$ 1,000	\$ 000			
						<b>SUB TOTAL STPFLX</b>				

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Total Cost (000)	Federal Share (000)	Funding Source	Letting Date	Comments
City-Parish	EBR	Old Hammond Stg 1	Bldg de Province - Millerilla Rd	Widened to 4 Lanes	C	23,896	23,896	City/Parish	FY13	
City-Parish	EBR	I-10	I-10 at Pecos Ln	New Interchange w/ Rd Improvements	C	30,836	30,836	City/Parish	FY13	
						\$ 54,732	\$ 54,732			
						<b>SUB TOTAL LOCAL</b>				



TRANSPORTATION IMPROVEMENT PROGRAM  
BATON ROUGE METROPOLITAN AREA (2009-2013)  
(Funding by Contribution)  
Highway Element

FY 2013 (09/1/12-9/30/13)

State Project Number	Parish	Route	Project Description	Proposed Improvement	Work Phase	Yr 1 Cost (\$000)	Federal Share (\$000)	Funding Source	Ending Date	Comments
			Federal Demonstration Projects	Various		\$ 1,600	1,280	DEMO	FY13	
			Federal/State System Bridges	Bridge Replacement		500	400	FER	FY13	
			Bridge Rail and Guard Rail	Bridge Rehabilitation		200	160	FER	FY13	
			Bridge Painting	Bridge Maintenance		200	160	FER	FY13	
			Eros. RMU Util	C/E Bridge Projects		1,000	800	FER	FY13	
			Pavement Maintenance Projects	Maintenance		1,000	800	MAINT	FY12	
			Federal Bridge Inspection Programs	Bridge Inspection		200	160	FER	FY13	
			Intrastate Precipitous Maintenance	Maintenance		1,000	800	IM	FY13	
			Intrastate Maintenance	Maintenance		2,000	1,600	IM	FY13	
			Incidence Management	Incidence Management		500	400	NMS	FY13	
			Bridge Repair	Bridge Repair		200	160	STCASH	FY13	
			Federal Enhancement Projects	Enhancement		250	200	STERNUL	FY13	
			Overlay	Overlay		2,000	1,600	STPELEX	FY13	
			Hazardous Elimination Projects	Safety		500	400	STPHAZ	FY13	
			Railroad Crossing Inspections	Railroad Safety		500	400	STERR	FY13	
			Transportation Systems Management	Management & Operations		350	280	NMS	FY10	
			Transportation Systems Management	Management & Operations		350	280	STPELEX	FY10	
			Site Route to School	Safety		250	200	STPHAZ	FY10	
			Intelligent Transportation System Management	ITS Operations		500	500	ITS	FY10	
<b>SUB TOTAL LINE ITEM</b>						<b>\$ 13,100</b>	<b>\$ 10,620</b>			

All tables prepared by the Capital Region Planning Commission



**STIP Tables**

**LADOTD State Transportation Improvement Program - As of Tuesday 9/22/2009 Sorted by MPO, Fiscal Year, Funding Category - Construction Projects - Baton Rouge**

2008-2009	STGEN	713-17-0041	700-17-0175					Baker Road Bridge		E Baton Rouge	Bridge Replacement	\$250,000 to \$500,000	BR			
2010-2011	FBR	713-17-0042	700-17-0175					Elm Grove Garden Dr Bridge		E Baton Rouge	Bridge Replacement	\$500,000 to \$1,000,000	BR			
2010-2011	FBR	713-17-0043	700-17-0175				BRO1700(517)	Lanier Dr Bridge Over Roberts Canal		E Baton Rouge	Bridge Replacement	\$1,000,000 to \$2,500,000	BR			
2007-2008	FBR	713-17-0045	700-17-0176				BRO1700(521)	Perkins Road Overpass		E Baton Rouge	Bridge Replacement	\$2,500,000 to \$5,000,000	BR			
2010-2011	FBR	713-17-0046	700-17-0180				BRO1702(505)	Carson, Nimitz & Lovett Rds Bridges		E Baton Rouge	Bridge Replacement	\$1,000,000 to \$2,500,000	BR			
2009-2010	CM	737-17-0016					DE1708(502)	River Rd Levee Shared Use Trail Ph2		E Baton Rouge	B.R. Levee Bike Path	\$1,000,000 to \$2,500,000	BR			
2009-2010	STP Flex	737-96-0064					STP9607(500)	District 61 Signal Upgrades		E Baton Rouge	Signal Upgrades	\$1,000,000 to \$2,500,000	BR			
2009-2010	STP >200K	742-06-0044	700-17-0071	742-17-0136			M0696(005)	Millerville(I-12-H.F. Rd)- Clearing 742-17-0135, Postpone Const From Fy 09 to Fy 10		E Baton Rouge	Widen to 5 Lanes	\$2,500,000 to \$5,000,000	BR	R19		City of Btr/ Ebr Par
2009-2010	CM	742-17- ATM						Advanced Traffic Management Center - Add to FY 10		E Baton Rouge	Operations	\$250,000 to \$500,000	BR	R20		
2008-2009	CM	742-17-ATM9						Adv. Traffic Mgt. Center		E Baton Rouge	Operations	\$250,000 to \$500,000	BR			
2008-2009	CM	742-17-MAP9						Transfer cmaq Funds to Sphaz		E Baton Rouge	City's Share of M.A.P.	\$250,000 to \$500,000	BR			
2008-2009	CM	742-17-0008	700-17-0118	742-17-0141			CM0713(006)M	Flannery @ Florida (Np)		E Baton Rouge	Intersection Improvement	\$1,000,000 to \$2,500,000	BR			City of Btr/ Ebr Par
2010-2011	STP >200K	742-17-0118	700-30-0246				STP1705(524)	Sher. For. Blvd.(Choc.-Gr.Spg)		E Baton Rouge	Widen From 2 to 5 Lanes	\$7,500,000 to \$10,000,000	BR			City of Btr/ Ebr Par
2010-2011	STP >200K	742-17-0131	700-26-0078	742-17-0156			STP1701(510)	Tiger Bend Rd - Coursey Blvd.		E Baton Rouge	Widen to 5 Lanes	\$5,000,000 to \$7,500,000	BR			City of Btr/ Ebr Par
2008-2009	STP >200K	742-17-0135	700-17-0071	742-17-0136			STP1702(504)	Millerville (I-12 - Hf Rd) (C&G)		E Baton Rouge	Clearing For 5 Lanes	\$100,000 to \$250,000	BR			City of Btr/ Ebr Par
2008-2009	ARRA	742-17-0143		254-02-0045			ARR1704(507)	Central Thruway(Frenchtown Sullivan		E Baton Rouge	C & G and Embankment Construction	\$2,500,000 to \$5,000,000	BR			City of Btr/ Ebr Par
2008-2009	Local	742-17-0147						Central Thruway Bridges #2 Sul'lccn		E Baton Rouge	New Bridges	\$10,000,000 to \$15,000,000	BR			City of Btr/ Ebr Par
2008-2009	ARRA	742-17-0148					ARR1704(507)	Central Thruway Bridges, Add Construction to Fy 09 With Arra Funds at 100%		E Baton Rouge	New Bridges (Beaver Bayou 2 & 3)	\$5,000,000 to \$7,500,000	BR	R25		
2009-2010	CM	742-17-0153	700-17-0179	742-17-0142			CMAQ1706(501)	S.Harrell's Ferry @ S.Sherwood Blvd-Postpone Const From Fy 09 to Fy 10		E Baton Rouge	Intersection Improvement	\$1,000,000 to \$2,500,000	BR	R19		City of Btr/ Ebr Par
2009-2010	STP >200K	742-17-0155	700-26-0078				STP1707(503)	Jones Creek Road Improvement		E Baton Rouge	Clearing & Grubbing	\$100,000 to \$250,000	BR			City of Btr/ Ebr Par
2010-2011	CM	742-17-0159	700-17-0172	742-17-0161			CM1708(504)	Br Computer Sig. Sync Ph V Part B		E Baton Rouge	Signal Synchronization @ 47 Ints.	\$2,500,000 to \$5,000,000	BR			
2009-2010	CM	742-17-10TR						Flex to Transit-Add Const to Fy 10		E Baton Rouge	Operations	\$500,000 to \$1,000,000	BR	R20		
2008-2009	CM	742-32-0002					CMAQ3201(511)	Walker Park & Ride		Livingston	Ped/Bike Pathway /Park & Ride	\$500,000 to \$1,000,000	BR			DOTD
2009-2010	ARRA	744-03-0010					ARR0302(505)	Bayou Francois Sidewalk - Add Const to FY 10	LA 939	Ascension	Sidewalk, Ped Bridge, Landscaping	\$500,000 to \$1,000,000	BR	R18		
2008-2009	Local	744-32-0012					ENH3201(504)	Livingston Sidewalk Program, Ph III -Increase Percentages and Funds		Livingston	Enhancement	\$100,000 to \$250,000	BR	R13		City of Livingston
2008-2009	STP Enh	744-32-0012					ENH3201(504)	Livingston Sidewalk Program, Ph III -Increase Percentages and Funds		Livingston	Enhancement	\$100,000 to \$250,000	BR	R13		City of Livingston
2008-2009	ST Cash	803-12-0007						LA 44 - LA 431	LA 934	Ascension	Stabilize Base & Overlay	\$1,000,000 to \$2,500,000	BR			
2010-2011	CM	803-20-0006	700-03-0127	803-20-0007			CMAQ0309(503)	LA 431 @ Goldplace, Postpone Engr to Fy 10 and Const to Fy 11 As Per Br Tip	LA 431	Ascension	Turnlanes	\$250,000 to \$500,000	BR	R19		
2011-2012	FBR	817-05-						Blackwater Bayou Bridge	LA 410	E Baton Rouge	Bridge Replacement	\$1,000,000 to \$2,500,000	BR			
2008-2009	STP Flex	817-41-0008	700-17-0154	817-41-0009			STP1700(503)	O'Neal Lane (I-12 - Florida Blvd)	LA3245	E Baton Rouge	Widening	\$10,000,000 to \$15,000,000	BR			
2007-2008	STP Flex	817-41-0013	700-17-0154	817-41-0009			STP1707(501)	O'Neal Lane (I-12 - Florida Blvd)	LA3245	E Baton Rouge	Clearing and Grubbing	\$250,000 to \$500,000	BR			
2009-2010	STP Flex	832-10-						LA 16 - LA 447, Revise Number and Increase Costs & Move Fy From 09 to 10	LA1024	Livingston	C.P., Patch and Overlay	\$2,500,000 to \$5,000,000	BR	R20		
2009-2010	STP Flex	832-10-0018					STP3207(506)	LA 16 - LA 447, Add Const to Fy 10 Br Match Tip	LA1024	Livingston	C.P., Patch and Overlay	\$2,500,000 to \$5,000,000	BR	R20		
2007-2008	STP Haz	832-11-0008	700-32-0110	832-11-0010			STP3202(504)	LA1031(Hatchell) @ Us190 & LA1030	LA1031	Livingston	Left Turn Lanes	\$2,500,000 to \$5,000,000	BR			
2007-2008	STP Flex	832-11-0012					STP3207(508)	US 190 - LA 1030	LA1031	Livingston	Minor Overlay	\$100,000 to \$250,000	BR			May-08
2009-2010	CM	832-33-0008					CMAQ3209(500)	Range Ave.- 5 Miles West	LA3003	Livingston	Widening/Add a Turn Lane	\$1,000,000 to \$2,500,000	BR			
2008-2009	ST Cash	832-35-0001						LA 1019 - End of Control @ Amite R.	LA1020	Livingston	Minor Overlay	\$250,000 to \$500,000	BR			
2008-2009	ST Cash	861-18-0005						LA 620 - LA 413	LA3091	W Baton Rouge	Stabilize Base and Overlay	\$1,000,000 to \$2,500,000	BR			
Total		85 Projects														



## **APPENDIX D: SECTION N2 INDUSTRIAL PROPERTY INFORMATION**

### **Environmental Conditions at US Hwy 190 Bridge Crossing**

A review of environmental conditions was conducted around the major industrial properties on the east side of the Mississippi River adjacent to the south side of the existing U.S. Highway 190 Bridge. The objective of this review was to assess whether there is subsurface contamination in the vicinity of these areas that could significantly impede or increase the costs of construction of a new bridge. The review is based on selected documents from the Louisiana Department of Environmental Quality (LDEQ) Environmental Data Management System (EDMS).

The review included the following facilities/media:

- CEMUS (former Kaiser facility) and Kaiser landfill - soil and groundwater
- UOP (former LaRoche and Kaiser facility) - soil and groundwater
- Ethyl/Albemarle - groundwater
- Rhodia - groundwater
- Formosa - groundwater

The purpose of reviewing soil and groundwater conditions at CEMUS, the former Kaiser Landfill and UOP is that there is a potential for a new bridge to be constructed within the footprint of these facilities and therefore any related contaminated soils could be encountered during construction. Rhodia, Ethyl, and Formosa are not directly within the expected alignment of the new bridge, so if there were impacts to the construction from these facilities, the impacts would likely be from contaminated groundwater that had migrated from the sites to the potential bridge construction area.

Based on the review of environmental conditions at these industrial properties, URS has also developed general unit costs for handling and managing the soils during construction activities.

#### **CEMUS (FORMER KAISER FACILITY)**

The former Kaiser Aluminum facility is located on approximately 60 acres directly to the east of the Mississippi River and to the south of US Hwy 190 (Figure D-1). At one time, the Kaiser facility also included the current UOP property (discussed below) and the Kaiser East Landfill, which is located directly south of US Hwy 190 to the east of the current UOP facility as shown on Figure D-1. It should be noted that the facility boundaries on Figure D-1 may not exactly coincide with the actual legal boundaries.



The Kaiser Aluminum facility operated from the 1940's until 1983 when it was shut down. Therefore, the LDEQ EDMS files do not contain much information related to their operations. Based on a review of the UOP files, information on the landfill and the materials that are known to have been handled at the Kaiser facility during operations, it is expected that the site would have areas with high pH soils and possibly high-pH shallow groundwater. UOP indicated in one of their reports that the expected source of high-pH on the UOP property was the former caustic precipitators at the closed Kaiser facility directly to the west. Any excavation within the footprint of the former Kaiser site could encounter these high-pH soils.

Kaiser sold the property to Formosa in 2000, and at that time, it was permitted as an "inactive industrial inorganic chemicals alumina - manufacturing plant". Ownership was transferred from Formosa to CEMUS in 2007. The CEMUS facility is operating as an ethanol transfer facility. The 2007 Water Permit indicated future plans to store asphalt, residual fuel, and petroleum black.

#### THE KAISER EAST LANDFILL

The Kaiser East Landfill is approximately 30 acres. It was opened during 1943 and was used as settling basins for spent bauxite (red muds). Two ponds existed, separated by crown levees on all sides. Shortly after opening, the land was converted into a landfill for plant wastes, including construction debris, asbestos insulation, caustic scale from pipes and vessels, alumina and pisolites (a coarse, sandy fraction of the spent bauxite separated prior to the settling process) and lime. The estimated thickness of the waste varies from about 35 ft along Monte Sano Bayou to about 20 ft adjacent to US Hwy190.

The landfill was closed in 1985 by capping with a 30 mil PVC liner and soil. At the time of the closure, the waste in the landfill was interpreted to be hazardous waste because of the presence of demolition debris containing asbestos insulation and spent bauxite, and other caustic materials. In the early 1980s, Kaiser submitted a Hazardous Waste Permit Application to the State of Louisiana and initiated compliance with the State and Federal operating standards for interim status hazardous waste landfills. Kaiser submitted the permit application as a conservative measure because the regulatory classifications (i.e., hazardous or nonhazardous) of asbestos and spent bauxite were unknown at the time.

In January 1990, the USEPA issued a final ruling on mining waste that specifically excluded spent bauxite from regulation as a hazardous waste (January 23, 1990 Federal Register Part III). Discarded asbestos is also not classified as hazardous waste. In October 1992, Kaiser received approval from the LDEQ officially reclassifying the East Landfill from a hazardous waste landfill to a nonhazardous solid waste landfill.





It should be noted that in 2004, ownership of the landfill was transferred from Kaiser to C&E Holdings Company and operation of the landfill was transferred to TRC Environmental. The site is now identified as the “TRC East Landfill” with a different Agency Interest Number differentiating it from the former Kaiser Facility.

Groundwater monitoring wells for the East Landfill range from 129 to 152 feet deep. A review of the analytical data from the August 2009 groundwater report indicates that the results were all below the established groundwater standards for the site. Three “leachate” wells that are screened within the landfill were also sampled. The leachate wells had elevated pH ranging from about 10 - 12 s.u. There is also evidence in the LDEQ files regarding potential seepage of high pH water from the landfill. A remediation report to fix the seepage was submitted by TRC to LDEQ in November 2008.

If construction of the bridge were to occur through the landfill, the buried debris, including asbestos, may have to be managed. These waste materials would likely be classified as nonhazardous although there may be special handling, and monitoring procedures required for the asbestos. In addition, there could be areas of high pH material related to the spent bauxite and/or caustic scale. The high-pH soils and debris would likely have to be disposed of offsite at a nonhazardous waste landfill. Runoff and seepage from water generated during construction through the landfill could have a high pH, which may require treatment prior to discharge, or could be hazardous waste if the pH in the runoff exceeds 12.5 s.u.

### UOP

The UOP facility is located on approximately 50 acres south of US Hwy190, between the former Kaiser facility and the Kaiser East Landfill (Figure D-1). It is an inorganic chemical plant that manufactures specialty grade alumina trihydrate and reduction grade alumina ore. The plant was originally built in the 1940s for the U.S. Department of Defense and was later operated by Alcoa. Kaiser purchased the plant in the 1960s. LaRoche Industries purchased a portion of the plant from Kaiser in 1988. UOP acquired the facility from LaRoche in June 1999.

Phase I and Phase II investigations were done for the sale of the property to UOP. There were two soil remediation projects related to this sale that are documented in LDEQ files. Both of these projects were to remediate high pH soils. In the Demineralizer Area, soils were excavated and transported offsite for disposal. A 3-year groundwater-monitoring program down gradient of the area was conducted. The results were satisfactory, and LDEQ required no further action. In another area of high pH (identified as Area 50), the high pH soils were neutralized by injecting acid. The source of the high pH soils was expected to be from releases to ground surface from caustic precipitators that were on the adjacent property that was formerly operated by Kaiser. A review of the LDEQ files did not indicate any other soil or groundwater contamination on the property.



### ETHYL/ALBERMARLE

The Ethyl facility is located on 193 acres to the south of the Kaiser landfill as shown on Figure D-1. Monte Sano Bayou flows through the north portion of the property. Ethyl was an active chemical plant from 1937 to 1985. In 1985, the manufacturing operations were shut down. Current manufacturing on the property is limited to the southeastern corner where Albemarle Corporation conducts research and pilot plant operations. Historical chemical production and/or use included chlorine, sodium, tetraethyl lead, solvents (including ethylene dichloride, perchlorethylene, methylene chloride, methyl chloride, carbon tetrachloride, and chloroform).

Groundwater contamination occurs from the historical Ethyl operations. Extensive subsurface soil and groundwater investigations have been conducted at the site since the 1980s and the first groundwater recovery wells were installed in 1983. The current groundwater recovery system includes 16 wells that recover contaminated groundwater in the 60-foot zone, 100-foot zone and 129-foot zone.

It is expected that the bridge alignment would not be directly within the Ethyl property, so the evaluation considered the potential for the groundwater contamination plumes to encroach on the area of potential bridge construction specifically whether the contamination has migrated northward toward US Hwy190. The September 2009 semiannual groundwater report was reviewed to evaluate constituent concentrations on the property. Ethyl monitors seven zones (30-foot zone, 60-foot zone, 100-foot zone, 120-foot zone 190-foot zone 400-foot zone, and 600-foot zone). Groundwater flow is generally to the north except within the influence of the recovery wells, which have developed cones of depression.

Monitor wells on the northern portion of the property are screened in the 30-foot zone, 60-foot zone and 100-foot zone. Chlorinated organics were detected in one of the northern wells within the 30-foot zone (maximum concentration of 1.3 mg/l of 1, 1-dichloroethane). Low concentrations (<0.25 µg/l) of pesticides including alpha-BHC (benzene hexachloride), beta-BHC and gamma BHC were detected in one of the northern 60-foot zone wells. These data indicate the potential for low concentrations of constituents within the upper 60 feet in the area north of the former Ethyl site. If bridge construction is planned for the area north of Ethyl, assessment of groundwater conditions within the construction area may be required to plan for worker protection and management of the soils and water that are generated during construction.

### RHODIA

The Rhodia Baton Rouge Facility occupies approximately 100 acres of land to the north of US Hwy190, east of the Mississippi River as shown on Figure D-1. The Baton Rouge Facility manufactures sulfuric acid, liquid sulfur dioxide, synthetic vanilla, hydroquinone, pyrocatechol and veratol.



The Baton Rouge Facility is actually composed of two separate operations: Sulfuric Acid Plant producing sulfuric acid and other sulfur products since 1926 and the Cathyval Plant that began production of vanillin in 1990. The Baton Rouge Facility produces various grades of sulfuric acid and oleum using two sulfuric acid regeneration units (SARUs). The two SARUs produce sulfuric acid and other related products by in large part recycling spent acid obtained from refineries and business concerns. This recycling process requires the use of an industrial furnace to drive the reactions. The industrial furnace burns natural gas for fuel, but also burns hazardous waste as an alternative fuel.

Rhodia Inc. obtained the first operating permit for the Baton Rouge Facility effective January 28, 1989. The operating permit was issued with the Hazardous and Solid Waste Amendment (HSWA) provisions addressing site-wide corrective action at the Baton Rouge Facility. The permit required the submittal of a Remedial Field Investigation (RFI) report, dated July 15, 1992, addressing all the SWMUs listed with the exception of Impoundment 001. LDEQ approved the RFI report and concurred that no further action was required for the Solid Waste Management Units (SWMUs) addressed in the RFI. Impoundment 001 was a RCRA regulated treatment, storage, and disposal facility that was certified closed by the Department on December 24, 2003. Thus, Rhodia does not have any AOCs/SWMUs requiring corrective action at the Baton Rouge Facility. Review of the LDEQ files did not indicate significant groundwater issues that would affect construction of a bridge on the south side of US Hwy190.

#### FORMOSA

Formosa operates a chemical manufacturing facility on approximately 130 acres south of the CEMUS and UOP sites as shown on Figure D-1. The facility is south of Monte Sano Bayou and adjacent to the Mississippi River. Therefore, the facility is outside of the footprint of where the bridge would likely be constructed. If there were any impacts to the area of planned bridge construction resulting from Formosa, it would likely be from contaminated groundwater that had migrated from the site to the potential bridge construction area.

Historical chemical production and/or use at Formosa included caustic soda/chlorine production, ethylene dichloride/vinyl chloride monomer (EDC/VC) production, and polyvinyl chloride (PVC) production. Twenty solid waste management units have been identified at the facility. Based on the 2007 Hazardous Waste Post-closure Permit, there is ongoing corrective action at five of these areas.



Formosa also has ongoing groundwater monitoring and corrective action programs required by their Hazardous Waste and Solid Waste Permits. Formosa maintains eighty wells at the Baton Rouge plant site. Thirty of these wells (12 monitor wells, 3 recovery wells, and 15 piezometers) are screened in the "30 Foot" Sand. Thirty-seven wells (6 monitor wells, 10 recovery wells, and 21 piezometers) are screened in the "60-Foot" Sand. Four piezometers are screened in the "90-Foot" Sand and "120-Foot" Sand. One monitor well is screened in the "200-Foot" Sand, four wells (3 monitor wells and 1 recovery well) are screened in the "400-Foot" Sand, and two monitor wells are screened in the "600-Foot" Sand. One deep well (PW-19) is a process well and is screened in both the "400-Foot" Sand and the "600-Foot" Sand. A potable water well is screened in the "1,200-Foot" Sand.

Based on the Second Quarter 2009 groundwater monitoring report, groundwater flow is generally to the north and west across the site, which is towards US Hwy190. There does appear to be some radial flow toward the recovery pumping area at the northwestern area of the property. There are high concentrations of EDC (up to 3,000 ppm) in the area near this pumping center, which is about 1,800 feet south of US Hwy190. It is not evident from the data provided in the quarterly report that the northern boundary of the EDC plume is defined. However, LDEQ does provide oversight of the groundwater-monitoring program and would typically require delineation of the horizontal extent. If bridge construction is planned for the area north of Formosa, assessment of groundwater conditions within the construction area may be required to plan for worker protection and management of the soils and water that are generated during construction.

### **Summary of Environmental Issues**

Figure D-1 shows known sources in the industrial area surrounding the US Hwy 190 Bridge crossing that could potentially have impacts on Corridor Section N2.

- Rhodia (formerly Rhone Poulenc): Review of the LDEQ files did not indicate significant groundwater issues that would affect construction of a bridge on the south side of US Hwy190;
- UOP (formerly Kaiser): High-pH soils have been remediated and there are no known current impacts;
- CEMUS (formerly U.S. Department of Defense, Alcoa, Kaiser and Laroche): Likely potential for high-pH soils and possible high pH in shallow groundwater;
- TRC East Landfill (former Kaiser East Landfill): Landfill contains construction debris, high pH soils, spent bauxite, alumina pisolites (a coarse, sandy friction of the spent bauxite separated prior to the settling process), lime, and asbestos. Seepage from the landfill has resulted in high pH readings in nearby surface water bodies.



- Formosa has ongoing monitoring and corrective action programs for ethylene dichloride in groundwater. LDEQ documentation indicated high concentrations within approximately 1800 feet of the southern boundary of N2.
- Ethyl/Albermarle has potential for low concentrations of chlorinated organics and pesticides in groundwater within the upper 60 feet in the area north of the former Ethyl site.

### **Construction Impacts**

There are several issues that may impact construction of bridge columns in the area of the CEMUS, UOP, and TRC East Landfill facilities. These include the presence of high pH in soil and shallow groundwater from the former Kaiser facility and the potential for chlorinated organics and pesticides in groundwater from the Formosa and Albermarle facilities. Additionally, there may be potential conflicts with existing underground concrete structures (WWII era bunkers) at the CEMUS and UOP facilities.

Impacts to construction from these environmental issues include:

- Costs of excavating existing waste, soil and debris, if required, and transporting to an offsite landfill;
- Cost to bring in fill material suitable for construction of bridge columns.
- Worker protection methods would need to be employed during the handling of this material.
- Cost to encapsulate piles driven in areas of high pH soils.

At this time, the exact location of the bridge columns is not known nor is the location of the underground bunkers. During the final alignment study phase of this project, a detailed investigation of the soil and groundwater conditions in the area of the proposed columns should be conducted to evaluate impacts and determine the most feasible remediation requirements.

Some environmental impacts that may result from construction in this area include:

- Potential for high pH to affect soil strength characteristics and the ability of the soil to support foundation elements;
- Creating a vertical conduit that would accelerate transfer of constituents to a lower aquifer; and
- Possible leaching of high pH soils into Monte Sano Bayou.



## Estimates of Environmental Remediation Costs

Unit costs were developed for excavation within the CEMUS site (former Kaiser Property) and the TRC East Landfill (former Kaiser East Landfill). These costs were developed using readily available information and do not take into account unknown conditions that were not identified during the LDEQ documentation review for these industrial facilities.

The assumptions used for onsite management of high pH soils from the CEMUS site (former Kaiser Facility) include:

- High pH would occur typically in the upper 15 feet;
- Offsite transportation would not be required. Soils could be managed and left onsite (includes excavation/handling/grading); and
- Limited groundwater management would be required.

If the soil from the CEMUS site requires excavation and can be managed on site, the estimated cost to excavate, handle and grade the material would range from \$7 to \$10 per cubic yard.

The assumptions used for offsite transportation and disposal of high pH soils from the CEMUS site (former Kaiser Facility) include:

- High pH would occur typically in the upper 15 feet;
- Soils would be required to be excavated and transported to an offsite solid waste landfill (within 50 miles) for disposal; and
- Limited groundwater management would be required.

Based on these assumptions, the estimated cost to excavate, handle, transport and dispose of materials from the CEMUS site would range from about \$130 to \$170 per cubic yard and includes a 30% contingency. Costs for oversight, management of the work, and reporting are assumed to range from \$760,000 to \$2,000,000.

The assumptions for removal of high pH soil/debris, spent bauxite, and asbestos from the TRC East Landfill include:

- Material excavated from the landfill would typically occur in the upper 15 feet;
- Material excavated could be disposed of as nonhazardous in a solid waste landfill;
- The solid waste landfill would be located within about 50 miles of the work; and
- Groundwater management would be required.



Based on these assumptions, the estimated cost to excavate, handle, transport and dispose of materials from the TRC East Landfill would range from about \$130 to \$170 per cubic yard and includes a 30% contingency. Costs for oversight, management of the work, and reporting are assumed to range from \$760,000 to \$2,000,000. There may also be permitting and design costs for material left in-place at the East Landfill of about \$260,000.

The above estimates assumes all material encountered would be managed as nonhazardous solid waste. In the event that hazardous waste is encountered either from the adjacent sites with chlorinated organics in the groundwater or due to conditions that were not identified in the review, the unit cost would be about \$390 per cubic yard for excavation, handling, transportation and disposal at a permitted hazardous waste landfill. This cost assumes all material would meet treatment standards and could be disposed of in a landfill without prior treatment.

If the excavated material has constituent concentrations that are higher than the land disposal treatment standards the material either would have to be treated prior to land disposal, or a different disposal method would have to be selected. Additional treatment/disposal options were considered to meet these criteria and the unit cost (including a 30% contingency) is estimated as follows:

- Macroencapsulation (for hazardous debris) at about \$520 per cubic yard (includes excavation, transportation and disposal);
- Bioremediation at about \$1,000 per cubic yard (includes excavation, transportation, and disposal); and
- Bulk incineration at \$1,400 per cubic yard (includes excavation, transportation, and disposal).

If hazardous waste is encountered, there would be additional considerations including the requirement that the work be done under CFR 1910.120 using contractors qualified for Hazardous Waste Operations (HAZWOPER).

### **Limitations**

The information and interpretations provided in this document are based on a limited review of selected available documentation in the LDEQ files. The intended purpose is to provide a general overview of the environmental conditions at these industrial facilities for planning purposes. The regulatory interpretations for disposal options and costs are also of a general nature and may not reflect site-specific conditions that were not identified in the review. It should be noted that property boundaries in Figure D-1 may not coincide with actual legal property boundaries.



**Figure D-1: Potential Facility Impact Area**





## APPENDIX E: PUBLIC AND AGENCY COORDINATION

### Notice of Intent

The Baton Rouge Loop Notice of Intent to Prepare an Environmental Impact Statement was published in the Federal Register on February 13, 2008 (Vol. 73, No. 30).

**DEPARTMENT OF TRANSPORTATION  
 Federal Highway Administration  
 Tier 1 Environmental Impact  
 Statement: East Baton Rouge, West Baton Rouge, Iberville, Ascension, and Livingston Parishes, LA**

**AGENCY:** Federal Highway Administration (FHWA), DOT.  
**ACTION:** Notice of intent.

**SUMMARY:** The FHWA is issuing this notice to advise the public that a Tier 1 Environmental Impact Statement (EIS) will be prepared for a proposed toll highway facility in the vicinity of Baton Rouge, Louisiana.

**FOR FURTHER INFORMATION**

**CONTACT:** Mr. Carl M. Highsmith, Project Delivery Team Leader, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757-7615, or Mr. Bryan K. Harmon, City of Baton Rouge, Parish of East Baton Rouge, Department of Public Works, Engineering Division, Deputy Director/Chief Engineer, Room 409, Municipal Building, 300 North Boulevard, Post Office Box 1471, Baton Rouge, LA 70821, Telephone: (225) 389-3186. Project information can be found at the project Internet Web site at <http://www.brloop.com>.

**SUPPLEMENTARY INFORMATION:** The FHWA, in cooperation with the Capital Area Expressway Authority, and the City of Baton Rouge, Parish of East Baton Rouge, Louisiana will prepare a Tier 1 EIS on corridor alternatives for the proposed Baton Rouge Loop. The Baton Rouge Loop is planned on new location around Baton Rouge, Louisiana connecting I-10 west of Baton Rouge to I-10 south of Baton Rouge, I-10 west of Baton Rouge to I-12 east of Baton

Rouge (which includes an interchange with I-110), and I-10 south of Baton Rouge to I-12 east of Baton Rouge. The project would include one or two major bridge crossings of the Mississippi River. The prototype corridor is approximately 77 miles long. The proposed facility would be controlled access toll road on new location that would initially have four lanes with provision to expand to six lanes. Major arterials that must be traversed, or incorporated into the complete Loop project may include: Interstate 10, Interstate 12, Interstate 100, US 190 (West Baton Rouge Parish), Scenic Highway (US 61), Airline Highway (US 190), Plank Road (LA 67), Harding Boulevard/Hooper Road (LA 408), Blackwater Road (LA 410), Jbor Road (LA 946), Range Road (LA 16), Arnold Road (LA 1025), Walker Road North (LA 447), River Road (LA 327), Gardere Lane (LA 327), Bluebonnet Boulevard, Nicholson Road (LA 30), Airline Highway (US 61), LA 42, LA 44, and Walker Road South (LA 447).

The new facility is considered necessary to provide for existing and future traffic demand and to improve the hurricane evacuation system. At a minimum, the current project will examine, in addition to the no build alternative, three-corridor build alternatives to be identified in the Baton Rouge Loop Implementation Plan, which is a planning study to identify engineering, environmental, financial, important elements in the identification of potential loop corridors. The Tier 1 EIS is being initiated concurrently with the completion of the latter stages of the Implementation Plan. When the full loop corridor is established as a

result of the Tier 1 EIS, one or more Tier 2 EIS's will be initiated to select an alignment within the corridor and detailed design features for individual segments of independent utility.

Letters describing the proposed action and soliciting comments will be sent to appropriate Federal, State, local agencies, tribes, elected officials and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. Numerous public meetings will be held throughout the term of the project. The first of these meetings, a series of public scoping meetings, will be conducted to provide the public with information about the project and an opportunity to assist in formulating the scope of the study. The public scoping meetings are scheduled as follows:

- February 25th—East Baton Rouge Parish—BREC Headquarters
- February 26th—Ascension Parish—Gonzales Civic Center.
- February 27th—Livingston Parish—North Park Recreation Center.
- February 28th—West Baton Rouge Parish—Port Allen Community Center.
- March 3rd—Iberville Parish—Plaquemine Civic Center.

A formal scoping meeting for agency input will be scheduled soon after initiation of the EIS. In addition, a public hearing will be held. Public notice will be given of the time and place of the public hearing. The draft EIS will be available for public and agency review and comment prior to the public hearing.

To ensure that the full range of issues related to this proposed project are addressed and all significant issues identified, comments and suggestions



Baton Rouge Loop Tier 1 Final EIS  
Volume 2 of 3  
Appendix E

are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above. (Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The

regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities, apply to this program.)  
**Authority:** 23 U.S.C., 315; 23 CFR 771.123.  
Issued on: February 6, 2008.  
**Charles "Wes" Bolinger,**

*Division Administrator, FHWA, Louisiana Division, Baton Rouge, LA.*  
[FR Doc. 08-629 Filed 2-12-08; 8:45 am]  
**BILLING CODE 4910-22-M**



An Amended Notice of Intent, published in the Federal Register on October 28, 2009 (Vol. 74, No. 207), announced the addition of the Louisiana Department of Transportation and Development as a Joint Lead Agency.

**DEPARTMENT OF TRANSPORTATION**

**Federal Highway Administration**

**Tier 1 Environmental Impact**

**Statement: East Baton Rouge, West  
Baton Rouge, Iberville, Ascension, and  
Livingston Parishes, LA**

**AGENCY:** Federal Highway Administration (FHWA),  
DOT.

**ACTION:** Notice of intent amendment.

**SUMMARY:** The FHWA is issuing this notice to advise the public that the February 13, 2008 Notice of Intent for the subject Tier 1 Environmental Impact Statement is amended to add the Louisiana Department of Transportation and Development (DOTD) as a Joint Lead Agency.

**FOR FURTHER INFORMATION CONTACT:** Mr. Carl M. Highsmith, Project Delivery Team Leader, Federal Highway Administration, 5304 Flanders Drive, Suite A, Baton Rouge, Louisiana 70808, Telephone: (225) 757-7615, or Ms. Noel Ardoin, Environmental Engineer Administrator, Louisiana Department of Transportation and Development, Room 201AA, 1201 Capitol Access Road, Post Office Box 94245, Baton Rouge, Louisiana 70804-9245, Telephone: (225) 242-4501 or Mr. Bryan K. Harmon, City of Baton Rouge, Parish of East Baton Rouge, Department of Public Works, Engineering Division, Deputy Director/Chief Engineer, Room 409, Municipal Building, 300 North Boulevard, Post Office Box 1471, Baton Rouge, LA 70821, Telephone: (225) 389-3186.

Project information can be found at the project Internet Web site at <http://www.brloop.com>.

**SUPPLEMENTARY INFORMATION:** The Louisiana Department of Transportation and Development agreed to be a Joint Lead Agency for the Baton Rouge Loop Tier 1 Environmental Impact Statement in September 2009.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Research, Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation of Federal programs and activities apply to this program.)

**Authority:** 23 U.S.C., 315; 23 CFR 771.123.

Dated: October 6, 2009.

**Charles W. Bolinger,**

*Division Administrator, FHWA, Louisiana Division*

[FR Doc. E9-26020 Filed 10-27-09; 8:45 am]

**BILLING CODE:**



## ***Agency Coordination Plan***



### **AGENCY COORDINATION PLAN**

#### ***INTRODUCTION***

The Agency Coordination Plan (ACP) for the Baton Rouge Loop Tier 1 Environmental Impact Statement (EIS) is designed to systematically build a broad basis of support from Federal, State, and local agencies. This agency engagement and consensus building process will augment a procedurally complete and technically sound Tier 1 Draft and Final EIS.

The key objectives of the ACP activities are to: 1) provide continuous information flow to agencies; 2) solicit meaningful input representing the diverse points of view and 3) facilitate problem identification and conflict resolution through consensus-building activities.

This process is designed not only to obtain accord, but also to create new networks of communication and set precedents for inter - jurisdictional cooperation.

#### ***TARGETED AGENCIES***

A contact database was created during the Implementation Plan phase of the project and will be continuously updated throughout the process to establish the ACP communications network. The contact database is different from a traditional notification list, as it involves keeping prime contacts informed in order to encourage discussions and feedback from other members of their respective agencies. The contact information includes name, address, phone number, and e-mail addresses for all stakeholder agencies.

The contact database will be updated and maintained in a spreadsheet format during the course of the Tier 1 EIS. The contact database will serve as the primary mailing list for newsletters and project correspondence. Names and contact information will be added to the database as necessary.

The FHWA has agreed to be the Lead Federal Agency, and the LADOTD has agreed to be a Cooperating Agency. Other agencies will be invited to become Cooperating Agencies at the appropriate time. The 1978 Council on Environmental Quality (CEQ) regulations introduced the concepts of "lead agency" and "cooperating agency". Effective interagency coordination and cooperation are needed to properly implement these concepts. The Lead Federal Agency supervises the preparation of an EIS if more than one Federal agency is called upon to take an action on the same project. The Lead Federal Agency will request all Federal agencies which have an action to take on the project (for example, permit approval) to be a Cooperating Agency. Other agencies with special expertise may also be requested to be a Cooperating Agency. In accordance with 23 CFR 771, any agency with jurisdiction by law must be requested to be a Cooperating Agency.



The following agencies will be considered for either Cooperating Agency or Participating Agency status:

- US Army Corps of Engineers (USACOE)
- US Coast Guard (USCG)
- Environmental Protection Agency (EPA)
- US Fish and Wildlife Service (USFWS)
- Federal Emergency Management Agency (FEMA)
- Natural Resources Conservation Service (NRCS)
- Federal Railroad Administration (FRA)
- Federal Aviation Administration (FAA)
- Department of Housing and Urban Development (HUD)
- Louisiana Department of Natural Resources (LADNR)
- Louisiana Department of Environmental Quality (LADEQ)
- Louisiana Department of Agriculture and Forestry (LADAF)
- Louisiana Department of Culture, Recreation and Tourism (LADCRT)
- LA State Historic Preservation Officer (LASHPO)
- Louisiana Department of Wildlife and Fisheries (LADWF)
- LA State Police
- Governor's Office of Homeland Security and Emergency Preparedness
- Amite River Basin Drainage and Water Conservation District
- Capital Region Planning Commission (MPO)
- Baton Rouge Metropolitan Airport
- Port of Greater Baton Rouge
- Ascension Parish Floodplain Coordinator
- East Baton Rouge Floodplain Coordinator
- Iberville Parish Floodplain Coordinator
- Livingston Parish Floodplain Coordinator
- West Baton Rouge Parish Floodplain Coordinator

The early coordination effort will seek to identify any other interested or affected agencies that should be involved in the process.



### **AGENCY INVOLVEMENT**

- Notice of Intent - FHWA, submitted a Notice of Intent that was published in the Federal Register February 13, 2008.
- Solicitation of Views - A Solicitation of Views letter with accompanying project description and map will be sent to appropriate stakeholders and agencies. Responses to comments will be provided and archived for inclusion in the EIS.
- Scoping Meeting – An Agency Scoping Meeting will be conducted approximately 30 days after early coordination letters are sent to agency invitees.
- Agency Coordination Meetings – Coordination meetings will be held periodically to present project status updates or prior to major project milestones or deliverables. The meetings will provide an opportunity for agency communication and feedback. Meetings are currently planned for : June 17,2009; August 12, 2009; and , January 6, 2010.
- Review, Comment and Consultation – Lead, Cooperating, and Participating Agencies will be asked to review and comment on various subjects and documents. To allow the BR Loop Project to keep its advanced schedule, agencies will be asked to limit review and response times to no more than 30-calendar days. A process will be established for resolving review issues as they arise. Agencies will be ask to review Project Purpose and Need, and the Preferred Corridor Alternative Evaluation and Selection. Documents to be circulated for agency review and comment are:
  - Tier 1 DEIS/Section 4(f) Evaluation
  - Tier 1 Final EIS (FEIS)/Section 4(f) Evaluation

### **ADDITIONAL AGENCY OUTREACH**

Other methods to engage agencies during the EIS phase of the project are as follows:

#### Newsletters

Up to four (4) project newsletters will be distributed to agencies during the Tier 1 EIS.

#### Website

The BR Loop public website ([www.brloop.com](http://www.brloop.com)) will be updated over the course of the project. In addition to providing general project and contact information, other elements of the website may include maps, graphics, text, documents, video, and Frequently Asked Questions (FAQ's). The website will allow a visitor to request additional information as well as be notified of new information and changes to the website. Resource agencies and stakeholders will be automatically notified of new information and changes to the website.

Website users' comments and concerns received by email will be responded to via e-mail if possible. An engineer, planner, or other appropriate staff will address technical



questions. If comments are too numerous to be addressed individually, the comments will be categorized and addressed.

#### Public Library System

The public library system will be used to make EIS documents available to both the public and interested agencies. Additional copies may be made available in governmental buildings and on the website, if feasible.

#### Contact Database

An electronic mailing list will be maintained and updated throughout the Tier 1 EIS. The list will be delivered to FHWA and the CAEA in electronic form at the conclusion of the study. The contact database will be a part of the Administrative Record developed for the project.

#### Public Information Meetings

Two (2) rounds of public information meetings will be held during the Tier 1 EIS phase of the project. Five (5) meetings will be conducted, one in each of the parishes in the study area, for each round of meetings. Agencies will be advised as to the dates and locations of the meetings for participation as they deem appropriate. The first round of Public Meetings is scheduled for March 19, 24, 25, 26 & 27, 2009. The second round will occur prior to DEIS release.

#### Public Hearing

Following release of the Tier 1 Draft EIS, Public Hearings will be held at up to five (5) different locations. Agencies will be advised as to the dates and locations of the hearings for participation as they deem appropriate.

### **AGENCY ACTIVITY LOG**

Agency concerns and information will be incorporated into the planning process and documented in an Agency Activity Log throughout the Tier 1 EIS process.

### **ACP UPDATES**

The Agency Coordination Plan and Project schedule will be updated throughout the TIER 1 EIS process.



***Solicitation of Views Letter***

February 20, 2009

**Baton Rouge Loop Tier 1 Environmental Impact Statement (EIS)  
CAEA PROJECT NO.: E – 2009 - 001  
Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge  
Parishes**

**RE: SOLICITATION OF VIEWS**

We are requesting your assistance on behalf of the Baton Rouge Loop Project. Early in the planning stages of a transportation project, views from federal, state, and local agencies, organizations, and individuals are solicited. The special expertise of these groups can assist with the early identification of environmental, economic, and social effects or concerns.

We have included a preliminary project description and a map showing the general location of the project with the corridor sections advanced to the Tier 1 EIS. The Baton Rouge Loop Project is in the early stages of development of a Tier 1 Environmental Impact Statement (EIS). The purpose of the Tier 1 EIS and subsequent Record of Decision is to identify and select a single corridor, as appropriate, which then would be the subject of several Tier 2 EIS's for individual segments of independent utility. Additional information on the project can be found on the internet at <http://www.brloop.com>.

A round of Public Meetings in the five – parish study area are scheduled for mid – March/early April 2009. Notice of the date and location of the meetings will be published in local newspapers as well as being available on the BR Loop website. An Agency Scoping Meeting for the project will be held March 25, 2009.

It is requested that you review the attached information and furnish us with your views and comments by March 20, 2009. Replies should be addressed to Edd Manges, c/o HNTB Corporation, 9100 Bluebonnet Centre Blvd., Suite 301, Baton Rouge, LA 70809.

Please reference the project name in your reply. If you have any questions or need additional information, please call Edd Manges at (225) 368-2802 or Madeline Rogers at (225) 922-5830. Your support in this regard will be appreciated.

Sincerely,

A handwritten signature in cursive script that reads 'Melvin L. Kip Holden'.

Melvin L. "Kip" Holden, Chair  
Capital Area Expressway Authority





### ***Project Description***

The Baton Rouge Loop project (BR Loop) is proposed as an 80 to 90 mile long circumferential controlled access free-flow toll roadway around Baton Rouge. The project study area is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge. The BR Loop would initially be constructed as a four-lane facility with the ability to add at least two additional lanes, one in each direction, in the median when traffic demands warrant. The proposed typical section also provides space within the right-of-way to add continuous frontage roads, if needed. Bike paths and transit could potentially share the footprint.

Interchanges will connect the Loop to the regional transportation grid. Where the BR Loop crosses I - 10, I - 110, and I - 12 (and perhaps other major U.S. and state highways (such as U.S. 190, U.S. 61, and LA 1), it will have system-to-system directional 4-level interchanges. Other interchanges will vary but will most commonly be diamond-type interchanges.

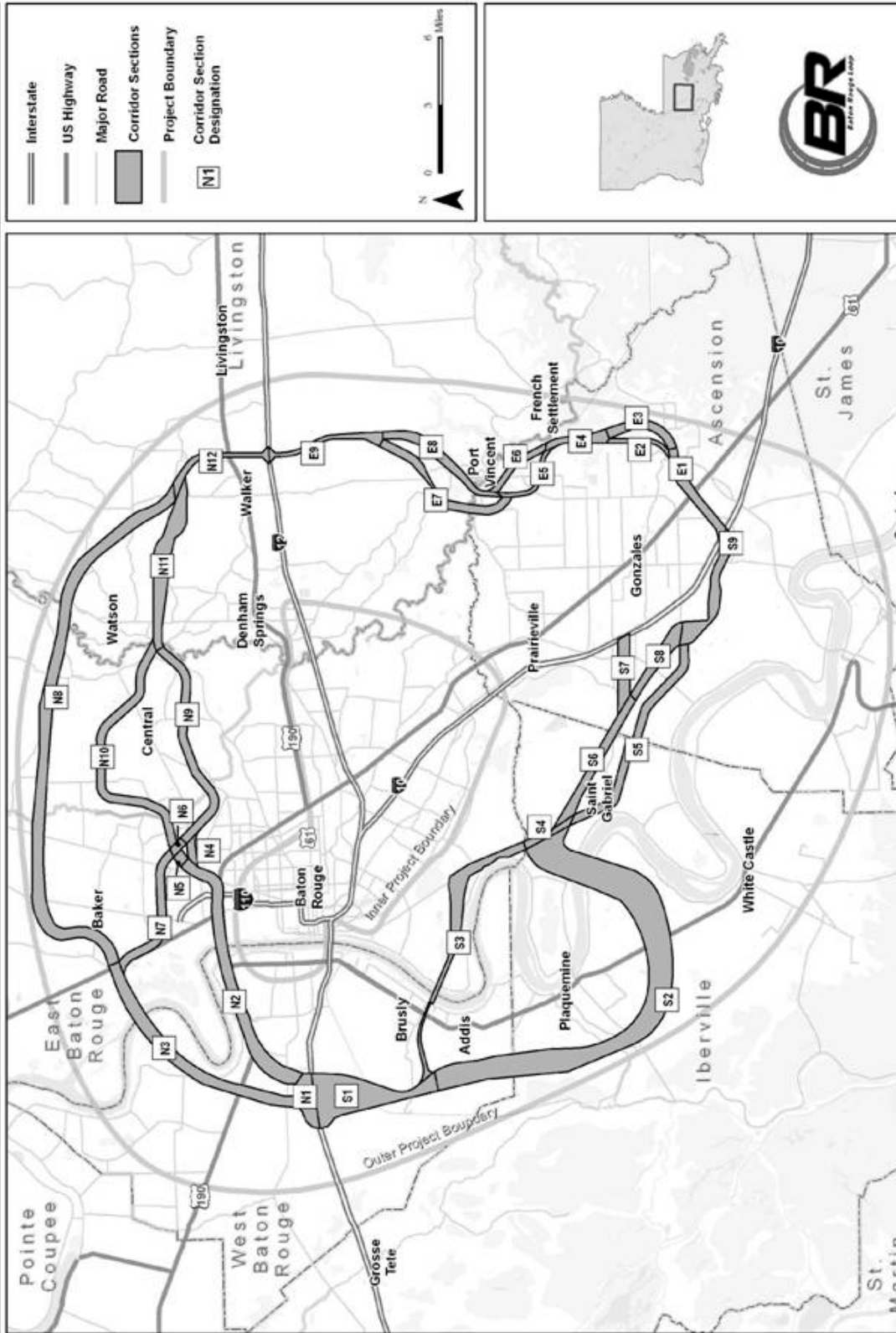
Locally preferred corridors emerged late in the Implementation Plan phase, a comprehensive feasibility assessment completed in July 2008, and include two potential Mississippi River bridge locations. One is north of the present I - 10 bridge either in the existing U.S. 190 bridge corridor or approximately 5 miles north of the existing U.S. 190 bridge; and, the second is south of the existing I - 10 bridge either at the Missouri Bend north of Addis or in Iberville Parish between Plaquemine and St. Gabriel. Various corridor alternative options exist through northern Livingston and East Baton Rouge Parishes, and Iberville and Ascension Parishes between the Mississippi and Amite Rivers.

Based on engineering, environmental, agency, community, and finance inputs, corridor alternatives identified during the initial stages of the Implementation Plan were refined to a set of locally preferred corridor alternatives. These locally preferred corridor alternatives are being advanced into the Tier 1 Environmental Impact Statement (EIS) phase of the project and are shown on the following map.

The purpose of the Tier 1 EIS and subsequent Record of Decision is to identify and select a single corridor, as appropriate, which then would be the subject of several Tier 2 EIS's for individual segments of independent utility. Additional information on the project can be found on the internet at <http://www.brloop.com>.



Corridor Sections Recommended For Tier 1 EIS





## SOV Recipients - Stakeholders

BR Loop SOV Stakeholders List									
315 Stakeholders									
AGENCY	PREFIX	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS - 1	CITY	STATE	ZIP
Regional	Mr.	Adam	Knapp	CEO	Baton Rouge Area Chamber	564 Laurel St.	Baton Rouge	LA	70801
Regional	Mr.	John	Spain	Executive Vice-President	Baton Rouge Area Foundation	402 N. Fourth St.	Baton Rouge	LA	70802
Regional	Mr.	Stephen	Moret	Secretary	Louisiana Dept. of Economic Development	P.O. Box 94185	Baton Rouge	LA	70804
Regional	Dr.	Katrice	Albert	Vice Provost	Louisiana State University	156 Thomas Boyd Hall	Baton Rouge	LA	70803
Regional	Dr.	Kofi	Lomotey	Chancellor	Southern University	P.O. Box 9374	Baton Rouge	LA	70813
Regional	Mr.	Lloyd	Baptiste		Baton Rouge Community College	5310 Florida Blvd.	Baton Rouge	LA	70806
Ascension	Ms.	Kim	Braud	Project Manager	Ascension Parish Government	208 East Railroad St.	Gonzales	LA	70737
Ascension	Ms.	Sherrie	Despino		Ascension Chamber of Commerce	P.O. Box 1204	Gonzales	LA	70707
Ascension	Mr.	Chester	Diez		Southwest Computer	104b East Comerview Street	Gonzales	LA	70737
Ascension	Ms.	Cynthia	Stafford		Eastbank Realty	2014 S. Burnside	Gonzales	LA	70737
East Baton Rouge	Ms.	Elizabeth "Boo"	Thomas	President and CEO	Center for Planning Excellence	402 N. Fourth St.	Baton Rouge	LA	70802
East Baton Rouge	Ms.	Gwen	Hamilton		Baton Rouge Area Chamber	564 Laurel St.	Baton Rouge	LA	70801
East Baton Rouge	Mr.	Brace	Godfrey		Cyntreniks, LLC	406 N. Fourth St.	Baton Rouge	LA	70802
East Baton Rouge	Mr.	John	Noland			450 Laurel St.	Baton Rouge	LA	70801
East Baton Rouge	Mr.	Michael	Polito		MAPP Construction	334 Third St.	Baton Rouge	LA	70801
East Baton Rouge	Mr.	Eric	Lewis		Black Chamber of Commerce	1704 Thomas H. Delpit Rd.	Baton Rouge	LA	70802
East Baton Rouge	Mr.	Graydon	Walker			12827 Hooper Rd.	Baton Rouge	LA	70818
East Baton Rouge	Mr.	Derrell D.	Cphoon		Louisiana Association of General Contractors	666 North St.	Baton Rouge	LA	70802
Iberville	Mr.	Hank	Grace	Executive Director	Iberville Chamber of Commerce	23675 Church Street	Plaquemine	LA	70765
Iberville	Dr.	Larry	Rouse	Associate Professor	Louisiana State University	810 Pecan Dr.	St. Gabriel	LA	70775
Livingston	Mr.	Gerald	Burns			28630 Juban Rd.	Denham Springs	LA	70726
Livingston	Mr.	Scott	Jones			8399 Florida Blvd.	Denham Springs	LA	70726
Livingston	Mr.	Wendell	Pepper			28058 Juban Rd.	Denham Springs	LA	70726
Livingston	Mr.	Mickey	Seale			P.O. Box 591	Denham Springs	LA	70727
West Baton Rouge	Mr.	Marc	Barker			6261 Island Dr.	Jarreau	LA	70749
West Baton Rouge	Ms.	Sharon Boudreaux	Starn		WBRUB	2750 N. Westport Dr.	Port Allen	LA	70767
	Ms.	Deborah	Biggs		West Baton Rouge Chamber of Commerce	P.O. Box 448	Addis	LA	70710
	Dr.	Joe Ben	Welch	Chancellor	River Parishes Community College	7384 John Leblanc Blvd.	Sorrento	LA	70788
					Baton Rouge Hispanic Chamber	955 Choctaw Drive	Baton Rouge	LA	70805
					Livingston Parish Chamber of Commerce	133 Hummell Street	Denham Springs	LA	70726
	Mr.	Jeff	Stover	Chairman	Lower Mississippi River Committee (LOMRC)				
	Mr.	Raymond	Butler	Executive Director	Gulf Intracoastal Canal Association (GICA)	2010 Butler Dr.	Friendswood	TX	77546
	Mr.	Chris	Rieder	President	Maritime Navigation Safety Association/NOBRA	2805 Harvard Ave.	Metairie	LA	70006
	Mr.	Cherrie	Felder	Vice Chairman	Lower Mississippi River Waterway Safety Advisory Committee	3801 N. Causeway Blvd	Metairie	LA	70002
	Mr.	Karl	Gonzales	President	Greater New Orleans Barge Fleeting Association	P.O. Box 10709	New Orleans	LA	70181
	Mr.	Ron	Branch		Mississippi River Maritime Association (MRMA)				
	Mr.	Mike	Titone	President	Mississippi River Maritime Association (MRMA)	P.O. Box 708	Watson	LA	70786
	Mr.	Sean	Duffy	President	Gulf States Maritime Association	3939 N Causeway Blvd	Metairie	LA	70002
	Capt.	Rusty	Belsome	President	Federal Pilots Association	2315 N. Woodlawn Ave.	Metairie	LA	70001
	Mr.	Melvin "Kip"	Holden	Mayor-President	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	J. E. Trae	Welch	Councilman - District 1	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	Ulysses "Bones" Addison	Addison	Councilman - District 2	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	Chandler	Loupe	Councilman - District 3	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	Scott	Wilson	Councilman - District 4	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	Ronnie	Edwards	Councilman - District 5	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Ms.	Donna	Collins-Lewis	Councilman - District 6	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Ms.	C. Denise	Marcelle	Councilman - District 7	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	Mike	Walker, Sr.	Councilman - District 8	East Baton Rouge Parish	140 McGehee Dr.	Baton Rouge	LA	70815
	Mr.	Joel	Boe'	Councilman - District 9	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Ms.	Tara	Wicker	Councilman - District 10	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Ms.	Alison	Cascio	Councilman - District 11	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	R. J. "Smokie"	Bourgeois	Councilman - District 12	East Baton Rouge Parish	222 Saint Louis St.	Baton Rouge	LA	70802
	Mr.	Randal	Mouch	Councilman - District 1	West Baton Rouge Parish	8326 First St.	Addis	LA	70710
	Mr.	Jeff "Petit"	Kershaw	Councilman - District 2	West Baton Rouge Parish	2041 Hollywood Ct.	Port Allen	LA	70767
	Mr.	Keith	Washington, Sr.	Councilman - District 3	West Baton Rouge Parish	PO Box 360	Brusly	LA	70719
	Mr.	Ricky	Loupe	Councilman - District 4	West Baton Rouge Parish	2439 Riverside Drive	Port Allen	LA	70767
	Ms.	Charlene	Gordon	Councilman - District 5	West Baton Rouge Parish	PO Box 421	Port Allen	LA	70767
	Mr.	Phil	Porto Jr.	Councilman - District 6	West Baton Rouge Parish	3226 Rosario Street	Port Allen	LA	70767
	Mr.	Gary	Spillman	Councilman - District 7	West Baton Rouge Parish	6949 Bueche Road	Bueche	LA	70729
	Mr.	Alethea	Johnson	Councilman - District 8	West Baton Rouge Parish	4426 Rougou Road	Port Allen	LA	70767
	Ms.	Edward	Robertson	Councilman - District 9	West Baton Rouge Parish	PO Box 504	Port Allen	LA	70767
	Ms.	Sharon	Zito	Council Clerk	West Baton Rouge Parish	P.O. Box 757	Port Allen	LA	70767



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Mr.	Oliver	Joseph	Councilman - District 1	Ascension Parish	1409 Millien Rd.	Donaldsonville	LA	70346
Mr.	Kent	Schexnaydre	Councilman - District 2	Ascension Parish	7140 Donaldson Dr.	Gonzales	LA	70737
Mr.	Adrian	Thompson	Councilman - District 3	Ascension Parish	38533 Arrowhead Dr.	Gonzales	LA	70737
Mr.	Pat	Bell	Councilman - District 4	Ascension Parish	14227 Tiggy Duplessis Rd.	Gonzales	LA	70737
Mr.	Dempsey	Lambert	Councilman - District 5	Ascension Parish	42105 HWY 933	Prairieville	LA	70769
Mr.	Randy	Cloutre	Councilman - District 6	Ascension Parish	12038 Cloutre Rd.	St. Amant	LA	70774
Mr.	Chris	Loar	Councilman - District 7	Ascension Parish	17378 Lauren Dr.	Prairieville	LA	70769
Mr.	George	Valentine	Councilman - District 8	Ascension Parish	13323 Hwy 73	Geismar	LA	70734
Mr.	Todd	Lambert	Councilman - District 9	Ascension Parish	12202 Roddy Rd.	Gonzales	LA	70737
Mr.	Dennis	Cullen	Councilman - District 10	Ascension Parish	43201 John Templet Rd.	Gonzales	LA	70737
Mr.	Benny	Johnson	Councilman - District 11	Ascension Parish	40211 William Ficklin Rd.	Gonzales	LA	70737
Mr.	Randy	Rushing	Councilman - District 1	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Jimmie	McCoy	Councilman - District 2	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mrs.	Cindy	Wale	Councilman - District 3	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Marshall	Harris	Councilman - District 4	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	A. "Buddy"	Mincey	Councilman - District 5	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Don	Wheat	Councilman - District 6	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Thomas	Watson	Councilman - District 7	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Ronald	Sharp	Councilman - District 8	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Eddie	Wagner	Councilman - District 9	Livingston Parish	P. O. Box 335	Livingston	LA	70754
Mr.	Warren "T-Notchie"	Taylor	Councilman - District 1	Iberville Parish	32250 Bowie Street	White Castle	LA	70788
Mr.	Milton "Rocky"	Orso, Jr.	Councilman - District 2	Iberville Parish	56940 Orso Rd.	White Castle	LA	70788
Mr.	Henry J.	Scott, Jr.	Councilman - District 3	Iberville Parish	P. O. Box 151	White Castle	LA	70788
Mr.	Leonard	Jackson	Councilman - District 4	Iberville Parish	4677 Martin Luther King, Jr. Pkwy	St. Gabriel	LA	70776
Mr.	Edwin M.	Reeves, Jr.	Councilman - District 5	Iberville Parish	58680 St. Clement St.	Plaquemine	LA	70765
Mr.	Salaris G. "Sal"	Butler	Councilman - District 6	Iberville Parish	24710 Hwy. 1 - South	Plaquemine	LA	70765
Mr.	Howard	Oubre, Jr.	Councilman - District 7	Iberville Parish	58886 Allen St.	Plaquemine	LA	70765
Mr.	Gene	Stevens, Jr.	Councilman - District 8	Iberville Parish	57973 Borrano Dr.	Plaquemine	LA	70765
Mr.	Terry J.	Bradford	Councilman - District 9	Iberville Parish	24520 Kirtley Drive	Plaquemine	LA	70765
Mr.	Louis "Pete"	Kelley	Councilman - District 10	Iberville Parish	65785 J.R. Dr.	Plaquemine	LA	70765
Mr.	Timothy J.	Vallet	Councilman - District 11	Iberville Parish	77290 McBay Drive	Grosse Tete	LA	70740
Mr.	Matt	Jewell	Councilman - District 12	Iberville Parish	P. O. Box 595	Maringouin	LA	70757
Mr.	Wayne M.	Roy	Councilman - District 13	Iberville Parish	6995 Bayou Paul Rd.	St. Gabriel	LA	70776
Ms.	Betty J.	Barber	Council Clerk	Iberville Parish	P. O. Box 389	Plaquemine	LA	70765
Mr.	Harold M.	Rideau	Mayor	City of Baker	3325 Groom Rd.	Baker	LA	70704
Dr.	Charles	Vincent	Councilman - District 1	City of Baker	13312 Alba Dr.	Baker	LA	70704
Mr.	A. J.	Walls, Jr.	Councilman - District 2	City of Baker	2312 Magnolia Dr.	Baker	LA	70704
Mr.	Carlton	Simpson	Councilman - District 3	City of Baker	P. O. Box 707	Baker	LA	70704
Mr.	James "Jimmy"	Pourciau	Councilman - District 4	City of Baker	3625 Harrison St.	Baker	LA	70704
Mr.	Fred O.	Russell	Councilman - District 5	City of Baker	5425 Lavey Ln.	Baker	LA	70704
Ms.	Kathleen	Stephens	Council Clerk	City of Baker	738 Ray Weiland Dr.	Baker	LA	70704
Mr.	Shelton "Mac"	Watts	Mayor	City of Central	9339 Sullivan Rd.	Central	LA	70818
Mr.	Ralph	Washington	Mayor Pro-Tem	City of Central	9339 Sullivan Rd.	Central	LA	70818
Mr.	Louis	Dejohn, Jr.	Councilman	City of Central	9339 Sullivan Rd.	Central	LA	70818
Ms.	Joan C.	Lansing	Councilman	City of Central	9339 Sullivan Rd.	Central	LA	70818
Mr.	Aaron	Moak	Councilman	City of Central	9339 Sullivan Rd.	Central	LA	70818
Mr.	Lucky	Ross	Councilman	City of Central	9339 Sullivan Rd.	Central	LA	70818
Mr.	Henry J.	Martinez	Mayor	City of Zachary	5461 Fenwood Dr.	Zachary	LA	70791
Mr.	Francis	Nezianya	Councilman - District 1	City of Zachary	1227 Mills Point Dr.	Zachary	LA	70791
Mr.	John M.	Coghlan	Councilman - District 2	City of Zachary	2128 W. George St.	Zachary	LA	70791
Mr.	Randy	Bouley	Councilman - District 3	City of Zachary	19313 Old Scenic Hwy.	Zachary	LA	70791
Mr.	Dan	Wallis	Councilman - District 4	City of Zachary	P. O. Box 620	Zachary	LA	70791
Mr.	Melvin L.	Riley	Councilman - District 5	City of Zachary	4851 Old Slaughter Rd.	Zachary	LA	70791
Ms.	Carroll	Bourgeois	Mayor	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Mr.	Joseph "Blackie"	Landry	Alderman	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Mr.	Russell	Parish	Alderman	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Mr.	Wilson "Hook"	Cazes	Alderman	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Mr.	David	Toups	Alderman	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Mr.	Lance	Gauthreaux	Alderman	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Ms.	Sandra	Broussard	Clerk	Town of Addis	7818 Highway 1 South	Addis	LA	70710
Mr.	Joey	Normand	Mayor	Town of Brusly	P. O. Box 510	Brusly	LA	70719
Mr.	David Shane	Andre'	Councilman	Town of Brusly	P. O. Box 510	Brusly	LA	70719
Ms.	Joanne	Bourgeois	Councilman	Town of Brusly	P. O. Box 510	Brusly	LA	70719
Mr.	Chris "Fish"	Kershaw	Councilman	Town of Brusly	P. O. Box 510	Brusly	LA	70719
Mr.	Landess Hebert	Perrault	Councilman	Town of Brusly	P. O. Box 510	Brusly	LA	70719
Mr.	Thomas	Olinde	Councilman	Town of Brusly	P. O. Box 510	Brusly	LA	70719
Mr.	Derek A.	Lewis	Mayor	City of Port Allen	750 N. Jefferson Ave.	Port Allen	LA	70767
Mr.	R. J.	Loupe, Jr.	Mayor Pro Tem	City of Port Allen	750 N. Jefferson Ave.	Port Allen	LA	70767
Mr.	Ray Helen	Lawrence	Councilman - District 1	City of Port Allen	750 N. Jefferson Ave.	Port Allen	LA	70767
Mr.	Hugh	Riviere	Councilman - District 2	City of Port Allen	750 N. Jefferson Ave.	Port Allen	LA	70767
Mr.	Ralph	Bergeron	Councilman - District 3	City of Port Allen	750 N. Jefferson Ave.	Port Allen	LA	70767
Mr.	Irvie A. "Ivory"	Johnson	Councilman - District 4	City of Port Allen	751 N. Jefferson Ave.	Port Allen	LA	70767
Mr.	Mark "Tony"	Gulotta	Mayor	City of Plaquemine	P. O. Box 675	Plaquemine	LA	70765
Mr.	Linda A. "Lin"	Rivet, Jr.	Selectman - District 1	City of Plaquemine	23160 Short St.	Plaquemine	LA	70764
Mr.	Oscar S.	Mellion	Selectman - District 2	City of Plaquemine	58546 Mariam St.	Plaquemine	LA	70764
Mr.	Ralph J.	Stassi, Jr.	Selectman - District 3	City of Plaquemine	58043 Court St.	Plaquemine	LA	70764
Mr.	Michael W. "Mickey"	Rivet	Selectman - District 4	City of Plaquemine	58455 Canal St.	Plaquemine	LA	70764
Mr.	Timothy L. "Timmy"	Martinez	Selectman - District 5	City of Plaquemine	59115 Laurstin Ln.	Plaquemine	LA	70764
Mr.	Jimmie	Randle, Jr.	Selectman - District 6	City of Plaquemine	23920 Baytown St.	Plaquemine	LA	70764
Mr.	John F.	Overton	Mayor	Town of Maringouin	P. O. Box 10	Maringouin	LA	70757
Mr.	Kirkland	Anderson	Alderman	Town of Maringouin	P. O. Box 684	Maringouin	LA	70757
Mr.	Samuel C. "Sammy"	Collura	Alderman	Town of Maringouin	P. O. Box 413	Maringouin	LA	70757
Mr.	Edward	James, Jr.	Alderman	Town of Maringouin	P. O. Box 103	Maringouin	LA	70757
Ms.	Demi	Vorise	Alderman	Town of Maringouin	P. O. Box 697	Maringouin	LA	70757
Mr.	Charles E.	Wright	Alderman	Town of Maringouin	P. O. Box 403	Maringouin	LA	70757



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Mr.	George L.	Grace	Mayor	City of St. Gabriel	P.O. Box 597	St. Gabriel	LA	70776
Ms.	Deborah R.	Alexander	Councilman	City of St. Gabriel	P.O. Box 562	St. Gabriel	LA	70776
Ms.	Flora J.	Danielfield	Councilman	City of St. Gabriel	4975 Maryland St.	St. Gabriel	LA	70776
Mr.	Freddie C.	Frazier, Sr.	Councilman	City of St. Gabriel	P.O. Box 42	St. Gabriel	LA	70776
Mr.	Melvin	Hasten, Sr.	Councilman	City of St. Gabriel	P.O. Box 54	St. Gabriel	LA	70776
Mr.	Ralph	Johnson, Sr.	Councilman	City of St. Gabriel	4907 Landry St.	St. Gabriel	LA	70776
Mr.	James E.	Durbin	Mayor	City of Denham Springs	941 Government St.	Denham Springs	LA	70726
Mr.	Arthur	Perkins	Mayor Pro-Tem	City of Denham Springs	906 Hatchell Ln.	Denham Springs	LA	70726
Ms.	Lori Lamm	Williams	Councilman	City of Denham Springs	717 Poplar St.	Denham Springs	LA	70726
Mr.	Rene'	Delahoussaye	Councilman	City of Denham Springs	211 Centerville St.	Denham Springs	LA	70726
Mr.	John	Wascom	Councilman	City of Denham Springs	522 Centerville St.	Denham Springs	LA	70726
Mrs.	Annie	Fugler	Councilman	City of Denham Springs	P. O. Box 1912	Denham Springs	LA	70726
Mr.	Derral	Jones	Mayor	Town of Livingston	20550 Circle Dr.	Livingston	LA	70754
Mr.	Brent Odum	Bencaz	Alderman	Town of Livingston	P.O. Box 577	Livingston	LA	70754
Mr.	David	Bencaz	Alderman	Town of Livingston	20550 Circle Dr.	Livingston	LA	70754
Mr.	Julia	Higginbotham	Alderman	Town of Livingston		Livingston	LA	70752
Mr.	Randall "Randy"	Morgan	Alderman	Town of Livingston	P.O. Box 182	Livingston	LA	70752
Mr.	Joey H.	Sibley	Alderman	Town of Livingston	P.O. Box 643	Livingston	LA	70752
Mr.	Charles	Martin	Mayor	Town of Springfield	P.O. Box 352	Springfield	LA	70462
Mr.	Tommy	Abels	Alderman	Town of Springfield	P.O. Box 436	Springfield	LA	70462
Ms.	Mary Ann	Bissel	Alderman	Town of Springfield	P.O. Box 336	Springfield	LA	70462
Ms.	Mildred R.	Cowsar	Alderman	Town of Springfield	31466 LA HWY 22	Springfield	LA	70462
Ms.	Marsha Threeton	Sherburne	Alderman	Town of Springfield	25564 McCarroll Rd.	Springfield	LA	70462
Mr.	John	Vicknair	Alderman	Town of Springfield	P.O. Box 461	Springfield	LA	70462
Mr.	Bobby	Font	Mayor	Town of Walker	P.O. Box 217	Walker	LA	70785
Mr.	James B.	Phillips	Alderman	Town of Walker	P.O. Box 217	Walker	LA	70785
Mr.	Richard	Wales	Alderman	Town of Walker	P.O. Box 217	Walker	LA	70785
Mr.	Elton	Burns	Alderman	Town of Walker	P.O. Box 217	Walker	LA	70785
Ms.	Scarlett Milton	Major	Alderman	Town of Walker	P.O. Box 217	Walker	LA	70785
Mr.	Jack	Summerell	Alderman	Town of Walker	P.O. Box 217	Walker	LA	70785
Mr.	Thomas A.	Stewart	Mayor	Village of Albany	P.O. Box 1000	Albany	LA	70711
Mr.	Lloyd E. "Gene"	Glascocock	Alderman	Village of Albany	P.O. Box 89	Albany	LA	70711
Mr.	Edmond C.	Harris	Alderman	Village of Albany	P.O. Box 105	Albany	LA	70711
Mr.	Lloyd "Bee"	Martin	Alderman	Village of Albany	P.O. Box 146	Albany	LA	70711
Ms.	Toni	Guitrau	Mayor	Village of French Settlement	16619 LA HWY 16	French Settlement	LA	70733
Mr.	Sean	Guitrau	Alderman	Village of French Settlement	16619 LA HWY 16	French Settlement	LA	70733
Ms.	Teresa	Miller	Alderman	Village of French Settlement	14360 Mecca Rd.	French Settlement	LA	70733
Mr.	Glen G.	Newell	Alderman	Village of French Settlement	14580 Rue Des Chenes	French Settlement	LA	70733
Ms.	Kathleen	Abels	Mayor	Village of Killian	P.O. Box 546	Springfield	LA	70462
Mr.	J. Paul	Canik	Alderman	Village of Killian	31424 Barbara Dr.	Springfield	LA	70462
Mr.	Vince T.	Deliberto, Jr.	Alderman	Village of Killian	20580 Riverside Rd.	Springfield	LA	70462
Mr.	Larry	LaBorde	Alderman	Village of Killian	32875 Rivergate Cr.	Springfield	LA	70462
Mr.	James "Jay"	Prather	Alderman	Village of Killian	31567 Judith Dr.	Springfield	LA	70462
Mr.	Dean A.	Sharp	Alderman	Village of Killian	P.O. Box 1149	Springfield	LA	70462
Ms.	Laura	Savoy	Mayor	Village of Port Vincent	18125 Savoy Ln.	Port Vincent	LA	70726
Mr.	David D.	Carter	Alderman	Village of Port Vincent	19334 Gourdon Ln.	Port Vincent	LA	70726
Mr.	John	Dorris	Alderman	Village of Port Vincent	19450 Highway 16	Port Vincent	LA	70726
Mr.	Scotty	Martone	Alderman	Village of Port Vincent	19338 Gourdon Ln.	Port Vincent	LA	70726
Mr.	Lawrence "Football"	Badeaux	Mayor	Village of Rosedale	P.O. Box 276	Rosedale	LA	70772
Mr.	Kevin	Gantt	Alderman - District 1	Village of Rosedale	P.O. Box 201	Rosedale	LA	70772
Mr.	Randel "Panco"	Badeaux	Alderman - District 2	Village of Rosedale	P.O. Box 322	Rosedale	LA	70772
Ms.	Dana Nereaux	Alexander	Alderman - District 3	Village of Rosedale	16195 Deer Buck Run	Rosedale	LA	70772
Mr.	Maurice	Brown	Mayor	Town of White Castle	P.O. Box 488	White Castle	LA	70788
Mr.	John "Plug"	Barlow	Alderman	Town of White Castle	32565 Willow St.	White Castle	LA	70788
Mr.	Erick "Duck"	Batiste	Alderman	Town of White Castle	32415 Doc Dean St.	White Castle	LA	70788
Mr.	Jonathan "Jon-Kris"	Greene	Alderman	Town of White Castle	32345 Ray St.	White Castle	LA	70788
Mr.	Gerald "Jermarr"	Williams	Alderman	Town of White Castle	32750 Bowie St.	White Castle	LA	70788
Mr.	Garnell	Young	Alderman	Town of White Castle	P.O. Box 353	White Castle	LA	70788
Mr.	Michael	Chaufte	Mayor	Town of Gross Tete	P.O. Box 98	Gross Tete	LA	70740
Mr.	C. Richard	David	Alderman	Town of Gross Tete	P.O. Box 97	Gross Tete	LA	70740
Mr.	Kyle	Booksh	Alderman	Town of Gross Tete	P.O. Box 325	Gross Tete	LA	70740
Ms.	Juanita J.	Hill	Alderman	Town of Gross Tete	P.O. Box 223	Gross Tete	LA	70740
Ms.	Brenda	Melancon	Mayor	City of Sorrento	P.O. Box 65	Sorrento	LA	70778
Mr.	Randy	Anny	Councilman	City of Sorrento	P.O. Box 367	Sorrento	LA	70778
Mr.	Troy	Braud	Councilman	City of Sorrento	P.O. Box 297	Sorrento	LA	70778
Mr.	Larry	Lee	Councilman	City of Sorrento	8232 Lark St.	Sorrento	LA	70778
Mr.	Ed	Pezant	Councilman	City of Sorrento	P.O. Box 205	Sorrento	LA	70778
Mr.	Milton "Needle Nose"	Vicknair	Councilman	City of Sorrento	8235 Villeneuve St.	Sorrento	LA	70778
Mr.	Leroy	Sullivan, Jr.	Mayor	City of Donaldsonville	2219 E. Bayou Rd.	Donaldsonville	LA	70346
Mr.	Anthony "Tony"	Huey	Councilman - District 1	City of Donaldsonville	411 W. 3rd St.	Donaldsonville	LA	70346
Mr.	Raymond E.	Aucoin	Councilman - District 2	City of Donaldsonville	2200 E. Bayou Rd.	Donaldsonville	LA	70346
Mr.	Reginald	Francis	Councilman - District 3	City of Donaldsonville	P.O. Box 470	Donaldsonville	LA	70346
Rev.	Charles R.	Brown, Sr.	Councilman - District 4	City of Donaldsonville	106 Anna St.	Donaldsonville	LA	70346
Mr.	Emile Spano	Spano	Councilman - District 5	City of Donaldsonville	P.O. Box 470	Donaldsonville	LA	70346
Mr.	John A. "Johnny"	Berthelot	Mayor	City of Gonzales	1939 S. Tiffani Ave.	Gonzales	LA	70737
Mr.	Sherman	Jackson	Mayor Elect	City of Gonzales		Gonzales	LA	70737
Mr.	Kenneth P. "Kenny"	Matassa	Councilman - District A	City of Gonzales	P.O. Box 426	Gonzales	LA	70737
Mr.	Kirk J.	Boudreaux	Councilman - District B	City of Gonzales		Gonzales	LA	70737
Mr.	Ronald "Joe"	Waguespack	Councilman - District C	City of Gonzales	1621 E. Nelson St.	Gonzales	LA	70737
Mr.	Terance L.	Irvin	Councilman - District D	City of Gonzales	2414 S. Edwards	Gonzales	LA	70737
Mr.	John	Cagnolatti	Councilman - District E	City of Gonzales		Gonzales	LA	70737
Sen.	Jody	Amedee	District 18	Louisiana State Senate	2109 S. Burnside Ave.	Gonzales	LA	70737
			District 16	Louisiana State Senate		Baton Rouge	LA	70809
Sen.	Yvonne	Dorsey	District 14	Louisiana State Senate	Dr.	Baton Rouge	LA	70802
Sen.	Sharon Weston	Broome	District 15	Louisiana State Senate	P. O. Box 52783	Baton Rouge	LA	70892
Sen.	Dale M.	Erley	District 13	Louisiana State Senate	P.O. Box 908	Livingston	LA	70754
Sen.	Rob	Marionneaux, Jr.	District 17	Louisiana State Senate	P.O. Box 577	Livonia	LA	70755



Baton Rouge Loop Tier 1 Final EIS  
Volume 2 of 3  
Appendix E

Rep.	Regina	Barrow	District 29	Louisiana House of Representatives	4305 Airline Hwy.	Baton Rouge	LA	70805
Rep.	Erich	Ponti	District 69	Louisiana House of Representatives	7341 Jefferson Hwy.	Baton Rouge	LA	70806
Rep.	Franklin J.	Foil	District 70	Louisiana House of Representatives	320 Somerulos St.	Baton Rouge	LA	70802
Rep.	Stephen F.	Carter	District 68	Louisiana House of Representatives	3115 Old Forge	Baton Rouge	LA	70808
Rep.	Patricia H.	Smith	District 67	Louisiana House of Representatives	525 Florida Boulevard	Baton Rouge	LA	70802
Rep.	Hunter	Greene	District 66	Louisiana House of Representatives	11281 Old Hammond Hwy.	Baton Rouge	LA	70816
Rep.	Avon	Honey	District 63	Louisiana House of Representatives	8776 Scenic Hwy.	Baton Rouge	LA	70807
Rep.	Michael	Jackson	District 61	Louisiana House of Representatives	660 N. Foster	Baton Rouge	LA	70806
Rep.	Clifton R.	Richardson	District 65	Louisiana House of Representatives	9432 Joor Rd.	Baton Rouge	LA	70818
Rep.	Thomas H.	McVea	District 62	Louisiana House of Representatives	P.O. Box 217	Jackson	LA	70748
Rep.	Mack "Bodi"	White	District 64	Louisiana House of Representatives	35055 LA HWY 16	Denham Springs	LA	70706
Rep.	Major	Thibaut	District 18	Louisiana House of Representatives	2004 False River Drive	New Roads	LA	70760
Rep.	Karen Gaudet	St. Germain	District 60	Louisiana House of Representatives	58025 Meriam	Plaquemine	LA	70764
Rep.	Eddie J.	Lambert	District 59	Louisiana House of Representatives	P.O. Box 241	Gonzales	LA	70707
Rep.	M.J. "Mert"	Smiley, Jr.	District 88	Louisiana House of Representatives	18590 HWY 16	Port Vincent	LA	70726
Rep.	J. Rogers	Pope	District 71	Louisiana House of Representatives	P.O. Box 555	Denham Springs	LA	70727
	Karynne	Abel		Baton Rouge Group of the Sierra Club	P.O. Box 80631	Baton Rouge	LA	70898-0631
Mr.	E.J.	Deubler	DU State Chairman-2009	Ducks Unlimited Louisiana	5143 River Road	Harahan	LA	70123
				Louisiana Wildlife Federation	P.O. Box 65239	Baton Rouge	LA	70896-5239
				Louisiana Environmental Action Network	P.O. Box 66323	Baton Rouge	LA	70896
				Nature Conservancy of Louisiana	P.O. Box 4125	Baton Rouge	LA	70821
				Baton Rouge Audubon Society	P.O. Box 67016	Baton Rouge	LA	70896
Harriett	Pooler	President	Atchafalaya Basinkeeper	Atchafalaya Basinkeeper	162 Croydon Ave.	Baton Rouge	LA	70806
Dean	Wilson	& Executive Director			5801 St. Charles Avenue	New Orleans	LA	70115
Ms.	Sally	Reeves	President	Louisiana Historical Society	P.O. Box 365	French Settlement	LA	70733-0365
				French Settlement Historical Society	845 North Jefferson Ave.	Port Allen	LA	70767-2417
				West Baton Rouge Historical Society	57735 Main Street	Plaquemine	LA	70764-2564
				Iberville Parish Museum				
				The Foundation for Historical Louisiana	PO Box 908	Baton Rouge	LA	70821
Ms.	Carollyn	Bennett	Executive Director	Edward Livingston Historical Association	P.O. Box 67	Livingston	LA	70754-0067
				Ascension Heritage Association	P.O. Box 1085	Donaldsonville	LA	70346-108
				Baton Rouge Genealogical & Historical Society	P.O. Box 80565	Baton Rouge	LA	70809-0565
				East Ascension Genealogical And Historical Society	P.O. Box 1006	Gonzales	LA	70707-1006
Mr.	Donald	Songy	Superintendent	Ascension Parish School District	PO Box 189	Donaldsonville	LA	70346
Ms.	Charlotte	Placide	Superintendent	East Baton Rouge Parish School District	P.O. Box 2950	Baton Rouge	LA	70821-2950
Mr.	P. Edward	Cancienne, Jr.	Superintendent	Iberville Parish School District	P.O. Box 151	Plaquemine	LA	70765-0151
Mr.	Bill	Spear	Superintendent	Livingston Parish School District	P.O. Box 1130	Livingston	LA	70754-1130
Mr.	David	Corona	Superintendent	West Baton Rouge Parish School District	3761 Rosedale Road	Port Allen	LA	70767
Mr.	Warren	Drake	Superintendent	Zachary Community School District	4656 Main Street	Zachary	LA	70791
Dr.	Estes	Taplin	Superintendent	City of Baker School District	P.O. Box 680	Baker	LA	70704-0680
Mr.	Michael	Faulk	Superintendent	Central Community School District	P.O. Box 78094	Baton Rouge	LA	70837
Sr.	Mary Michaeline	Green, O.P.	Superintendent	Diocese of Baton Rouge	P.O. Box 2028	Baton Rouge	La	70821-2028
	Jason	Harris		Weyerhaeuser				
	Doug	Hughes		Weyerhaeuser				



## SOV Responses



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**

REGION 6  
1445 ROSS AVENUE, SUITE 1200  
DALLAS, TX 75202-2733

February 24, 2009

Mr. Melvin L. Holden  
Chair  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd.  
Ste. 301  
Baton Rouge, LA 70809

Dear Mr. Holden:

We have received your February 20, 2009, letter requesting our evaluation of the potential environmental impacts which might result from the following project:

**CAEA No. E-2009-001  
Proposed Construction of  
Baton Rouge Loop  
Baton Rouge, Livingston and Iberville  
Parishes, Louisiana**

The project, proposed for financial assistance through the Federal Highway Administration is located on the Southern Hills aquifer system which has been designated a sole source aquifer by the EPA. Based on the information provided for the project, we have determined that the project, as proposed, should not have an adverse effect on the quality of the ground water underlying the project site.

This approval of the proposed project does not relieve the applicant from adhering to other State and Federal requirements, which may apply. This approval is based solely upon the potential impact to the quality of ground water as it relates to the EPA's authority pursuant to Section 1424(e) of the Safe Drinking Water Act.

If you did not include the Parish/County; a legal description; project location and the latitude and longitude if available, please do so in future Sole Source Aquifer correspondence.

If you have any questions on this letter or the sole source aquifer program please contact me at (214) 665-7133.

Sincerely yours,

Michael Bechdol, Coordinator  
Sole Source Aquifer Program  
Ground Water/UIC Section

cc: Howard Fielding, LDNR  
Carol Newton, LCDBG

Internet Address (URL) • <http://www.epa.gov>

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## Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle  
Chief

Gary Batton  
Assistant Chief

March 9, 2009

Edd Manges  
BR  
Capital Area Expressway Authority  
9100 Blue Bonnet Centre Blve, Suite 301  
Baton Rouge, Louisiana 70809

Dear Edd Manges:

We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

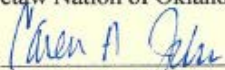
Project Description: Baton Rouge Loop Tier 1 Environmental Impact Statement

Project Location: Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes

Comments: The Choctaw Nation of Oklahoma requests that we receive a copy of the finalized EIS. Please contact us @ 1-800-522-6170 ext. 2137 if you have any questions.

Sincerely,

Terry D. Cole  
Tribal Historic Preservation Officer  
Choctaw Nation of Oklahoma

By:   
Caren A. Johnson  
Administrative Assistant

CAJ:vr





## Edd Manges

---

**From:** Jim Ferguson [JFERGUSON@brgov.com]  
**Sent:** Wednesday, March 11, 2009 7:44 AM  
**To:** Edd Manges  
**Cc:** Antoine.L.Jackson@usace.army.mil  
**Subject:** Response to SOV for BR LOOP

Mr. Manges,

We have received the SOV letter from CAEA dated February 20<sup>th</sup>, 2009 regarding the BR Loop. Based on what is presented at this time, we have no objection to the project being proposed, but offer the following comments.

When it comes time for construction activities to begin, these activities, as well as permanent and temporary structures associated with the construction, must comply with our local flood prevention ordinance regarding finished floor elevations and fill mitigation.

Please be aware the COMITE RIVER DIVERSION is currently under construction from just east of the Mississippi River, across Hwy 61, 964, 19, and others and terminates at the Comite River. This project is projected to be completed in the next 8-10 years, approximately. Based on what you have provided, section N8 may have conflicts with this diversion, though given the general nature of each, I am not sure. You will definitely want to explore this further with the Corps of Engineers, Project Manager - Antoine Jackson, who can be reached at [Antoine.L.Jackson@usace.army.mil](mailto:Antoine.L.Jackson@usace.army.mil).

I have attached a few documents so you can get a better understanding of the approximate limits of the Comite Diversion versus the loop.

Jim

---

*A.J. (Jim) Ferguson Jr., PE, MBA  
Drainage/Bridge Engineer  
City of Baton Rouge, Dept. of Public Works  
225-389-3196(phone), 225-389-8541(fax)*



**DEPARTMENT OF THE ARMY**  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P. O. BOX 80267  
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO  
ATTENTION OF

MAR 13 2009

Operations Division  
Operations Manager,  
Completed Works

Mr. Melvin L. Holden, Chair  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

Dear Mr. Holden:

This is in response to your Solicitation of Views request dated February 20, 2009, concerning the Baton Rouge Loop Tier 1 EIS in Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes, Louisiana.

We have reviewed your request for potential Department of the Army regulatory requirements and impacts on any Department of the Army projects.

We do not anticipate any adverse impacts to any Corps of Engineers projects.

Information and signatures obtained from recent maps, aerial photography, and local soil surveys concerning this site are indicative of the occurrence of wetlands and waters. Department of the Army (DA) permits are required prior to the deposition or redistribution of dredged or fill material into wetlands and waters of the United States. Additionally, navigable waterways subject to Corps' jurisdiction under Section 10 of the Rivers and Harbors Act occur in the project area. A DA Section 10 permit will be required prior to any work in these waterways. This preliminary determination is advisory in nature. If an approved delineation is needed, please furnish us with the detailed field data concerning vegetation, soils, and hydrology that we require for all jurisdictional decisions. The fact that a field wetland delineation/determination has not been completed does not alleviate your responsibility to obtain the proper DA permits prior to working in wetlands and waters occurring in this project area.

Please be advised that a portion of this project is in the Louisiana Coastal Zone. For additional information regarding coastal use permit requirements, contact Ms. Christine Charrier, Coastal Management Division, Louisiana Department of Natural Resources at (225) 3427953.



-2-

Off-site locations of activities such as borrow, disposals, haul-and detour-roads and work mobilization site developments may be subject to Department of the Army regulatory requirements and may have an impact on a Department of the Army project.

You should apply for said permit well in advance of the work to be performed. The application should include sufficiently detailed maps, drawings, photographs, and descriptive text for accurate evaluation of the proposal.

Please contact Mr. Robert Heffner, of our Regulatory Branch by telephone at (504) 862-2274, or by e-mail at [Robert.A.Heffner@usace.army.mil](mailto:Robert.A.Heffner@usace.army.mil) for questions concerning wetlands determinations or need for on-site evaluations. Questions concerning regulatory permit requirements may be addressed to Mr. Martin Mayer by telephone at (504) 862-2276 or by e-mail at [Martin.S.Mayer@usace.army.mil](mailto:Martin.S.Mayer@usace.army.mil).

Future correspondence concerning this matter should reference our account number MVN-2009-00488-SG. This will allow us to more easily locate records of previous correspondence, and thus provide a quicker response.

Sincerely,

  
Karen L. Oberlies  
Solicitation of Views Manager

Copy Furnished:

Ms. Christine Charrier  
Coastal Zone Management  
Department of Natural Resources  
Post Office Box 44487  
Baton Rouge, Louisiana 70804-4487



**BOBBY JINDAL**  
GOVERNOR

**State of Louisiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**OFFICE OF CONSERVATION**

**SCOTT A. ANGELLE**  
SECRETARY  
**JAMES H. WELSH**  
COMMISSIONER OF CONSERVATION

March 16, 2009

TO: Mr. Melvin L. "Kip" Holden, Chair  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

RE: Solicitation of Views  
Baton Rouge Loop Tier 1 Environment Statement (EIS)  
CAEA PROJECT NO.: E - 2009-001  
Ascension, East Baton Rouge, Iberville, Livingston, and  
West Baton Rouge Parishes

Dear Mr. Holden:

In response to your letter dated February 20, 2009, concerning the referenced matter, please be advised that the Office of Conservation collects and maintains many types of information regarding oil and gas exploration, production, distribution, and other data relative to the petroleum industry as well as related and non-related injection well information, surface mining and ground water information and other natural resource related data. Most information concerning oil, gas and injection wells for any given area of the state, including the subject area of your letter can be obtained through records search via the SONRIS data access application available at:

<http://www.dnr.state.la.us/CONS/Conserv.ssi>

A review of our computer records for the referenced project area indicates a great number of oil, gas, injection and registered water wells located in the project area. Please note that as advised by Mr. Edd Manges of HNTB, Mr. Daniel Ashford of our Office has already emailed the oil and gas well map, water well map and .xls file containing DNR's GIS well data and DOTD's registered water well data to Mrs. Ying Qualls of URS Corporation and Mr. Manges as well. Additionally, Mr. Chris Sandoz of our Office who was furnished



CAEA PROJ. NO. E - 2009-001

Page Two

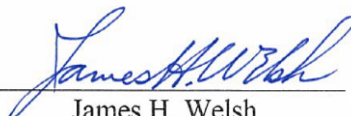
with a text file listing the oil and gas well serial numbers that plot within the projected Corridor Sections of the Baton Rouge Loop, has emailed the pertinent information on the production pits and reserve pits to Ms. Ying Qualls.

The Office of Conservation maintains records of all activities within its jurisdiction in either paper, microfilm or electronic format. These records may be accessed during normal business hours, Monday through Friday, except on State holidays or emergencies that require the Office to be closed. Please call 225-342-5540 for specific contact information or for directions to the Office of Conservation, located in the LaSalle Building, 617 North Third Street, Baton Rouge, Louisiana. For pipelines and other underground hazards, please contact Louisiana One Call at 1-800-272-3020 prior to commencing operations. Should you need to direct your inquiry to any of our Divisions, you may use the following contact information:

<u>Division</u>	<u>Contact</u>	<u>Phone No.</u>	<u>E-mail Address</u>
Engineering	Jeff Wells	225-342-5638	<a href="mailto:JeffW@dnr.state.la.us">JeffW@dnr.state.la.us</a>
Pipeline	Steven Giambronne	225-342-2989	<a href="mailto:StevenG@dnr.state.la.us">StevenG@dnr.state.la.us</a>
Injection & Mining	Laurence Bland	225-342-5515	<a href="mailto:LaurenceB@dnr.state.la.us">LaurenceB@dnr.state.la.us</a>
Geological	David Elfert	225-342-5523	<a href="mailto:DavidE@dnr.state.la.us">DavidE@dnr.state.la.us</a>
Ground Water	Tony Duplechin	225-342-5528	<a href="mailto:TonyD@dnr.state.la.us">TonyD@dnr.state.la.us</a>

If you have difficulty in accessing the data via the referenced website because of computer related issues, you may obtain assistance from our technical support section by selecting "Help" on the SONRIS tool bar and submitting an email describing your problems and including a telephone number where you may be reached.

Sincerely,

  
 \_\_\_\_\_  
 James H. Welsh  
 Commissioner of Conservation

JHW:MBK



BOBBY JINDAL  
GOVERNOR

State of Louisiana  
DEPARTMENT OF WILDLIFE AND FISHERIES  
OFFICE OF WILDLIFE

ROBERT J. BARNHAM  
SECRETARY  
JIMMY L. ANTHONY  
ASSISTANT SECRETARY

**Date** March 19, 2009

**Name** Melvin L. Holden

**Company** Capital Area Expressway Authority

**Street Address** 9100 Bluebonnet Centre Boulevard, Suite 301

**City, State, Zip** Baton Rouge, LA 70809

**Project** Baton Rouge Loop Tier 1EIS  
CAEA Project No: E-2009-001

**Project ID** 1042009

**Invoice Number** 09031909

Personnel of the Habitat Section of the Coastal & Non-Game Resources Division have reviewed the preliminary data for the captioned project.

The proposed project lies within the designated coastal management zone. Contact Christine Charrier with the Department of Natural Resources Coastal Management Division at 225-342-7591 or 1-800-267-4019 concerning coastal use permits.

Our records indicate the presence of a Spruce-Pine Hardwood Flatwood forest within one mile of the proposed project. Spruce-Pine Hardwood Flatwoods are considered critically imperiled in Louisiana with a state ranking of S1. This Spruce-Pine Hardwood Flatwood forest is located at 30°32'34"N 90°49'24"W. The proposed project is not expected to impact this natural community, but please use caution while working near this area to avoid impacts. Contact LNHP community ecologist Patti Faulkner at (225) 765-2975 for more information on avoiding impacts to these rare natural communities.

The inflated heelsplitter (*Potamilus inflatus*) may potentially be impacted by the proposed project. This species is listed as threatened under the Endangered Species Act (16 U.S.C. 1533-1544) and is considered critically imperiled (G1, S1). The preferred habitat of this species is soft, stable substrate in slow to moderate currents. It has been found in sand, mud, silt, and sandy-gravel, but not in large gravel or armored gravel. The degradation of water quality is one of the leading threats to this species. We recommend you to take erosion control measures at the proposed construction site to minimize degradation of the water quality. These measures include silt fencing, mulches, seeding and vegetation to decrease the amount of soil eroded by rainfall and runoff. If you have any questions, please contact Beau Gregory at 225-765-2820.

Our database indicates the presence of bird nesting colonies within one mile of this proposed project. Please be aware that entry into or disturbance of active breeding colonies is prohibited by the Louisiana Department of Wildlife and Fisheries (LDWF). In addition, LDWF prohibits work within a certain radius of an active nesting colony.

Nesting colonies can move from year to year and no current information is available on the status of these colonies. If work for the proposed project will commence during the nesting season, conduct a field visit to the worksite to look for evidence of nesting colonies. This field visit should take place no more than two weeks before the project begins. If no nesting colonies are found within 400 meters (700 meters for brown pelicans) of the proposed project, no further consultation with LDWF will be necessary. If active nesting colonies are found within the previously stated distances of the proposed project, further consultation with LDWF will be required. In addition, colonies should be surveyed by a qualified biologist to document species present and the extent of colonies. Provide LDWF with a survey report which is to include the following information:



1. qualifications of survey personnel;
2. survey methodology including dates, site characteristics, and size of survey area;
3. species of birds present, activity, estimates of number of nests present, and general vegetation type including digital photographs representing the site; and
4. topographic maps and ArcView shapefiles projected in UTM NAD83 Zone 15 to illustrate the location and extent of the colony.

Please mail survey reports on CD to: Louisiana Natural Heritage Program  
La. Dept. of Wildlife & Fisheries  
P.O. Box 98000  
Baton Rouge, LA 70898-9000

To minimize disturbance to colonial nesting birds, the following restrictions on activity should be observed:

- For colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, roseate spoonbills, anhingas, and/or cormorants), all project activity occurring within 300 meters of an active nesting colony should be restricted to the non-nesting period (i.e., September 1 through February 15).
- For colonies containing nesting gulls, terns, and/or black skimmers, all project activity occurring within 400 meters (700 meters for brown pelicans) of an active nesting colony should be restricted to the non-nesting period (i.e., September 16 through April 1).

After careful review of our database, no other impacts to rare, threatened, or endangered species or critical habitats are anticipated for the proposed projects. No state or federal parks, wildlife refuges, scenic streams, or wildlife management areas are known at the specified site within Louisiana's boundaries.

The Louisiana Natural Heritage Program (LNHP) has compiled data on rare, endangered, or otherwise significant plant and animal species, plant communities, and other natural features throughout the state of Louisiana. Heritage reports summarize the existing information known at the time of the request regarding the location in question. The quantity and quality of data collected by the LNHP are dependent on the research and observations of many individuals. In most cases, this information is not the result of comprehensive or site-specific field surveys; many natural areas in Louisiana have not been surveyed. This report does not address the occurrence of wetlands at the site in question. Heritage reports should not be considered final statements on the biological elements or areas being considered, nor should they be substituted for on-site surveys required for environmental assessments. LNHP requires that this office be acknowledged in all reports as the source of all data provided here. If at any time Heritage tracked species are encountered within the project area, please contact the LNHP Data Manager at 225-765-2643. If you have any questions, or need additional information, please call 225-765-2357.

Sincerely,

Gary Lester, Coordinator  
Natural Heritage Program

cc: Christine Charrier



## Edd Manges

---

**From:** Alison Cascio (District 11) [ACascio@brgov.com]  
**Sent:** Monday, March 23, 2009 3:19 PM  
**To:** Edd Manges  
**Subject:** Response to Solicitation of Views

Mr. Manges,

My main concern is the number of exits and entrances along the loop. My concern is that the loop's on/off ramps will encourage sprawl and haphazard development. I would like to see as few on/off ramps as possible. Where there are on/off ramps, I would like to see land development regulations enacted, especially if the new ramps are in undeveloped or underdeveloped areas.

Sincerely,  
Alison

---

Alison Gibbs Cascio, Councilwoman  
Metro Council District 11  
City of Baton Rouge-Parish of East Baton Rouge  
P.O. Box 1471  
Baton Rouge, LA 70821  
225/389-5169 (o)  
225/281-7632 (c)





**SOV/Scoping Recipients - Agencies**

Agency Scoping - SOV List										
AGENCY	PREFIX	FIRST NAME	LAST NAME	TITLE	ORGANIZATION	ADDRESS - 1	ADDRESS - 2	CITY	STATE	ZIP
<b>FEDERAL AGENCIES</b>										
Federal Highway Administration	Mr.	Bob	Mahoney	Environmental Coordinator		5304 Flanders Drive, Suite A		Baton Rouge	LA	70808
Federal Highway Administration	Mr.	Carl M.	Hghsmith	Project Delivery Team Leader		5304 Flanders Drive, Suite A		Baton Rouge	LA	70808
Federal Highway Administration	Mr.	Scott	Nelson	Area Engineer		5304 Flanders Drive, Suite A		Baton Rouge	LA	70808
8th Coast Guard District	Commander	Shannon	Gilreath	Chief	Marine Safety Bridge Division	6041 Crestmount Dr.		Baton Rouge	LA	70809
8th Coast Guard District	Mr.	David	Frank	Chief		500 Poydras St.	Room 1341	New Orleans	LA	70130
U.S. Environmental Protection Agency, Region 6	Mr.	Michael	Jansky		Compliance Assurance and Enforcement Division, Office of Planning and Coordination (6EN-XP), NEPA 309 Review	1445 Ross Ave.		Dallas	TX	75202
U.S. Environmental Protection Agency, Region 6	Mr.	Mike	Bechdol		Ground Water/UIC Section (6WQ-SG) - Sole Source Aquifers	1445 Ross Ave.		Dallas	TX	75202
FEMA - Federal Region VI Center	Mr.	Gary	Jones	Regional Director		FRC 800 N. Loop 288		Denton	TX	76209
U.S. DOT, Federal Railroad Administration Region 5	Ms.	Bonnie	Murphy	Regional Administrator		4100 International Plaza		Ft. Worth	TX	76109
U.S. DOT, Federal Aviation Administration, Southwest Region	Ms.	Lacey	Spriggs	Branch Manager	Louisiana/New Mexico ADD, ASW-640	2601 Meacham Boulevard		Fort Worth	TX	76137-4298
U.S. Geological Survey	Mr.	Charles R.	Demas	Director	Louisiana Water Service Center	3535 S. Sherwood Forest Blvd.	Ste. 120	Baton Rouge	LA	70816
NRCS	Mr.	Kevin	Norton	State Conservationist		3737 Government St.		Alexandria	LA	71302
NRCS	Mr.	Jerry	Hall		Addis Service Center	7747 LA HWY 15		Addis	LA	70710
NRCS	Ms.	Amanda	York		Donaldsonville Service Center	10665-3 HWY 70 W		Donaldsonville	LA	70346
NRCS	Mr.	Sam	Willis		Denham Springs Service Center	2191 Tower St.		Denham Springs	LA	70726
Department of the Army, New Orleans District, Corps of Engineers	Mr.	Stephen	Pfeffer	CEMVN-OD-S	Regulatory Branch	Attn: CEMVN-OD, P.O. Box 60267		New Orleans	LA	70160-0267
Department of the Army, New Orleans District, Corps of Engineers					Operations Division	Attention: OD, P.O. Box 60267		New Orleans	LA	70160-0267
U.S. Fish & Wildlife Service - Lafayette Field Office	Mr.	Jim	Boggs	Acting Field Supervisor		646 Cajundome Blvd.	Ste. 400	Lafayette	LA	70506
U.S. Department of Housing and Urban Development		C. Donald	Babers	Deputy Regional Director	Office of the Regional Director	Burnett Plaza, 28th Floor	801 Cherry Street	Fort Worth	TX	76102
<b>STATE AGENCIES</b>										
LA Department of Transportation & Development	Ms.	Noel	Ardoin	Environmental Administrator	Environmental Section	PO Box 94245	1201 Capitol Access Road	Baton Rouge	LA	70804-9245
LA Department of Transportation & Development	Dr.	Eric	Kalivoda	Assistant Secretary	Office Of Planning & Programming	PO Box 94245	1201 Capitol Access Road	Baton Rouge	LA	70804-9245
LA Department of Transportation & Development	Mr.	Hossein	Ghara	Bridge Design Administrator	Project Development Division	PO Box 94245	1201 Capitol Access Road	Baton Rouge	LA	70804-9245
LA Department of Transportation & Development	Mr.	Buddy	Porta	Road Design Administrator	Project Development Division	PO Box 94245	1201 Capitol Access Road	Baton Rouge	LA	70804-9245
LA Department of Transportation & Development	Mr.	Edmond	Preau, Jr.	Assistant Secretary	Office of Public Works and Intermodal Transportation	PO Box 94245	1201 Capitol Access Road	Baton Rouge	LA	70804-9245
LA Department of Transportation & Development	Mr.	Roy	Schmidt	District Engineer Administrator	District 61	PO Box 831	8100 Airline Hwy	Baton Rouge	LA	70821-0831
LA Dept. of Wildlife & Fisheries	Mr.	Robert	Barham	Secretary		P.O. Box 98000	2000 Quail Dr.	Baton Rouge	LA	70898
LA Dept. of Wildlife & Fisheries	Mr.	Kyle	Balkum		Wetlands Louisiana Natural Heritage	P.O. Box 98000	2000 Quail Dr.	Baton Rouge	LA	70898
LA Dept. of Wildlife & Fisheries	Mr.	Gary	Lester	Program Coordinator	Scenic Rivers Program	P.O. Box 98000	2000 Quail Dr.	Baton Rouge	LA	70898
LA Dept. of Wildlife & Fisheries	Mr.	Keith	Cascio	Coordinator	Scenic Rivers Program	P.O. Box 98000	2000 Quail Dr.	Baton Rouge	LA	70898
LA Dept. of Environmental Quality	Dr.	Harold	Leggett	Secretary		P.O. Box 4301		Baton Rouge	LA	70821
LA Dept. of Environmental Quality	Mr.	Bobby	Mayweather	Regional Manager	Compliance	PO Box 4312		Baton Rouge	LA	70821
LA Dept. of Culture, Recreation & Tourism	Mr.	Scott	Hutcheson	State Historic Preservation Officer	Louisiana Office of Cultural Development	P.O. Box 44247	Capitol Annex, 3rd Floor	Baton Rouge	LA	70804
LA Dept. of Culture, Recreation & Tourism	Mr.	Stuart	Johnson	Assistant Secretary	Office of State Parks	P.O. Box 44426	Capitol Annex, 3rd Floor	Baton Rouge	LA	70804



LA Dept. of Natural Resources	Mr. James Welsh	Assistant Secretary	Office of Conservation	P.O. Box 94275	Baton Rouge	LA	70804
LA Dept. of Natural Resources	Mr. Louis Buatt	Assistant Secretary	Office of Coastal Restoration and Management	P.O. Box 44487	Baton Rouge	LA	70804-4487
LA Dept. of Natural Resources	Mr. Greg Ducote	Division Administrator	Coastal Management	P.O. Box 44487	Baton Rouge	LA	70804-4487
LA Dept. of Agriculture & Forestry	Mr. Bradley E. Spicer	Commissioner	Interagency Affairs Section	P.O. Box 3554	Baton Rouge	LA	70821-3554
LA State Police	Colonel Mike Edmonson	Superintendent of Louisiana State Police and Deputy Secretary of the Department of Public Safety		7919 Independence Blvd.	Baton Rouge	LA	70806
Governor's Office of Homeland Security and Emergency Preparedness	Mr. Mark Cooper	Director		7667 Independence Blvd.	Baton Rouge	LA	70806
Armité River Basin Drainage and Water Conservation District	Mr. Dietmar Rietschier	Executive Director		3535 South Sherwood Forest Blvd. Suite 135	Baton Rouge	LA	70816
<b>LOCAL AGENCIES/OTHER</b>							
The Capital Region Planning Commission	Mr. Don Neisler	Executive Director		333 N.19th St. 9430 Jackie Cochran Dr.	P.O. Box 3355	Baton Rouge	LA 70821
Baton Rouge Metropolitan Airport	Mr. Anthony Marino	Director			Suite 300	Baton Rouge	LA 70807
Ascension Parish Floodplain Management	Ms. June Delanue	Floodplain Coordinator		P.O. Box 1659		Gonzales	LA 70737
East Baton Rouge Floodplain Admin.	Mr. Jim Ferguson	Floodplain Coordinator		PO Box 1471		Baton Rouge	LA 70821
Iberville Parish Floodplain Administration	Mr. Brian Romero	Floodplain Coordinator		P.O. Box 389		Plaquemine	LA 70765
Livingston Parish Floodplain Admin.	Mr. Chuck Vincent	Floodplain Coordinator		PO Box 998		Livingston	LA 70821
West Baton Rouge Parish Floodplain Administration							
c/o West Baton Rouge Parish Planning & Zoning	Ms. Sonia Morales	Floodplain Coordinator		PO Box 757		Port Allen	LA 70767-0757
Port of Greater Baton Rouge	Mr. Jay Hardman, P.E.	Executive Director		2425 Ernest Wilson Drive	P.O. Box 380	Port Allen, LA	LA 70767-0380
<b>TRIBES</b>							
<b>Federal Recognized Tribes</b>							
Chitimacha Tribe of Louisiana	Lonnie Martin	Chairman		P.O. Box 661	155 Chitimacha Loop	Charenton	LA 70523
Chitimacha Tribe of Louisiana	Kimberly Walden	Cultural Director		P.O. Box 661	155 Chitimacha Loop	Charenton	LA 70523
Coushatta Tribe of Louisiana	Kevin Sickey	Chairman		P.O. Box 818		Elton	LA 70532
Tunica - Biloxi Tribe of Louisiana	Earl Barbry, sr.	Chairman		P.O. Box 1589		Marksville	LA 71351
Tunica - Biloxi Tribe of Louisiana	Earl Barbry, Jr.	THPO	Attn: Museum Division Offices	P.O. Box 1589		Marksville	LA 71351
Mississippi Band of Choctaw Indians	Phillip Martin	Chief		P.O. Box 6257		Philadelphia	MS 39350
Mississippi Band of Choctaw Indians	Kenneth Carleton	Tribal Archaeologist & THPO		P.O. Box 6257		Philadelphia	MS 39350
Choctaw Nation of Oklahoma	Gregory Pyle	Chief		P.O. Drawer 1210		Durant	OK 74702
Choctaw Nation of Oklahoma	Terry Cole	THPO		P.O. Drawer 1210		Durant	OK 74702
Alabama Coushatta Tribe of Texas	Kevin Battise	Chairman		571 State Park Rd. 56		Livingston	TX 77351
Alabama Coushatta Tribe of Texas	Bryant Celestine			571 State Park Rd. 56		Livingston	TX 77351
Jena Band of Choctaw Indians	Christine Norris	Tribal Chief		P.O. Box 14		Jena	LA 71432
<b>State Recognized Tribes</b>							
Biloxi Chitimacha Confederation of Muskogee	Randy Verdun	Chairman		P.O. Box 856		Zachary Golden	LA 70791
United Houma Nation	Brenda Dardar	Robichaux	Principal Chief	20986 Highway 1		Meadow	LA 70357
Choctaw - Apache Community of Ebarb	John W. Porcell	Chairman		P.O. Box 1428		Zwolle	LA 71486
Clifton Choctaw Tribe of Louisiana	Tom Neal	Chairman		1312 Clifton Road		Gardner	LA 71447



## Agency Scoping

February 20, 2009

Mr. Chuck Vincent  
Livingston Parish Floodplain Coordinator  
PO Box 998  
Livingston, LA 70821

Baton Rouge Loop Tier 1 Environmental Impact Statement (EIS)  
CAEA PROJECT NO.: E – 2009 - 001  
Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes

### **RE: Solicitation of View/Agency Scoping Meeting**

We are requesting your assistance on behalf of the Baton Rouge Loop Project. Early in the planning stages of a transportation project, views from federal, state, and local agencies are solicited. The special expertise of these groups can assist with the early identification of environmental, economic, and social effects or concerns. The Baton Rouge Loop Project is in the early stages of development of a Tier 1 Environmental Impact Statement (EIS). The purpose of the Tier 1 EIS and subsequent Record of Decision is to identify and select a single corridor, as appropriate, which then would be the subject of several Tier 2 EIS's for individual segments of independent utility. A round of Public Meetings in the five – parish study area are scheduled for mid – March/early April 2009. Notice of the date and location of the meetings will be published in local newspapers as well as being available on the BR Loop website

We request your agency attend and participate in an Agency Scoping Meeting on Wednesday March 25, 2009 at 10:00 am. The meeting will be held at URS Corporation, 7389 Florida Boulevard, Suite 300, Baton Rouge, Louisiana 70806.

This coordination session will discuss project scope, purpose and need, socio-economic and environmental issues facing the proposed action, and agency coordination. This meeting will aid in project development and increase interagency awareness of issues that may be of concern among various agencies.

To assist in studying the project and outlining issues, we are enclosing a project description, a map identifying corridor sections advanced to the Tier 1 EIS, the proposed approach to the Tier 1 EIS, a draft purpose and need statement, and a draft Agency Coordination Plan.

If you have questions prior to the meeting, please feel free to contact Edd Manges at (225) 368-2802 or by email at [emanges@hntb.com](mailto:emanges@hntb.com). If you will not attend the meeting, please send your views or comments to Mr. Manges at the address above or to his email address.

Your agency's participation and cooperation in this important coordination effort is encouraged. Please respond to Mr. Manges by March 18, 2009 if your agency will attend the meeting.

Sincerely,

Melvin L. "Kip" Holden, Chair  
Capital Area Expressway Authority



### ***Project Description***

The Baton Rouge Loop project (BR Loop) is proposed as an 80 to 90 mile long circumferential controlled access free-flow toll roadway around Baton Rouge. The project study area is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge. The BR Loop is proposed as a four-lane facility with the ability to add at least two additional lanes, one in each direction, in the median when traffic demands warrant. The proposed typical section also provides space within the right-of-way to add continuous frontage roads, if needed. Bike paths and transit could potentially share the footprint.

Interchanges will connect the Loop to the regional transportation grid. Where the BR Loop crosses I - 10, I - 110, and I - 12 (and perhaps other major U.S. and state highways (such as U.S. 190, U.S. 61, and LA 1), it will have system-to-system directional 4-level interchanges. Other interchanges will vary but will most commonly be diamond-type interchanges.

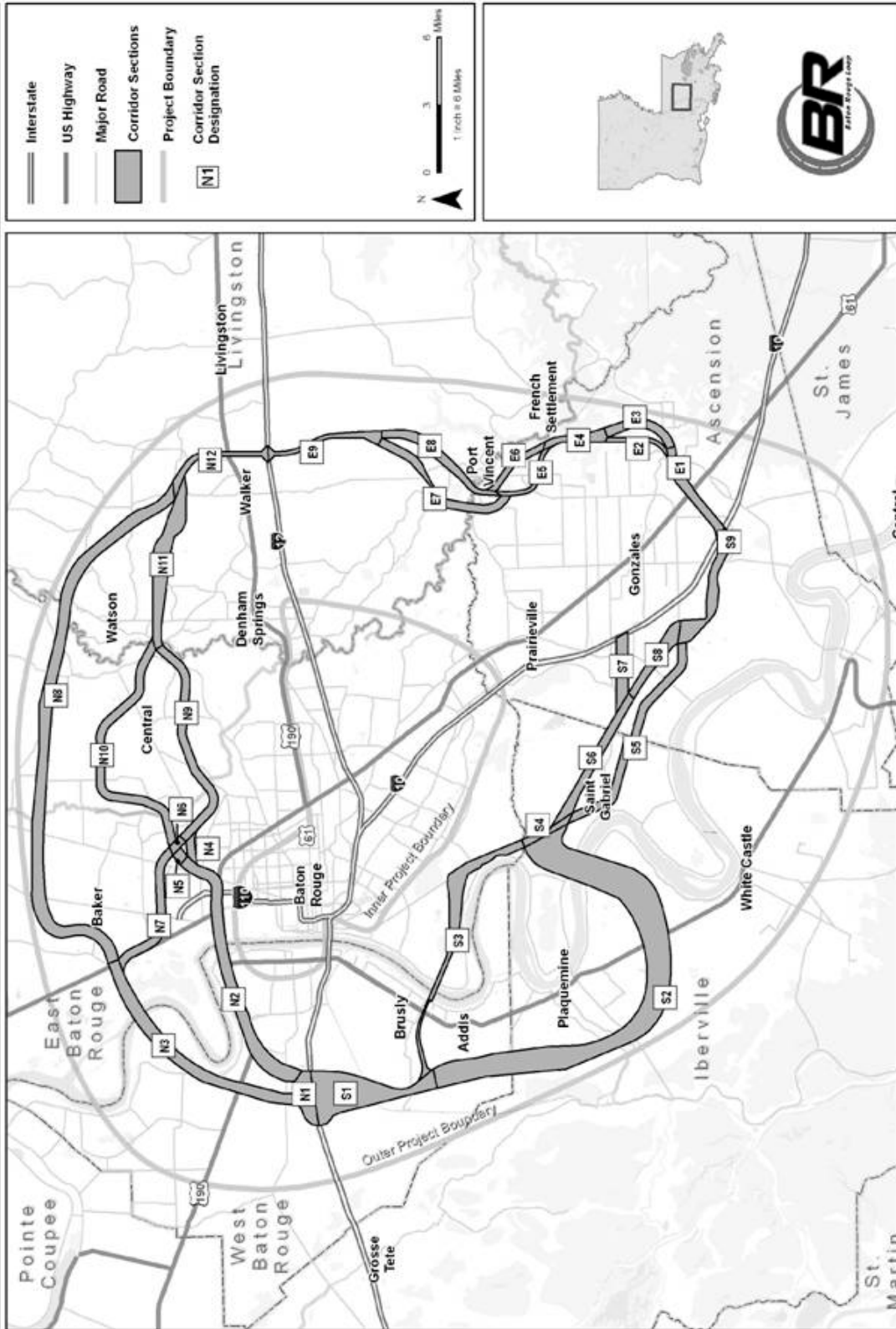
Locally preferred corridors emerged late in the Implementation Plan phase, a comprehensive feasibility assessment completed in July 2008, and include two potential Mississippi River bridge locations. One is north of the present I - 10 bridge either in the existing U.S. 190 bridge corridor or approximately 5 miles north of the existing U.S. 190 bridge; and, the second is south of the existing I - 10 bridge either at the Missouri Bend north of Addis or in Iberville Parish between Plaquemine and St. Gabriel. Various corridor alternative options exist through northern Livingston and East Baton Rouge Parishes, and Iberville and Ascension Parishes between the Mississippi and Amite Rivers.

Based on engineering, environmental, agency, community, and finance inputs, corridor alternatives identified during the initial stages of the Implementation Plan were refined to a set of locally preferred corridor alternatives. These locally preferred corridor alternatives are being advanced into the Tier 1 Environmental Impact Statement (EIS) phase of the project and are shown on the following map.

The purpose of the Tier 1 EIS and subsequent Record of Decision is to identify and select a single corridor, as appropriate, which then would be the subject of several Tier 2 EIS's for individual segments of independent utility.



Corridor Sections Recommended For Tier 1 EIS





### ***Tier 1 EIS Approach***

The studies to be conducted for the Tier 1 EIS were determined to be those needed to identify and select a single corridor for the Baton Rouge Loop, and generally are those with the greatest potential for impact or public, stakeholder and agency concern. The Tier 2 EIS will provide additional focused studies for various segments of independent utility. Areas to be addressed in the Tier 1 EIS are:

- Land Use
- Social and Community Impacts
- Parks, Recreation Areas, Wildlife Refuges, Public Lands and other Community Facilities
- Traffic and Transportation
- Air Quality
- Wetlands
- Water Body Modification
- Floodplains
- Threatened and Endangered Species
- Cultural Resources (Phase 1A)
- Waste Sites
- Section 4(f) resources
- Section 6(f) resources
- Cumulative and Indirect Impacts

The BR Loop Implementation Plan identified thirty corridor sections in three project units to advance to the Tier 1 EIS. The three project units are the North Unit, South Unit, and East Unit. Unit corridor sections are combined to form Corridor Alternatives. In the North Unit – twelve (12) corridor sections form six (6) Corridor Alternatives. In the South Unit – nine (9) corridor sections form six (6) Corridor Alternatives. In the East Unit – nine (9) corridor sections form six (6) Corridor Alternatives.

To provide consistency, discussion and analysis will be performed on a Unit-by-Unit basis. Within each Unit, resources will be inventoried by corridor section then by Corridor Alternative

Environmental studies for the Tier 1 EIS will be limited to a desktop analysis. The desktop analysis for this project is defined as the mapping, quantification, and study of available data sources primarily through the utilization of a Geographic Information System (GIS). The desktop analysis does not include detailed field studies or impact modeling, but may include limited spot-checking of field conditions/resources, if necessary.

The environmental evaluation will be based on analysis of the Corridor Alternative widths (it is expected that corridor alternative widths will range up to approximately



10,000'). Resources will be inventoried for the individual Corridor Alternatives in the project study area.

Specific impacts to resources will not be identified. Evaluations will be based on best professional judgments and be presented as order-of-magnitude estimates of potential impacts.

Specific alternative roadway alignments will not be evaluated in the Tier 1 EIS.

A methodology to conduct a relative comparison of the corridor alternatives within a Unit will be developed based on the results of the study as well as project team, public and agency input.

The outcome of the Tier 1 EIS is expected to be a Record Of Decision (ROD) identifying a selected corridor within which roadway alignments will be fully evaluated in subsequent Tier 2 EIS alignment-level NEPA documents.

The Tier 1 EIS document will be prepared in a concise, reader friendly format consistent with Federal Highway Administration's (FHWA) July 31, 2006 Memorandum, *Improving the Quality of Environmental Documents*, and using concepts from *Improving the Quality of Environmental Documents*, prepared by AASHTO, the American Council of Engineering Companies (ACEC), and the FHWA.

The outline format for the Tier 1 EIS is shown below.

#### EXECUTIVE SUMMARY

CHAPTER 1: PROJECT DESCRIPTION / PURPOSE AND NEED

CHAPTER 2: ALTERNATIVES CONSIDERED

CHAPTER 3: PROJECT ENVIRONMENT – RESOURCES, IMPACTS, AND MITIGATION

CHAPTER 4: SECTION 4(F) SUMMARY (if required)

CHAPTER 5: COMPARISON AND SELECTION OF ALTERNATIVE

CHAPTER 6: COMMITMENTS, MITIGATION, AND PERMITS

APPENDIX A: NEED SUPPORT INFORMATION & DATA

APPENDIX B: DRAFT SECTION 4(F) EVALUATION (if required)

APPENDIX C: AGENCY AND PUBLIC COORDINATION

APPENDIX D: ALTERNATIVES SUPPORT INFORMATION

APPENDIX E: DATA SOURCES

APPENDIX F: LIST OF PREPARERS

APPENDIX G: TIER 1 EIS CIRCULATION



## ***Draft Purpose and Need***

### Purpose of the Proposed Project

The intent of the Baton Rouge Loop (BR Loop) is to provide an alternate route for motorists to:

- Reduce existing and projected future congestion and delay on Interstates 10 and 12 and other major arterial corridors;
- Expand roadway capacity;
- Address future travel demand;
- Enhance regional roadway and transportation network connectivity; and,
- Improve the safe movement of people and goods within and through the five-parish project area.

### Need for the Project

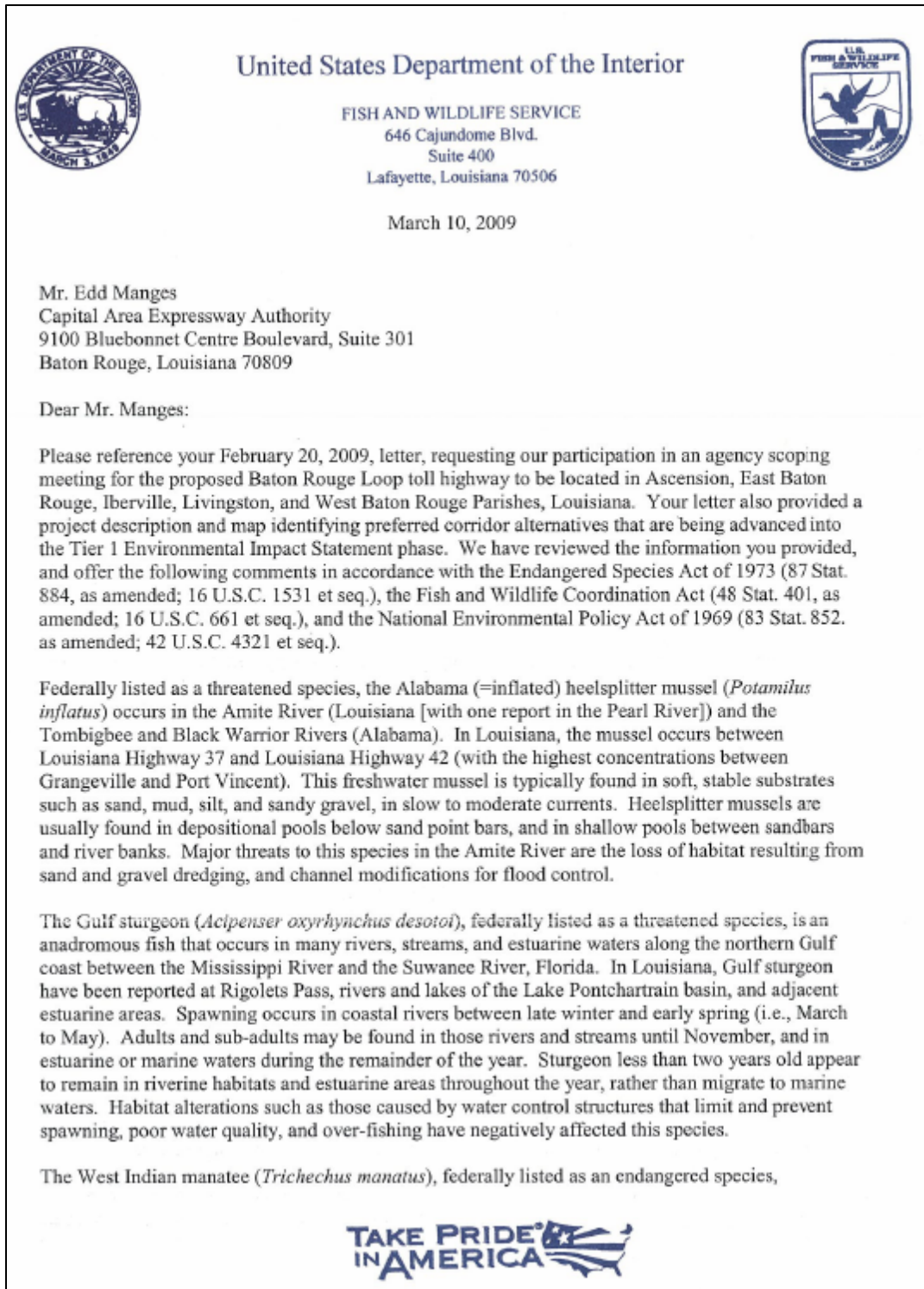
Stress on the current roadways system in the five – parish region provides the context for the need for the BR Loop.

- Traffic congestion and delays have steadily gotten worse over the past 15 years, especially after Hurricane Katrina.
- Traffic volumes and resulting congestion will continue to increase in the future.
- Traffic flow is restricted at I-10 and US 190 Mississippi River Bridge crossings, and convenient alternative crossings do not exist.
  - The only currently operational alternative structure crossing of the Mississippi River is located at Donaldsonville 33 aerial miles south of the I – 10 bridge.
  - The John J. Audubon Bridge at New Roads, currently under construction with an anticipated opening of summer 2010, is located 21 aerial miles north of the US 190 bridge and 25 aerial miles north of the I – 10 bridge.
  - The three ferries, St. Francisville, Plaquemine, and White Castle that serve the BR Loop study area are sporadic in their reliability and operation due to river and weather conditions and/or mechanical conditions.
- Lack of convenient alternative routes forces local traffic onto I – 10 and I - 12, increasing congestion.





## Agency Scoping Correspondence





occasionally enters Lakes Pontchartrain and Maurepas, and associated coastal waters and streams during the summer months (i.e., June through September). Manatee occurrences appear to be increasing, and they have been regularly reported in the Amite, Blind, Tchefuncte, and Tickfaw Rivers, and in canals within the adjacent coastal marshes of Louisiana. They have also been occasionally observed elsewhere along the Louisiana Gulf coast. The manatee has declined in numbers due to collisions with boats and barges, entrapment in flood control structures, poaching, habitat loss, and pollution. Cold weather and outbreaks of red tide may also adversely affect these animals.

The pallid sturgeon (*Scaphirhynchus albus*) is an endangered fish found in Louisiana, in both the Mississippi and Atchafalaya Rivers (with known concentrations in the vicinity of the Old River Control Structure Complex); it is possibly found in the Red River as well. The pallid sturgeon is adapted to large, free-flowing, turbid rivers with a diverse assemblage of physical characteristics that are in a constant state of change. Detailed habitat requirements of this fish are not known, but it is believed to spawn in Louisiana. Habitat loss through river channelization and dams has adversely affected this species throughout its range.

If the proposed project will directly or indirectly affect the Amite River, further consultation with this office will be necessary regarding the Alabama (inflated) heelsplitter mussel, the Gulf sturgeon, and the West Indian manatee. If the proposed project will directly or indirectly affect the Mississippi River, further consultation with this office will be necessary regarding the pallid sturgeon.

The proposed project would cross the Comite River, which is designated as a Louisiana Natural and Scenic River. Please contact the Louisiana Department of Wildlife and Fisheries, Natural and Scenic Rivers Program (318/343-4045) for further information regarding any additional permits that may be required to perform work on the above referenced water body.

As you are aware, the proposed project would likely impact wetlands. For a complete jurisdictional wetland delineation of the proposed project, please contact Mr. John Bruza (504/862-1288) at the New Orleans District, U.S. Army Corps of Engineers (Corps). If the Corps determines that the proposed project is within their regulatory jurisdiction, official U.S. Fish and Wildlife Service comments will be provided in response to the corresponding Public Notice.

We appreciate the opportunity to provide comments regarding this proposed activity. If you need further assistance, please contact Seth Bordelon (337/291-3138) of this office.

Sincerely,

Brad S. Rieck  
Deputy Supervisor  
Louisiana Field Office

cc: LDWF, Natural and Scenic Rivers Program, Baton Rouge, LA  
LDWF, Natural Heritage Program, Baton Rouge, LA  
FHWA, Baton Rouge, LA  
LADOTD, Baton Rouge, LA



**Edd Manges**

**From:** Raymond.J.Lechner@uscg.mil on behalf of Lechner, Raymond LCDR [Raymond.J.Lechner@uscg.mil]  
**Sent:** Thursday, March 26, 2009 6:06 PM  
**To:** rbelsome@aol.com; mgouldjr@charter.net; b\_hussell@admworld.com; info@gicaonline.com; ZDave@deloachmarine.com; Sean Duffy; cdfelder@channelship.com  
**Cc:** Frank, David Civilian; Vancamp, Eva LCDR; Edd Manges; Johnson, Philip Civilian; Parham, Nicholas LT; Lincoln, Brian CDR; Woodle, Christopher LCDR; Cook, Pauline F CAPT; Stroh, Lincoln CAPT  
**Subject:** Baton Rouge Loop Project Mtg Summary



2009032514372150 BR Loop Agency  
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Maritime Industry Organization Stakeholders:

FYI. Yesterday, I attended the Agency Scoping Meeting with Mr. David Frank, D8 Bridge Administration (lead CG office), where the HNTB Corporation on behalf of the Capital Area Expressway Authority (CAEA) delivered a comprehensive presentation of new highway system to relieve traffic congestion Baton Rouge area. Specifically, they explained their Tier 1 Environmental Impact Statement (EIS) to evaluate the multitude of factors to develop/construct a highway system around Baton Rouge metro area (Baton Rouge Loop). Please see the attached info pkg.

What this means for you is that a total of 5 total bridge crossings have been considered (narrowed down) by the CAEA - 2 over the Mississippi and 1 over the Port Allen - Morgan City Route. These crossings are as follows:

- (a) N3 corridor at MM 246.0 LMR just south of Profit Island and near Springfield Bend.
- (b) N2 corridor at MM 233.7 LMR just south of the existing US190 Bridge (Upper Baton Rouge bridge) - this would be a parallel span and has our highest concern.
- (c) S3 corridor at MM 225.0 LMR near Brusly, LA just north of Missouri Bend.
- (d) S2 corridor at MM 203.0 LMR just south of Granada Crossing/north of Pt. Pleasant.
- (e) S1 corridor crossing at MM 58 of the Morgan City - Port Allen Route just east of the 2nd major bend from the Port Allen locks (near Trinity Marine).

Either corridor N2 or N3 will be selected to cross the Mississippi River north of the existing I-10 bridge; and, either corridor S2 or S3 will be selected to cross south of the I-10 bridge. The span across the Morgan City - Port Allen Route will be a high bridge with at least 73' of clearance. Please see my accompanying/labeled map attached.

Mr. Frank & I voiced our concerns with the various bridge crossings proposed, especially that concerning N2, which would parallel the existing U.S. 190 bridge to the south if selected. Mr. Steve Wallace of HNTB was telling me they can design the bridge with fewer piers that should mesh with the existing bridge. Obviously, simulation testing would be a must.

**Way forward:**

1. Set up a meeting with HNTB, Coast Guard, and maritime industry stakeholders specifically addressing bridge and navigational safety concerns.
2. Schedule a navigation simulator with the various bridges proposed at the Seaman's Church in Houston or other viable simulator with HNTB, Coast Guard, & maritime industry stakeholders. CGD8 Bridges will take lead coordinating.
3. After consensus reached HNTB or CAEA submit bridge permit for approval through CGD8 Bridge Administration.

**Point of Contact for questions/comments:**

Edd Manges, C.E.P.  
 Environmental Planning Department Manager HNTB Corporation 9100 Bluebonnet Centre Blvd., Suite 301 Baton Rouge, LA 70809 Tel (225) 368-2802 (direct) Mobile (225) 678-0906 Fax (225) 368-2801 emanges@hntb.com www.hntb.com



## Edd Manges

---

**From:** David.M.Frank@uscg.mil on behalf of Frank, David Civilian [David.M.Frank@uscg.mil]  
**Sent:** Monday, April 06, 2009 10:03 AM  
**To:** Edd Manges  
**Cc:** mgouldjr@charter.net  
**Subject:** RE: Baton Rouge Loop Scoping Meeting

I have spoke with Captain Marty Gould of the New Orleans Baton Rouge River Pilots regarding your interest in constructing a bridge across the Mississippi River. He has indicated that his organization would like to have the bridge modeled on their simulator to test is affect on deep draft shipping. To discuss this matter with Captain Gould at 504-832-1199.

David M. Frank  
Bridge Administrator  
Eighth Coast Guard District (dpb)  
500 Poydras St., Room 1313  
New Orleans, LA 70130-3310  
Phone: 504-671-2128 Fax: 504-671-2133  
Cell: 618-225-7727  
E-Mail: David.M.Frank@uscg.mil



BOBBY JINDAL  
GOVERNOR

State of Louisiana  
DEPARTMENT OF WILDLIFE & FISHERIES

ROBERT J. BARHAM  
SECRETARY

April 8, 2009

Mr. Edd Manges, C.E.P.  
Environmental Planning Department Manager  
HNTB Corporation  
9100 Bluebonnet Centre Blvd., Suite 301  
Baton Rouge, LA 70809

RE: Baton Rouge Loop Scoping Meeting

Dear Mr. Manges:

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the information provided by URS Corporation and Capital Area Expressway Authority regarding the proposed Baton Rouge Loop project. LDWF agrees to serve as a participating agency.

LDWF looks forward to reviewing project design details and the proposed construction methodologies as well as participating in interagency meetings and site visits. It is the intent of LDWF to avoid and/or minimize, to the greatest extent practicable, project impacts to wetlands, Scenic Rivers as well as other water bodies, riparian corridors, and other fish and wildlife resources.

The Louisiana Department of Wildlife and Fisheries seeks to work with you in a facilitative manner on this and future endeavors. Please contact Kyle Balkum (225-765-2819) of our Habitat Section should you need further assistance.

Sincerely,



Jimmy Anthony  
Assistant Secretary

mw

c: Kyle Balkum, Biologist Manager



## ALABAMA-COUSHATTA TRIBE OF TEXAS

571 State Park Rd 56 • Livingston, Texas 77351 • (936) 563-1100

July 10, 2009

Melvin L. "Kip" Holden  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd, Suite 301  
Baton Rouge, LA 70809

Dear Chairman Holden:

On behalf of Chief Oscola Clayton Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your efforts to consult us regarding the Baton Rouge Loop Tier 1 Environmental Impact Statement for Ascension, East Baton Rouge, and West Baton Rouge Parishes

Our Tribe maintains ancestral associations within the state of Louisiana despite the absence of written records to completely identify Tribal activities, villages, trails, or burial sites. It is our objective to ensure significances of Native American ancestry including the Alabama-Coushatta Tribe are administered with the utmost considerations.

In reference to your June 8, 2009 letter submission, we would appreciate the opportunity to assist your office regarding this matter. At this time, we are unable to attend your proposed meetings due to financial and personnel constraints. However, our Tribe does maintain a concern for impacts by the activity and we appreciate your assistance to minimize potential effects to ancestral assets of our Tribe.

For future references, our current leadership consists of Tribal Council Chairman Carlos Bullock wherein he can be reached at the address listed in our letterhead. National Historic Preservation Act, National Environmental Policy Act, and the Native American Graves Protection and Repatriation Act, and other related consultations occur through this office wherein our expeditious methods are listed below.

We appreciate the information you have provided and look forward to any assistance we may be able to provide in this endeavor.

Respectfully submitted,

Bryant J. Celestine  
Historic Preservation Officer

Telephone: 936 – 563 – 1181

[celestine.bryant@actribe.org](mailto:celestine.bryant@actribe.org)

Fax: 936 – 563 – 1183



## Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle  
Chief

Gary Batton  
Assistant Chief

July 13, 2009

Melvin L. "Kip" Holden, Chair  
Capital Area Expressway Authority  
9100 BlueBonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

Dear Melvin L. "Kip" Holden:

We have reviewed the following proposed project (s) as to its effect regarding religious and/or cultural significance to historic properties that may be affected by an undertaking of the projects area of potential effect.

Project Description: Barton Rouge Loop Tier 1 Environmental Impact Statement  
CAEA Project No: E-209-001

Comments: After further review of the above-mentioned project (s), The Choctaw Nation of Oklahoma Historic Preservation Department requests that an archeological survey be conducted prior to construction and that we be allowed to review it. Please feel free to contact our office @ 1-800-522-6170 ext. 2137 with any questions.

Sincerely,

Terry D. Cole  
Tribal Historic Preservation Officer  
Choctaw Nation of Oklahoma

By: *Ian Thompson*  
Ian Thompson PhD, RPA  
NAGPRA Specialist/Tribal Archaeologist  
Choctaw Nation of Oklahoma

IAT:vr



CAPITAL REGION  
PLANNING COMMISSION

333 North 19th Street  
Post Office Box 3355  
Baton Rouge, Louisiana 70821-3355



Phone: 225.383.5203  
Fax: 225.383.3804  
E-Mail: CRPC@brgov.com

March 18, 2009

Mr. Edd Manges  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Ste 301  
Baton Rouge, Louisiana 70809

**Re: Baton Rouge Loop Participating Agency Tier 1 EIS**

Dear Mr. Manges:

This letter is to transmit our interest in serving as a Participating Agency in the development of the Tier 1 EIS for the project in the above caption.

Thank you in advance for recording this transmittal.

Sincerely,

A handwritten signature in blue ink that reads 'Don Neisler'.

Don Neisler  
Executive Director  
Capital Region Planning Commission





# *Parish of Ascension*

[www.ascensionparish.net](http://www.ascensionparish.net)

March 18, 2009

Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, LA 70809

RE: Baton Rouge Loop  
Tier 1 Environmental Impact Statement  
Participating Agency

Melvin L. "Kip" Holden, Chair:

We are interested in becoming a Participating Agency in the development of the Tier 1 EIS. I will not be able to attend the meeting of March 25, 2007 but will have someone else attend.

If you have any questions please call 225-621-5720.

Sincerely,

June Delaune  
Floodplain Coordinator  
Parish of Ascension

CC: Mr. Edd Manges  
Richard Compton, Planning & Development Director



Commander  
Eighth Coast Guard District  
Hale Boggs Federal Building

500 Poydras Street  
New Orleans, LA 70130-3310  
Staff Symbol: (dpp)  
Phone: (504) 671-2128  
Fax: (504) 671-2133  
Email: [Phillip.R.Johnson@uscg.mil](mailto:Phillip.R.Johnson@uscg.mil)  
16590  
March 26, 2009

Mr. Melvin L. "Kip" Holden  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

Dear Mr. Holden:

We have received your letter dated March 16, 2009, which invited the Coast Guard to concur on designation as a Participating and Cooperating Federal agency for the purposes of satisfying requirements of the National Environmental Policy Act (NEPA) for the Baton Rouge Loop project. The Baton Rouge Loop will be a circumferential controlled access free-flow toll roadway around Baton Rouge and will include two new waterway crossings of the Mississippi River, one crossing of the Port Allen Canal, one crossing of Bayou Plaquemine and one crossing of the Amite River, all navigable waterways that will require Coast Guard Bridge Permits. The project will also include several crossings of waterways that will require evaluation pertaining to the possible need for Coast Guard Bridge Permits. These bridge permit actions are to be processed through this office. The office of the Commander, Eighth Coast Guard District, Bridge Administration Branch accepts the role as Cooperating and Participating Federal agency for the Baton Rouge Loop project.

Please maintain continuous contact with this office and with LCDR Ray Lechner at Coast Guard Marine Safety Unit in Baton Rouge, regarding points of concern with the waterway crossings that affect navigation.

Sincerely,

DAVID M. FRANK  
Bridge Administrator  
By direction of the Commander,  
Eighth Coast Guard District

Copy: LCDR Ray Lechner, Chief, Waterways Management Section,  
Coast Guard Marine Safety Unit, Baton Rouge, LA  
Mr. Edd Manges, C.E.P., Environmental Planning Manager,  
HNTB Corp., Baton Rouge, LA



**Edd Manges**

---

**From:** Frank.Ducote@dps.la.gov  
**Sent:** Thursday, March 26, 2009 11:04 AM  
**To:** Edd Manges  
**Subject:** Baton Rouge Loop Participating Agency

Mr. Manges,

Col. Edmonson of Louisiana State Police received a letter on March 18, 2009 inviting us to become a participating agency for the B.R. Loop Project. I believe that Louisiana State Police is already listed as a participating agency as I attended a Tier 1 meeting yesterday. Although we may not attend every meeting, we would like to be informed of the meetings and given the opportunity to voice suggestions and concerns.

Professionally yours,

Captain Frank Ducote  
Commander, Louisiana State Police-Troop A  
17801 Highland Road  
Baton Rouge, Louisiana 70810  
225-754-8500 Office  
225-754-8533 Fax



**BOBBY JINDAL**  
GOVERNOR

**State of Louisiana**  
**DEPARTMENT OF NATURAL RESOURCES**  
**OFFICE OF CONSERVATION**

**SCOTT A. ANGELLE**  
SECRETARY  
**JAMES H. WELSH**  
COMMISSIONER OF CONSERVATION

March 30, 2009

Mr. Edd Manges  
**Capital Area Expressway Authority**  
Suite 301  
9100 Bluebonnet Centre Boulevard  
Baton Rouge, Louisiana 70809

Via Facsimile  
**(225) 368-2801**

Re: Agency Scoping Meeting, March 25, 2009

Dear Mr. Manges:

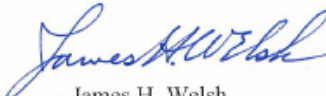
The state Department of Natural Resources was able to participate in the Scoping Meeting held last week. The department's two primary offices – the Office of Conservation and the Coastal Management Division were both represented. Additionally, both offices provided written responses to the Solicitation of Views, Tier 1 Environmental Statement (EIS).

The Office of Conservation will remain open to any future correspondence or requests for oil and gas records as the Baton Rouge Loop Project moves forward in its planning efforts. It is my understanding that at the level of "participating agency" there would be no need for this office to do anything more than what has been provided at this time.

Please express my best wishes to Mayor Holden and those represented on the Capital Area Expressway Authority.

With kind regards, I am

Very truly yours,

  
James H. Welsh  
Commissioner of Conservation

JHW/PD/bmm

cc: Scott A. Angelle, DNR Secretary  
Louis E. Buatt, DNR Assistant Secretary



**BOBBY JINDAL**  
GOVERNOR

**HAROLD LEGGETT, PH.D.**  
SECRETARY

**State of Louisiana**  
DEPARTMENT OF ENVIRONMENTAL QUALITY  
OFFICE OF THE SECRETARY

April 3, 2009

Honorable Melvin L. "Kip" Holden, Chair  
Capital Area Expressway Authority  
9100 Bluebonnet Center Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

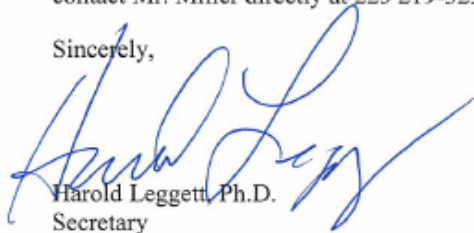
Re: Baton Rouge Loop  
Tier 1 Environmental Impact Statement

Dear Mayor Holden:

Receipt is acknowledged of your March 16, 2009 letter advising us of the on-going efforts regarding the above referenced project. I have asked my Assistant Secretary for the Office of Environmental Assessment, Mr. Paul Miller, to serve as our point of contact for the project. Mr. Miller attended the recent scoping meeting at the URS offices. We would be honored to serve as a Participating Agency in the development of the EIS.

If there are questions or you need further assistance from our Department, please feel free to contact Mr. Miller directly at 225 219-3233 or by e-mail at [paul.miller@la.gov](mailto:paul.miller@la.gov).

Sincerely,



Harold Leggett, Ph.D.  
Secretary

hl/pdm/mgt

]



BOBBY JINDAL  
GOVERNOR

**State of Louisiana**  
DEPARTMENT OF WILDLIFE & FISHERIES

ROBERT J. BARHAM  
SECRETARY

April 8, 2009

Mr. Edd Manges, C.E.P.  
Environmental Planning Department Manager  
HNTB Corporation  
9100 Bluebonnet Centre Blvd., Suite 301  
Baton Rouge, LA 70809

RE: Baton Rouge Loop Scoping Meeting

Dear Mr. Manges:

The professional staff of the Louisiana Department of Wildlife and Fisheries (LDWF) has reviewed the information provided by URS Corporation and Capital Area Expressway Authority regarding the proposed Baton Rouge Loop project. LDWF agrees to serve as a participating agency.

LDWF looks forward to reviewing project design details and the proposed construction methodologies as well as participating in interagency meetings and site visits. It is the intent of LDWF to avoid and/or minimize, to the greatest extent practicable, project impacts to wetlands, Scenic Rivers as well as other water bodies, riparian corridors, and other fish and wildlife resources.

The Louisiana Department of Wildlife and Fisheries seeks to work with you in a facilitative manner on this and future endeavors. Please contact Kyle Balkum (225-765-2819) of our Habitat Section should you need further assistance.

Sincerely,



Jimmy Anthony  
Assistant Secretary

mw

c: Kyle Balkum, Biologist Manager



United States Department of the Interior



FISH AND WILDLIFE SERVICE  
646 Cajundome Blvd.  
Suite 400  
Lafayette, Louisiana 70506

April 9, 2009

Mr. Edd Manges  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

Dear Mr. Manges:

The U.S. Fish and Wildlife Service (Service) hereby accepts your invitation (received via a March 16, 2009, letter) to become a Participating Agency in the development of a Tier 1 Environmental Impact Statement for the Baton Rouge Loop project. After attending the March 25, 2009, agency scoping meeting for that project, the Service offers the following comments as an addendum to our March 10, 2009, letter to you, and in accordance with the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321 et seq.).

Please consider widening/shifting the recommended corridor sections that traverse large forested areas so that they more closely follow the development/forest interface (e.g. widening/shifting Section E4 west). This would allow for possible roadway alignments that are less intrusive in large tracts of forested habitat.

Some of the recommended corridor sections appear to transect wetland mitigation banks. Please contact Mr. Stephen Pfeffer (504/862-2227) of the New Orleans District U.S. Army Corps of Engineers for information regarding bank locations within the study area.

We appreciate the opportunity to provide comments in the planning stages of this proposed activity. If you need further assistance, please contact Seth Bordelon (337/291-3138) of this office.

Sincerely,

Brad S. Rieck  
Deputy Supervisor  
Louisiana Field Office

cc: FHWA, Baton Rouge, LA  
LADOTD, Baton Rouge, LA





**DEPARTMENT OF THE ARMY**  
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 60267  
NEW ORLEANS, LOUISIANA 70160-0267

REPLY TO  
ATTENTION OF:

April 24, 2009

Operations Division  
Eastern Evaluation Section

SUBJECT: Baton Rouge Loop – MVN-2009-0805-MS

Mr. Melvin L. “Kip” Holden  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

Dear Mr. Holden:

As indicated in your letter dated March 16, 2009 the Capital Area Expressway Authority (CAEA) proposal for the Baton Rouge Loop Project will involve regulatory action by the United States Army Corps of Engineers – New Orleans District (CEMVN). Therefore, we accept your request to become a Participating and Cooperating agency in the preparation of an Environmental Impact Statement. All correspondence and/or other future communication should be directed to Mr. Stephen D. Pfeffer (OD-S) who will be the Corps’ regulatory point of contact regarding the subject proposal.

Phone: (504) 862-2227  
Fax: (504) 862-2117  
E-mail: [stephen.d.pfeffer@usace.army.mil](mailto:stephen.d.pfeffer@usace.army.mil)

As requested during the agency scoping meeting held on March 25, 2009, the CEMVN has provided the CAEA, via e-mail, geographic information system (GIS) files of the CEMVN wetland mitigation banks for use in your project planning. This data file represents the approximate boundaries of property, both active and proposed, that is under conservation servitude and has been used for compensation to unavoidable impacts to “waters of the U.S.” regulated under Section 404 of the Clean Water Act and/or “navigable waters of the U.S.” regulated under Section 10 of the Rivers and Harbors Act.

Considering the project is not a water dependant use, that is, does not require access to or proximity to be sited within a special aquatic site to fulfill its basic purpose, the CEMVN must assume there are practical alternatives that do not impact any special aquatic sites. Therefore, any Department of the Army authorization of a non-water dependant use that impacts special aquatic sites requires clear demonstration from the applicant that there are no less damaging practical alternatives that do not impact special aquatic sites.

CEMVN looks forward to working with you on this project. Should you have any questions or require additional information, feel free to contact Mr. Stephen D. Pfeffer at 504-862-2227.

Sincerely,

Pierre J. Serio  
Chief, Regulatory Branch





LOUISIANA DEPARTMENT OF AGRICULTURE & FORESTRY  
MIKE STRAIN, DVM  
COMMISSIONER



May 13, 2009

Mr. Edd Manges  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, LA 70809

Dear Mr. Manges:

In reference to the March 16th letter and your May 12th e-mail concerning the Baton Rouge Loop project, the following response is offered.

The Louisiana Department of Agriculture and Forestry is willing to participate in the EIS process for the Baton Rouge Loop. We can provide information on agricultural issues including identification of prime farmland, cropping systems, soil maps and soil classification.

Thank you for the opportunity to participate in this effort.

Very truly yours,

Mike Strain DVM  
Commissioner

MS:sw

cc: Brad Spicer, Assistant Commissioner  
Office of Soil & Water Conservation



## Choctaw Nation of Oklahoma

P.O. Box 1210 • Durant, OK 74702-1210 • (580) 924-8280

Gregory E. Pyle  
Chief

Gary Batton  
Assistant Chief

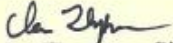
May 13, 2009

Edd Manges, C.E.P.  
Environmental Planning Dept Manger  
HNTB Corporation  
9100 Bluebonnet Centre Blvd., Suite 301  
Baton Rouge, LA 70809

Dear Edd Manges:

The Choctaw Nation of Oklahoma requests to be a consulting party for the Baton Rouge Loop Tier 1 EIS process. If you have any question please feel free to call our office @ 1-800-522-6170 ext. 2261.

Thank you

  
Ian Thompson PhD, RPA  
NAGPRA Specialist/Tribal Archaeologist  
Choctaw Nation of Oklahoma



***Agency Coordination Meetings Information and Minutes***



**Baton Rouge Loop Tier 1 EIS  
CAEA/FHWA/DOTD Kickoff Meeting  
February 12, 2009**

**Agenda**

1. Project Status
2. Project Approach
  - Streamlined Tier 1 EIS
  - Three Sections (Maps)
    - Corridor Segments (Maps)
    - Corridor Alternatives
3. Draft Purpose & Need
4. SOV Letter – Distribution List
5. Scoping Letter – Meeting – Distribution List
6. Lead, Cooperating, and Participating Agencies
7. Public Involvement Plan
8. Agency Coordination Plan
9. Schedule and Calendar
10. Other



**URS**

2/12/09

Job: BR Loop Project No. \_\_\_\_\_ Page \_\_\_\_ of \_\_\_\_  
 Description \_\_\_\_\_ Consulted by \_\_\_\_\_ Sheet \_\_\_\_ of \_\_\_\_  
 Checked by \_\_\_\_\_ Date \_\_\_\_\_

NAME	COMPANY	Phone	Reference
MADÉLINE ROGERS	URS	922-5830	
Suzanne McCains	URS	922-5918	
✓ Steve Wallace	ARMB	7105-7400	
✓ Scott Nelson	FHWA	757-7619	
✓ BOB MAHONEY	FHWA	257-7624	
✓ BRYAN HARMON	EBZ-DPA/CAEA	389-3186	
✓ Edd Manges	HNTB	368-2802	
✓ Gary Heitman	ARMB	7105 7400	
✓ Tom O'Grady	HNTB	816 870 6782	
✓ Bryan Jones	HNTB	308-2803	
✓ BOB SCHMIDT	HNTB	368-2822	
✓ Noel Ardoin	DOTD	242-4502	
✓ CARL MITCHELL	FHWA	757-7615	



**Baton Rouge Loop Tier 1 EIS  
CAEA/FHWA/DOTD Kickoff Meeting  
February 12, 2009  
Meeting Minutes**

**Attendees:**

<b>Name</b>	<b>Company</b>	<b>Phone Number</b>
Madeline Rogers	URS	922-5830
Suzanne McCain	URS	922-5948
Steve Wallace	ABMB	765-7400
Scott Nelson	FHWA	757-7619
Bob Mahoney	FHWA	757-7624
Bryan Harmon	EBR-DPW/CAEA	389-3186
Edd Manges	HNTB	368-2802
Gary Heitman	ABMB	765-7420
Tom O'Grady	HNTB	816-820-6782
Bryan Jones	HNTB	368-2803
Bob Schmidt	HNTB	368-2822
Noel Ardoin	DOTD	242-4502
Carl M. Highsmith	FHWA	757-7615

**Meeting Minutes:**

- Carl Highsmith opened the meeting with a discussion of the SEP 15 Application.
  - The draft document is in Carl Highsmith's inbox.
  - FHWA will have to stop short of any "official action" on this project until SEP - 15 Application is approved.
  - Carl would review the document immediately;
  - The SEP 15 would designate DOTD as a Cooperating Agency rather than a Lead Agency.
  - The SEP 15 is draft only so will need to be reviewed by FHWA and then sent to D.C. for final approval.
- Bob Schmidt discussed the Implementation Plan.
- The Capital Area Expressway Authority (CAEA) has been formed. It consists of the five Parish Presidents in the study area plus the LA Secretary of Transportation. CAEA is a Lead State Agency. At this time, the CAEA has no administrative staff.
  - East Baton Rouge Parish is administering the contract and Bryan Harmon, EBR DPW is acting as the CAEA representative;
- Lead Federal Agency is FHWA.
- DOTD is a Cooperating agency.
- Edd Manges discussed environmental agenda items:



**Baton Rouge Loop Tier 1 EIS  
CAEA/FHWA/DOTD Kickoff Meeting  
February 12, 2009  
Meeting Minutes**

- The Tier 1 EIS will be an inventory of a limited number of environmental and socioeconomic resources. Some environmental and socioeconomic resource topics will be addressed in the Tier 2 EIS.
- The study area is divided into 3 portions consisting of the North, South, and East "Sections". B. Mahoney suggested that the nomenclature of "Sections" be changed to "Units". Everyone agreed.
- The routes to be carried into the Tier 1 EIS consisted of 30 "Corridor Segments". B. Mahoney proposed that the "Segments" be referred to as "Sections". All parties agreed.
- The combination of "Sections" was referred to as "Corridor Alternatives". Everyone agreed to keep this nomenclature for the 18 Corridor Alternatives in the study area.
- B. Mahoney asked about Logical Termini and was in agreement with the logical termini already established for each unit.
- All parties also agreed to the naming scheme/labels of the project Units, Corridor Sections, and Corridor Alternatives.
- B. Mahoney asked about the Mississippi River bridge crossing. The project team members stated that extensive discussions had taken place with the U.S. Coast Guard and other navigation interests and that the Mississippi River Bridge crossings would be critical to the project.
- Bryan Harmon of CAEA stated that the varying sizes of the map labels gave the impression that one alternative may be perceived as more important than others. It was agreed by all parties that the size of the labels would be changed to be of a consistent size and shape.
- Edd Manges continued with a discussion of the EIS documentation:
  - 11x17 maps – Every effort will be made to combine similar resources to reduce the number of maps. It was agreed that maps and exhibits would be presented in a separate standalone map book for the NEPA documentation rather than embedded within the text.
  - The document would present as much information as possible using tables and short descriptions.
  - C. Highsmith recommended that electronic copies be made available via the website or CD's as FHWA offices not equipped to print out large volumes of documents.



**Baton Rouge Loop Tier 1 EIS  
CAEA/FHWA/DOTD Kickoff Meeting  
February 12, 2009  
Meeting Minutes**

- It was suggested that an Executive Summary for the Tier I EIS be compiled (something similar to the Implementation Plan brochure).
- The Solicitation of Views (SOV) and Scoping letters and lists (agency and stakeholder) were distributed for review;
  - FHWA personnel requested that the Purpose & Need be significantly shortened for inclusion in the Scoping letter.
  - Noel Ardoin - DOTD suggested that the short Tier I and Tier II Environmental Impact Statements explanation be included in the project description.
  - It was suggested that the Agency Scoping and SOV letter be combined.
  - FHWA will look at the SOV and Agency Scoping Letters and distribution lists.
  - It was suggested that the Federal Aviation Administration and the Floodplain Administrators for the five parishes in the project area be added to the agency distribution lists.
- The Mayor will open the Agency Scoping Meeting originally scheduled for March 18th. This date was pushed back a week to March 25th. The intent is to give the agencies a 30-day timeframe to review the information and schedule the meeting date. The scoping Meeting will be a working meeting with the agencies.
- It was suggested that the Public Meeting dates be included in the SOV and Scoping letters
- 30 days notice not necessary for public meeting notices. The SOV letter can go out with or without the date. Bryan Jones said that the Public Meeting venues and dates should be set by the middle of the week of February 16th.
- B. Mahoney wants to see the shortened Purpose and Need (P&N) statement prior to the agency letter going out.
- The topic of economic development will not be included in the P&N because it is not a reason for the project. There was some discussion of including as an ancillary benefit. After further discussion, economic development/stimulation will not be a part of Purpose and Need.
- FHWA/DOTD should provide comments on SOV/Agency letters by Wednesday the 17th. C. Highsmith stated that this could be potentially delayed by FHWA due to activities that may be associated with the Stimulus Package. DOTD and agency comments will be directed to E. Manges;
- N. Ardoin suggested that both the Regulatory Branch and the Operations Branch of the Corps of Engineers be included on the agency distribution list.



**Baton Rouge Loop Tier 1 EIS  
CAEA/FHWA/DOTD Kickoff Meeting  
February 12, 2009  
Meeting Minutes**

- E. Manges distributed a list of proposed Lead, Cooperating, and Participating Agencies for the project.
  - Typically, the letters requesting agency participation in the project is sent out by FHWA. However, FHWA stated that the letter could be sent out by the Joint Venture on behalf of FHWA, from the CAEA and signed by K. Holden. The Joint Venture will be responsible for putting the letter together.
- E. Manges distributed draft copies of the Public Involvement Plan and Agency Coordination Plan.
  - It was suggested that the draft Agency Coordination Plan be included with the Scoping letter to the agencies. The agencies will discuss the Agency Coordination Plan during the Scoping meeting.
- Project Meetings and Hearing were discussed:
  - 1st round of public meetings would re-introduce project.
  - 2nd round of public meetings would discuss progress and be prior to release of DEIS.
  - Public Hearings – formal hearing to get comments on DEIS.
  - Meetings would also be held for Stakeholders/Advisory groups.
  - Elected officials Briefings – not scheduled.
  - CAEA meetings will be conducted as needed.
  - Project website is currently being updated.
  - FHWA will remain a representative on the Advisory Committee.
  - Advisory Committee meeting schedule is tentative.
- Project calendar/schedule was discussed:
  - B. Mahoney recommended 60 day Public comment period for Draft EIS.
  - Final EIS and ROD timeframe is approximately 2 months – ROD no sooner than 30 days after release of FEIS.
  - Pre - Draft Tier I DEIS to FHWA - Early June (add to calendar).
  - Intent is to provide FHWA with a complete Pre - Draft EIS so that it can be sent to FHWA legal for review.
  - Draft Final EIS to FHWA – mid December (add to calendar).
- B. Schmidt asked if regular status meetings should be held with CAEA/DOTD/FHWA throughout the project. C. Highsmith said he would not mind having every other month. Bi - monthly meetings will be scheduled and added to Project calendar.





**Baton Rouge Loop Tier 1 EIS  
CAEA/FHWA/DOTD Kickoff Meeting  
February 12, 2009  
Meeting Minutes**

- C. Highsmith asked for a summary of FHWA action items from this meeting. They are as follows:
  - Review SOV and Agency Scoping Letters (after E. Manges revises).
  - Review distribution lists (after E. Manges revises).
  - Review draft Public Involvement Plan.
  - Review draft Agency Coordination Plan. ACP to be included with agency scoping letter.
  - SEP 15 – needs to be reviewed quickly and sent to Washington for approval.
- Working calendar to be posted on website once dates are finalized.



## Baton Rouge Loop Agency Scoping Meeting



Wednesday, March 25, 2009

10:00 a.m. - 1:00 p.m.

Name	Agency	Title	Address	Phone Number	E-mail address
Captain Frank Ducote	Louisiana State Police	Captain	17801 Highland Road	225-754-8500	frank.ducote@dps.la.gov
Seth Bordelon	U.S. Fish & Wildlife Services	Biologist	646 Cajundome Boulevard, Suite 400 Lafayette LA 70506	337-291-3138	seth_bordelon@fws.gov
Anthony Marino	BTR Airport	Director of Aviation	9430 Jackie Cochran Drive, Suite 300 Baton Rouge, LA 70807	225-355-0333	amarino@brgov.com
David Frank	U.S. Coast Guard	Bridge Administrator	500 Poydras Street, Room 1313 New Orleans, LA 70130	504-671-2128	david.m.frank@uscg.mil
Phil Johnson	U.S. Coast Guard	Bridge Management Specialist	500 Poydras Street, Room 1313 New Orleans, LA 70130	504-671-2128	philip.r.johnson@uscg.mil
Cleve Hardman	Office of State Parks	Director of Outdoor Recreation	P.O. Box 44426 Baton Rouge, LA 70804	225-342-8111	gchardman@yahoo.com
Sam Willis	USDA - NRCS	District Conservationist	2191 Tower Drive Denham Springs, LA 70726	225-664-1430 ext.	sam.willis@la.usda.gov
John Lavin	State Parks	Land Officer	P.O. BOX 44426 Baton Rouge, LA 70804	225-342-8114	jlavin@crt.state.la.us
Robert Lott	LDOTD	Environmental	1201 Capital Access Road Room 504F Baton Rouge, LA 70804	225-242-4504	robert.lott@la.gov
Quang Nguyen	LDOTD	Environmental	1201 Capital Access Road Room 504D	225-242-4513	quang.nguyen@la.gov



			Baton Rouge, LA 70804		
Jackie Baumann	Ascensio n Parish DPW	Chief Engineer	42077 Church Point Road Gonzales, LA 70769	225-621- 1131	jbaumann@apgov.us
Ben Laurie	Ascensio n Parish Planning	Civil Engineer	42077 Church Point Road Gonzales, LA 70769	225-621- 5700	blaurie@apgov.us
Brad Marler	URS	Biologist	7389 Florida Boulevard, Suite 300 Baton Rouge, LA 70806	225-922- 5711	bradley_marler@urscor p.com
Martin Handly	URS	Archaeologist	7389 Florida Boulevard, Suite 300 Baton Rouge, LA 70806	225-276- 4826	martin_handly@urscorp .com
Name	Agency	Title	Address	Phone Number	E-mail address
Kyle Balkum	LDWF	Biologist	P.O. Box 98000 Baton Rouge, LA 70898-9000	225-765- 2819	kbalkum@wlf.louisiana. gov
Matt Weigal	LDWF	Biologist	P.O. Box 98000 Baton Rouge, LA 70898-9000	225-763- 3587	mweigal@wlf.louisiana. gov
Carolyn Michon	LDWF	Biologist	P.O. Box 98000 Baton Rouge, LA 70898-9000	225-765- 2357	cmichon@wlf.louisiana. gov
Bob Mahoney	FHWA	Environmental Coordinator	5304 Flanders Drive Suite A Baton Rouge, LA 70808	225-757- 7624	robert.mahoney@fhwa. dot.gov
Randy Verdun	Biloxi- Chitimach a	Chief	122 Oakwood Lane Denham Springs, LA	225-485- 8765	chiefrandyverdun@bilo xi-chitimacha.com
Elias Hage	URS- Process & Energy	Civil Engineer	7389 Florida Boulevard, Suite 300 Baton Rouge, LA 70806	225-922- 5804	<a href="mailto:elias_hage@urscorp.com">elias_hage@urscorp.co m</a>
Karl Morgan	DNR- CMD	Acting Administrator	P.O. Box 44487 Baton Rouge, LA 70804	225-342- 6470	<a href="mailto:karl.morgan@la.gov">karl.morgan@la.gov</a>
Leo Boles	DOTD	Intermodal Trans. Manager	8900 Jimmy Weedell Baton Rouge, LA 70807	225-274- 4145	<a href="mailto:leo.boles@la.gov">leo.boles@la.gov</a>



Paul Miller	DEQ-OEA	Assistant Secretary	P.O. Box 4314 Baton Rouge, LA 70821-4314	225-219-3233	<a href="mailto:paul.miller@la.gov">paul.miller@la.gov</a>
Phyllis Darensburg	/CMDDNR	Public Info. Director	617 North 3rd Street 10th Floor Baton Rouge, LA 70802	225-342-8955	<a href="mailto:phyllisd@dnr.state.la.us">phyllisd@dnr.state.la.us</a>
Jerry Hall	NRCS	District Conservationist	7747 Hwy 1 South Addis, LA	225-687-2187 ext. 3	<a href="mailto:jerry.hall@la.usda.gov">jerry.hall@la.usda.gov</a>
Dennis Jones	LA Division of Archaeology	Project Developer	Capital Annex	225-342-6932	djones@crt.state.la.us
Charles Dartez	URS	Project Mgmt-Project Lead	7389 Florida Boulevard, Suite 300 Baton Rouge, LA 70806	225-922-5700	charles_dartez@urscorp.com
Jim Ferguson	EBRP - DPW	Drainage/Bridge Engineer	P.O. Box 1471 Baton Rouge, LA 70821	225-389-3196	jferguson@brgov.com
Carl M Highsmith	FHWA	Project Developer/Team Lead	5304 Flanders Drive Suite A Baton Rouge, LA 70808	225-757-7615	chris.melton@la.gov
Chris Melton	CMD/DNR	CRS Supervisor	617 North 3rd Street 10th Floor Baton Rouge, LA 70802	225-342-6841	carl.highsmith@dot.gov
Ontario James	CMD/DNR	CRS	617 North 3rd Street 10th Floor Baton Rouge, LA 70802	225-342-7358	ontario.james@la.gov
Name	Agency	Title	Address	Phone Number	E-mail address
Scott Nelson	FHWA	Area Engineer	5304 Flanders Drive Suite A Baton Rouge, LA 70808	225-757-7619	snelson@fhwa.dot.gov
Ray Lechner	U.S. Coast Guard	Commanding Officer, MSU Baton Rouge	6041 Crest Mount Drive Baton Rouge, LA	225-298-5400 ext.238	raymond.j.lechner@uscg.mil
John Ettinger	EPA	Environmental Project Specialist	1445 Ross Avenue Dallas, TX 75202-2733	504-862-1119	ettinger.john@epa.gov



Huey Dugas	CRPC	Chief of Planning	333 North 19th Street Baton Rouge, LA 70802	225-383-5203	hdugas@brgov.com
Bryan Jones	HNTB	Public Involvement	9100 Bluebonnet Centre Boulevard Suite 301 Baton Rouge , LA 70809	225-368-2803	brjones@hntb.com

- Meeting was called to order at 10:15 a.m. with a welcome statement by Craig Gardner (URS).
- Mr. Walter Monsour spoke about the Project Vision of the Baton Rouge Loop (BR Loop) and the importance of the project to the region.
- Mr. Bob Schmidt (HTNB) described the project as follows: The BR Loop is proposed to be an eighty (80) to ninety (90) mile long roadway that takes traffic around the Baton Rouge area in a controlled access free-flow manner. The BR Loop will initially be constructed as a four-lane facility with the ability to add at least two (2) additional lanes (one in each direction), when traffic demands warrant. Mr. Schmidt explained how corridors emerged from the Implementation Plan phase of the project completed in 2008, and were advanced into the Tier 1 Environmental Impact Statement (EIS) phase of the project.
- Mr. Schmidt explained the Purpose and Need for the Proposed Project. Mr. Schmidt described how traffic congestion and delays have steadily increased; therefore, the purpose of the Baton Rouge Loop project is to provide an alternate route for motorists to:
  - Reduce existing and projected future congestion
  - Expand highway capacity
  - Address future travel demand
  - Enhance regional roadway and transportation network connectivity
  - Improve the safe movement of people and goods within and through the five parish project area.
    - Ascension
    - East Baton Rouge
    - Iberville
    - Livingston
    - West Baton Rouge



- Following, Mr. Schmidt described how pressure on the existing roadways in the five-parish area provides the need for the BR Loop project.
  - Traffic congestion and delays have steadily gotten worse over the past 15 years, especially after Hurricane Katrina.
  - Traffic volumes and resulting congestion will continue to increase in the future.
  - Traffic flow is restricted at I-10 and US 190 Mississippi River Bridge crossings, and convenient alternative crossings do not exist.
    - The only currently operational alternative structure crossing of the Mississippi River is located at Donaldsonville 33 aerial miles south of the I – 10 bridge.
    - The John J. Audubon Bridge at New Roads, currently under construction with an anticipated opening of summer 2010, is located 21 aerial miles north of the US 190 bridge and 25 aerial miles north of the I – 10 bridge.
    - 
    - The three ferries, St. Francisville, Plaquemine, and White Castle that serve the BR Loop study area are sporadic in their reliability and operation due to river and weather conditions and/or mechanical conditions.
  - Lack of convenient alternative routes forces local traffic onto I-10 and I-12, increasing congestion.
- Edd Manges (HNTB) explained the Tier 1 Environmental Impact Statement (EIS) approach to the project. The studies to be conducted for the Tier 1 EIS were determined to be those with the greatest potential for impact or public, stakeholder or agency concern. The intent of the Tier I EIS is the identification a single corridor (Preferred Alternative). The Tier 1 study will address the following areas through a Geographic Information System (GIS) desktop analysis:
  - a) Land use
  - b) Social and Community Impacts
  - c) Parks, Recreation Areas, Wildlife Refuges, Public Lands and other Community Facilities
  - d) Traffic and Transportation
  - e) Air Quality
  - f) Wetlands



- g) Water Body Modification
  - h) Floodplains
  - i) Threatened and Endangered Species
  - j) Cultural Resources (Phase 1A)
  - k) Waste Sites
  - l) Section 4 (f) resources
  - m) Section 6 (f) resources
  - n) Cumulative and Indirect Effects
- 
- Q/A: A representative from the Coast Guard asked if the topic of marine navigation would be analyzed in the Tier I EIS. Mr. Manges stated that the subject of navigation was not originally identified but would be added.
  - Mr. Manges continued and explained that the Tier 1 EIS process would not include detailed field studies but could include limited spot-checking, if necessary. He also explained that the evaluations will be based on best professional judgments and will be presented as order-of-magnitude estimates of potential impacts.
  - Mr. Manges went on to discuss the Tier 1 EIS document that will be organized in a concise, reader-friendly format prepared in accordance with Federal Highway Administration (FHWA) guidelines.
  - Mr. Manges also explained that the Tier 2 EIS would be initiated to identify detailed design features, impacts, and mitigation measures.
- 
- Mr. Manges then introduced Mr. Steve Wallace (ABMB) who described the study area and the history of the project alternatives. Mr. Wallace showed the project study area on the map and explained how there were initially twelve Mississippi River crossing locations identified. The identification of the twelve Mississippi River crossings was a major factor that influenced where corridors were established. These were eventually reduced based on traffic needs and impacts. Mr. Wallace gave the following reasons as to why some corridors were eliminated:
    - Low traffic counts
    - Congestion and safety issues
    - Mississippi River crossings were too close to the bends in the river presenting navigation hazards
    - Impacts to wetland areas
    - Cost concerns



- Impacts to town center areas (e.g. Central)
- Q/A: A Coast Guard representative asked “What does the width of the segments on the Corridor Sections map represent?” Mr. Steve Wallace responded that the widths of the segments are dictated by the constraints in the area near the segments.
- Q/A: A Coast Guard representative asked “Were there any corridors added?” Mr. Steve Wallace responded that the corridor refinement process map was produced in April of 2008, and has since been revised to include additional corridors.
- Mr. Wallace introduced Ms. Madeline Rogers who explained the project organization. She explained that with the cooperation of the FHWA and the DOTD, the project was divided into 3 units: the North, the South and the Eastern Units. Each unit is subdivided into its simplest component, the corridor section. There are a total of 30 corridor sections that make up the 3 project units. The 30 corridor sections form 18 possible corridor alternatives in the entire project.
- Q/A: A Coast Guard representative asked if section S2 and S3 are two options to cross the river and if only one would be used? Ms. Rogers responded that only one of the two options would be utilized.
- A live GIS demonstration began and Mr. Wallace, with assistance from Mr. Tom Hunter went through the entire project explaining the rationale for the various corridor alternatives.
- Q/A: A representative from the Coast Guard asked about the option of using the existing 190 Bridge or would a new bridge be necessary. A member of the project team indicated that it would likely be a new bridge adjacent to the existing bridge. The Coast Guard also commented on the fact that a river model that should assess potential damage from barges, the tightness of the river bend, and the river currents that are particularly strong in that area. It was stated that the combination of these factors had made the location of the existing 190 Bridge an inappropriate choice. Constructing additional piers would possibly cause an increase in river traffic accidents. It was recommended that the location for the simulation be conducted between sections N2 and N3. The





Coast Guard suggested the project team contact Seamans Church regarding their simulation program.

- The project team went on to explain that the N3 alignment is much further removed from the needs of the project in terms of timesavings and will generate less revenue that would decrease the likelihood of the segment being able to pay for itself. Section N3 would impact many more wetlands than section N2 and would be more expensive to build since it would likely have to be on structure.
- An agency representative from the Department of Wildlife and Fisheries pointed out that Section N8 crosses the Comite River that is a Natural and Scenic Stream.
- Q/A: Scott Nelson with the FHWA asked if the spacing of the interchanges on the rural reaches were 3 miles apart. Mr. Wallace responded that the locations of the interchanges did conform to FHWA guidelines for the placement of interchanges for roadways in rural areas.
- Q/A: An agency representative asked if the project team has been coordinating with Weyerhaeuser on mitigation options. Mr. Wallace responded that he was not aware of the Weyerhaeuser Mitigation Bank but that the project team would be contacting Weyerhaeuser representatives.
- A Coast Guard representative mentioned that the Amite River is a navigable waterway and that the project team would need to coordinate with the Coast Guard on the bridge crossing at Port Vincent. The project team said that close coordination with the Coast Guard would occur to obtain the necessary clearances for the navigable waterways.
- 45-minute intermission for lunch at 12:10 p.m.; Meeting resumed at 1:00 p.m.
- Mr. Tom Hunter (URS) mentioned that the corridor alternatives for the Eastern Project Unit could be expanded to the wetland/non-wetland interface. The project team indicated that sections E-4, E-5, and E-6 would likely be elevated due to the river crossings, wetlands, and developments in that area.



- Mr. Wallace and Mr. Hunter continued the explanation of the Eastern Project Unit corridor alternative section. Section E4 was established based on community input. Mr. Wallace also explained that the location of the interchange of Section E1 was dictated by interstate spacing requirements for roadways in rural areas and constraints of community features such as churches, schools etc.
- Following the explanation of the eastern corridor sections, Mr. Wallace went on to describe the sections that comprise the Southern Unit.
  - Wayne Nguyen (DOTD-Environmental) asked about the location of the Pinnacle Casino property on the east bank of the Mississippi River. Mr. Wallace pointed out the location and mentioned that Pinnacle had also purchased the Longwood Plantation property just south of Gardere Lane.
  - A Coast Guard representative also pointed out that Bayou Plaquemine is a navigable waterway that would require a permit.
  - An agency representative mentioned that section S6 goes through several mitigation banks. The project team indicated that the Spanish Lake mitigation bank would need to be located and mapped.
  - Mr. Wallace explained that Corridor Alternative Section S7 would tie in with I-10 and that I-10 would be upgraded from that point southward to Corridor Alternative S9.
  - A Coast Guard representative asked how many lanes would be on the southern Mississippi River bridge crossing. Mr. Bob Schmidt replied that there would likely be four lanes.
  - Mr. Wallace explained that the existing LA 30 would serve as a frontage road.
- Karl Morgan (Louisiana Department of Natural Resources Coastal Management Division LDNR-CMD) asked if the GIS system included oil and gas wells. M. Rogers replied that the project team had worked closely with the LDNR to obtain this data and that the data would be imported into the GIS.
- Mr. Bob Schmidt briefly went over the Agency Coordination Plan process and that requests were sent out to request for Cooperating and Participating Agencies the week of March 16, 2009. Mr. Manges added that the project team would like to see formal responses from these agencies as well as from the Participating Agencies.



- Mr. Schmidt explained that lead agencies were the Federal Highway Administration and the Capital Area Expressway Authority and Cooperating agencies are the DOTD, the U.S. Army Corps of Engineers, and the Coast Guard.
- Mr. Schmidt then introduced Mr. Bob Mahoney of the FHWA. Mr. Mahoney invited comments on the Purpose & Need, the range of alternatives and the overall project approach. He requested that the comments be submitted within 5 days. Formal response from agency will need to be transmitted in order to properly be noted as a Participating Agency.
- Mr. Schmidt closed the meeting by mentioning that the Project Team included a land use consultant that would be contributing to the EIS and would assist with plans for corridor preservation. He also reiterated the following:
  - Comments should be transmitted to Edd Manges (225.368.2803).
  - The project has a very aggressive schedule, therefore please share/provide comments and feedback as soon as possible (within 5 days).
  - Please respond to any and all correspondence being sent out.
  - Approaches to a corridor preservation plan would like to be viewed/heard by the BR Loop team and CAEA as well as FHWA.
  - Agencies are asked to identify a specific contact that the project team can dialogue with through this process.
- Mr. Schmidt mentioned that a meeting summary would be distributed. He also informed the agency representatives that there was a project website located at [www.brloop.com](http://www.brloop.com)
- The meeting was adjourned about 1:45 p.m.



## Project Update Meeting

Wednesday April 22, 2009  
1:30 to 3:00

### Agenda

- Welcome/Introductions
- Project Update
  - Public Meetings (03/19 - 26/2009)
  - Scoping Meeting (03/25/2009)
  - Other Meetings
  - Other
- Unit Corridor Section Modifications
  - South Unit
  - East Unit
  - North Unit
- Preferred Corridor Evaluation Methodology
  - DEIS - Preferred Corridor Identification
- Wrap - Up



## Project Update Meeting

Wednesday April 22, 2009

Sign in sheet:

Name	Agency
Edi Mangus	HNTB
Madeline Rogers	URS
<del>Scott Nelson</del>	FHWA
Stephen Wallace	AECOM
BOB MAHONEY	FHWA
Noel Andoia	DOTD
Brian Harmon	BR-PPW
BOB SCHMIDT	HNTB



**Capital Area Expressway Authority**  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

## Summary of Agency Update Meeting for Baton Rouge Loop April 22, 2009

### Attendees

<b>Name</b>	<b>Company</b>	<b>Phone Number</b>
Madeline Rogers	URS	922-5830
Scott Nelson	FHWA	757-7619
Bob Mahoney	FHWA	757-7624
Bryan Harmon	EBR-DPW/CAEA	389-3186
Edd Manges ( <i>Moderator</i> )	HNTB	368-2802
Bob Schmidt	HNTB	368-2822
Noel Ardoin	DOTD	242-4502
Steve Wallace	ABMB	765-7400

This meeting was held as part of a series of several regularly scheduled meetings with the FHWA and the DOTD to keep the agencies advised on project developments and progress. The purpose of this meeting was to primarily discuss revisions to the corridor alternative sections and to get feedback on evaluation parameters for the corridors.

- Bob Schmidt opened meeting at 1:35 p.m. He reminded attendees that this meeting was part of a series of regularly scheduled bi-monthly meetings to keep FHWA and DOTD informed of project developments.
- Public meetings were held in mid-March with heavy turnouts in East Baton Rouge, Ascension and Livingston Parishes. Documentation for these public meetings will soon be disseminated.
- Edd Manges stated that some comments have been received as a result of the Agency Scoping Meeting held on March 25, 2009. He also mentioned that the Project Team was still in the process of finalizing Cooperating and Participating statuses of the agencies. The Project Team is encouraging formal comments from the agencies.
- Bob Mahoney stated that the Project Team should continue outreach to all of the agencies to keep them updated on project developments.



- B. Schmidt reviewed some of the meetings that were held with various groups such as with the Mayor of Port Vincent and the Livingston Parish President, Mike Grimmer. The officials provided input on two nearby corridors because they were concerned that the project would negatively impact the Town of Port Vincent. Mr. Grimmer recommended that a committee be established to represent these areas. Three citizens were selected for the committee. The representatives from Port Vincent do not want the corridor inside the city limits.
- B. Schmidt reviewed additional meetings held with the U.S. Coast Guard (USCG) and marine groups where computer navigation models were discussed. Many meetings with the USCG have been held since the early stages of the project. Initially, there were fourteen potential bridge crossings that have been narrowed down to four. It is unlikely that the USCG would approve of any crossing located immediately north of the existing US 190 bridge due to existing navigation issues. The most likely location for a bridge crossing would be immediately south of the existing US 190 bridge. One scenario would be to improve the existing bridge and keep it in place as a long term solution. Another scenario would be to build a new bridge for the Baton Rouge Loop project and later dismantle the existing bridge.
- Steve Wallace explained that a separate meeting was held with Commander Lechner, Commanding Officer with the USCG, who was concerned about the distance between the spans on a new bridge and the potential additional navigation hazards. The Project Team explained to Commander Lechner that spans on a new bridge could be built twice as far apart as for the existing bridge thereby not adding to existing navigation hazards.
- B. Schmidt described the river pilots test simulator that would emulate conditions on the Mississippi River where the bridge would be located. He explained that the Project Team was in process of determining the cost.
- B. Schmidt explained that the Project Team was in the process of trying to arrange a river tour. The purpose of the tour would be for the project engineers to have a better understanding of the navigation challenges faced by river pilots. The tour would be conducted as part of the agency coordination process. The USCG is in the process of deciding the best and safest time to conduct the river tour. B. Schmidt invited the FHWA and the DOTD to be a part of the tour.
- Steve Wallace then explained the changes in the Corridor Alternatives in the Southern Unit.
  - S1 widened to accommodate an interchange.



- S2 widened to expand corridors to include upland/wetland transition area. This comment was a response to the solicitation of views by the U.S. Fish and Wildlife Service.
- S3 widened to allow for an interchange on East Baton Rouge Parish side and to allow LSU some flexibility on agricultural lands. The Project Team met with LSU and has a copy of their Master Plan. Also, the S3 bridge crossing was widened to accommodate the power line crossing.
- An additional section was added on the east bank for engineering reasons to allow for access to the former S7 (now S8) section.
- The corridor south of Gonzales was widened to accommodate an interchange footprint.
- The corridor near Plaquemine was widened to avoid some residences on road leading to the strategic petroleum reserve.
- B. Mahoney suggested that the corridor at the bridge on the east side of the river be narrowed to eliminate part of corridor that won't be used.
- S. Wallace explained that this area was widened to have room for an interchange.
- S. Wallace continued to explain corridor revisions in the Eastern Unit:
  - Corridors were widened at the suggestion of the USFWS to encompass more of wetland/upland interface.
  - A section was added between former Sections E7 and E8 to facilitate East-West corridor connectivity.
  - The northernmost Eastern Unit section was widened to give Weyerhaeuser, large stakeholder, the flexibility to incorporate their land plans with the project.
- B. Mahoney stated that the Project Team needed to clarify the rationale for the corridor revisions for the public and agencies in the next round of meetings. The Project Team would need to summarize the changes from the last round of meetings by stating that the changes were due to engineering, agency and public concerns. The Project Team agreed to have this in place for next round of public meetings.
- S. Wallace stated that revisions to the corridor near Port Vincent should not alter project costs because a corridor that was previously considered and dropped would have been





built on structure. B. Schmidt indicated that changes will likely not be made to Section E4 in response to citizen concerns because no other options exist in this area. The incorporated area of Port Vincent is sparsely populated and every attempt will be made to avoid impacts at the alignment level. Changes in the Eastern Unit could be summarized as no corridors were eliminated but some were expanded due to agency concerns. A corridor with more impacts was dropped and the current option has fewer potential impacts.

- S. Wallace continued by reviewing issues in the City of Central and explaining that the Project Team has been working with Moore & Associates, planners for the City of Central. B. Mahoney asked if the land use plan was overlaid with the corridors. S. Wallace explained that Sections N9 and N10 were established based on input from the City of Central based on the land use plan.
- B. Mahoney stated that the Project Team should consider smoothing out curves on Section N10 because it does not fit the overall model of a transportation corridor. S. Wallace explained that this configuration was established in order to avoid new subdivisions. S. Wallace stated that the first in a series of meetings would be held with the City of Central on May 1, 2009 to discuss corridor revisions.
- There was a question as to whether or not a feature that came up as a park on the Geographic Information System (GIS) was really a 4(f) park. E. Manges said that a field reconnaissance indicated that this area was not a park and was perhaps a subdivision that was never developed. Noel Ardoin suggested that property tax records be checked to verify who pays property tax. The Project Team stated that the tax parcel would be reviewed to make sure that this area was not public property.
- The Southern and Eastern Unit corridor alternatives are ready for analysis. The Northern Unit corridors will be finalized pending discussions with the City of Central leadership.
- E. Manges began discussion on the evaluation parameters for the corridors.
  - Hydric soils will likely be used for the desktop wetland analysis or a combination of the National Oceanic and Atmospheric Administration (NOAA) wetland layer and hydric soils will be used.
  - N. Ardoin suggested early consultation with Corps as they may want the analysis to include soil types. She also suggested that the Project Team should make it clear to the Corps that the wetland analysis is only a “broad brush” review for the Tier 1 EIS. Wetland reserve properties should be avoided.



- E. Manges pointed out the presence of several mitigation banks located along Corridor S6. N. Ardoin stated that these areas should be avoided but it may or may not necessarily eliminate the alternative as viable. The Project Team will verify the mitigation bank boundaries.
- N. Ardoin suggested that the Project Team develop a “fatal flaw” layer in the GIS that could be described as a list of what area the Project Team believes will be difficult or impossible to obtain permit.
- Bryan Harmon mentioned that conservation areas that would need to be avoided. The Project Team indicated that they would contact Melissa Gilbeau at the City-Parish to obtain this information.
- B. Schmidt indicated that the desire of the Project Team is to come out of the Tier I EIS with a Preferred Corridor for the Northern, Southern and Eastern Units.
- N. Ardoin stated that the DEIS does not have to identify a preferred corridor in each of the units. For example, the DEIS can identify preferred corridors in the South and East but a preferred corridor does not have to be identified in the North. However, the FEIS would have to identify a preferred corridor in all units. Based on comments received after the Public Hearing, a decision on a Preferred Alternative would be made for the FEIS and ROD. The project can go to Public Hearing without an identified alternative.
- B. Mahoney addressed the fact that there is an interchange locations approval process for FHWA that addresses spacing between interchanges. He suggested that the Project Team put a preliminary information package together and submit to FHWA. The Project Team should work with Scott Nelson and Carl Highsmith to determine official classifications such as rural or urban; interchange spacing and impacts on traffic flow. This would start the federal process on interchanges.
- B. Mahoney also addressed the SEP 15 issue. He said that the document was still at FHWA headquarters in D.C. Without FHWA approval, the DEIS cannot move forward with FHWA being the lead agency. It may be possible to get the Coast Guard or Corps as lead agency, if DOTD will not agree.
- B. Mahoney asked how the comparison between impacts of the various corridors will be addressed with the corridors having varying widths. E. Manges explained that acreages will be expressed as percentages of the total corridor acreage. B. Mahoney stated that evaluation matrices should be shared with the agencies. FHWA advised that we use



qualitative evaluations such as “High/Med/Low” as much as possible. Mahoney emphasized that terms “High/Medium/Low” would need to be defined.

- Meeting adjourned at 3:55 p.m.



**Baton Rouge Loop  
Meeting Summary**

May 7, 2009

Maritime Pilots Institute  
Covington, Louisiana

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This summary is to document a meeting at the Maritime Pilots Institute in Covington, LA, on May 7, 2009. The purpose of the meeting was to learn more about Mississippi River marine navigation modeling that has been encouraged by the Coast Guard and river pilots for use on the Loop project. This modeling would enable the river pilots to understand the proposed project and provide input to the engineer team and Coast Guard regarding the Loop's proposed Mississippi River bridge locations. MPI maintains an existing model of the Mississippi River from the U.S. 190 bridge in Baton Rouge to the mouth of the river. MPI uses this model in training river pilots.

Steve Wallace and Bob Schmidt participated in the meeting representing the Loop team. Other participants were:

George Burkley – MPI Executive Director , and one other MPI staff  
Marty Gould – N.O. - B.R. Steamship Pilots Association Vice-President; St. Tammany Parish Councilman  
David Frank – Chief, Bridge Administrative Branch, Coast Guard 8th District , and one other Coast Guard staff

**Wallace and Schmidt were interested in the following key components of the modeling process:**

**What is the model and how does it work?**

The model is a 3d model, including a river experience from the bridge of a deep draft ship. The model is developed to replicate river currents, topography, and weather events that a pilot would experience when navigating the river. Existing river bridges are built into the existing model. Wallace and Schmidt experienced a trip under the existing Huey P. Long bridge.

**What data inputs will be required from the Loop team to feed into the model?**

The engineering level of detail developed during the Loop Implementation Plan will be sufficient for input to the model. The Loop team will need to develop supplemental engineering information for the crossing south of Plaquemine. Engineering drawings will be delivered to MPI in Microstation format. Additionally, the engineering team has been requested by MPI to provide the existing 3-D model (or one similar) for the cable stayed bridge shown in the Executive Summary newsletter, so that a realistic appearance of the new bridges can be built into the model. The MPI uses a Washington-based consultant that has developed and maintained the existing river marine navigation model.

**What time frame is needed to develop the model?**

The model can be completed approximately 4 weeks after the Loop team provides data to MPI.



**What is the time frame and process for the mariners to experience the model?**

Marty Gould will lead the effort to engage the river mariners to experience and provide input to the model. Below is the general process:

- During the time when the model is being developed, the Loop team will give a presentation on the Loop project at the next Maritime Navigation Safety Association (MNSA) meeting in New Orleans. The next MNSA meeting will be towards the end of May.
- When the model is completed, George Burkley of MPI will facilitate small group tours (approximately four in a group) of the model by interested Mariners. This is expected to occur over an approximate 4 week period after the model is running.
- Including the time to develop the model and for the mariners to experience the model, a total of 8 weeks is expected to complete the process.

**How much cost is associated with building the model with the proposed new bridge locations?**

George Burkley will discuss with the outside modeling consultant the level of effort and cost of including the proposed Mississippi River bridges in the model. Information on this is expected to be presented to the Loop team early the week of 5/11.



Baton Rouge Loop Agency Update Meeting

Wednesday, July 8, 2009

9:00 a.m. - 12:00 p.m.

Name	Agency	Title	Address	Phone Number	E-mail address
Matt Voigt	LOUF	Scenic River Biologist	2000 Quail Dr. B.R.	225-763-3587	mvoigt@oulf-la.gov
Carolyn Michon	"	LWHP Bio.	"	225-765-2357	cmichon@oulf-la.gov
CLEVE HARDMAN	OFFICE OF STATE VALLES	DIRECTOR OF OUTDOOR RECREATION	P.O. Box 44426, Bil 70804-4426	225-342-8111	chardman@crf.state.la.us
BOB MATHONEY	FHWFA	ENVIR COORD	BILA 70808 5304 FLANDERS DR A	225-757-7624	robert.mahoney@shwae.dot.gov
SHARON J. BALFOUR	POTD	INTERNATIONAL TRAVEL ADM./MARINE & RAIL	P.O. Box 94245 B.R., LA 70804	225-374-4350	SHARON.BALFOUR@LA.GOV
PAUL D. MILLER	LDEQ	Assistant Secretary Office of Env Assessment	P.O. Box 4314 B.R., La 70821	225-219-3233	pauc.miller@la.gov
Sam Willis	NRES	District Conservationist	2191 Tower Drive Denham Springs, LA 70826	225-664-1430 #13	Sam.Willis@la.usdoe.gov
Noel Ardoin	POTD	Enviro. Engr. Adm.		225-2404501	noel.ardoin@la.gov
Ontario James	DNR/KMD	Coastal Resources Scientist		225-342-7358	Ontario.james@la.gov
PHIL JOHNSON	COAST GUARD	BRIDGE MET. SPEC.	70130 500 Ardus St. New Orleans	504-671-2128	Philip.P.Johnson@uscg.mil
Charles Demas	USGS	USGS Louisiana WATER SCIENCE DIRECTOR	Suite 120 3535 S. Slurwood Forest Blvd Baton Rouge 70806	225-248-5480	cdemas@usgs.gov
George Atrement	USGS	USGS LWSC Assoc. Director	Same	Same	garement@usgs.gov
JOHN ETTINGER	EPA		46 CORPS OF ENGINEERS PO BOX 6027 New Orleans	504-862 1119	ETTINGER.JOHN@EPA.GOV
Nick Parham	USCG	45 Waterways Chief MSU Baton Rouge	604 Crestmount Baton Rouge 70809	248-5400	nicholas.parham@uscg.mil
Raymond Lechner	USCG	LCDR, Commanding Officer MSU Baton Rouge	Same ↑	<del>248</del> 5400	raymond.j.lechner@uscg.mil



Baton Rouge Loop Agency Update Meeting Wednesday, July 8, 2009 9:00 a.m. - 12:00 p.m.					
Name	Agency	Title	Address	Phone Number	E-mail address
Stephen Pfeffer	Corps of Engineers	Env. Sci.	7400 Leake Ave New Orleans, LA	504-862-2227	stephen.d.pfeffer@usace.army.mil
David Deloach	Morrison		P.O. Box 576 Port Allen, LA	225-336-9933	zDave@deloachmarine.com
Steve Wallace	AtmB				
Anthony Marino	AtmB	Director		225-3150-3377	
Joshua Marceau	USFWS	Biologist	646 Cajundome Blvd Suite 408 Lafayette, LA	337-291-3110	Joshua.Marceau@fws.gov
Wiley Dugas	CRPC	Dir of Transp		383-5203	wdugas@brg.gov



## **Summary of Agency Update Meeting for Baton Rouge Loop July 8, 2009**

- Meeting was called to order at 9:10 a.m. with a welcome statement by Bob Schmidt (HNTB).

### Edd Manges (HNTB):

- Discussed status of Cooperating and Participating agencies. He reported that the Cooperating agencies were:
  - The Department of the Army, New Orleans District, Corps of Engineers;
  - The Eighth Coast Guard District; and
  - The Louisiana Department of Transportation and Development.
- Ten (10) formal responses from agencies that agreed to be Participating agencies.

### Steve Wallace (ABMB):

- Described changes made to the corridors via a GIS demonstration. Mr. Wallace explained the following changes:

#### South Unit:

- Section S1 widened near I-10 to accommodate an interchange;
- Section S2 widened in some places to allow for options in open areas as opposed to wetlands or forested areas;
- Section S3 widened to increase options for placement of roadway;
- Section S7 added to allow a connection from S5 to S8;
- Section S10 widened slightly to accommodate geometry;





- Section S11 widened to accommodate an interchange at I-10;

East Unit:

- Section E1 widened slightly for potential curvature;
- Sections E4 and E6 widened in response to agency comment to include higher land along wet/nonwet interface;
- Section E10 widened to accommodate long-term plans by Weyerhaeuser, the owner of the property surrounding E10;

North Unit:

- Section N14 widened to accommodate interchange at I-12;
- Section N11 added to provide another North-South option as requested by Livingston Parish and the City of Central;
- Section N6 added to provide the option of staying east of the Comite River;
- Section N3 widened slightly along Hooper Road to accommodate existing development;
- Sections N1 and N2 widened to accommodate interchange and to provide for geometry necessary for linking existing LA 415 and US 190;

B. Schmidt

- Discussed how the corridor alternatives were narrowed down from the numerous options that were originally presented in the Implementation Plan.
- From the Implementation Plan, four Mississippi River Bridge crossings, two north of I-10, and two south of I-10 were brought forward for further study in the Tier 1 Environmental Impact Statement (EIS).
- Navigation modeling will be conducted to simulate various Mississippi River conditions for the project river crossings.



The simulation model would enable mariners to provide input to assist the Project Team in designing a bridge that would not add to existing navigation hazards.

- In the North Unit, the red corridors shown represent corridor sections that were eliminated. The northernmost bridge crossing was eliminated for the following reasons:
  - o Don't meet the Purpose and Need of the project (don't generate enough traffic and revenue);
  - o Wider stretch of river requiring longer spans and more piers;
  - o More wetland area to cross;
- Question/Answer (Q/A): Ms. Sharon Balfour of the DOTD Intermodal Transportation Administration/Marine & Rail asked for clarification on whether or not a 2<sup>nd</sup> bridge was being considered in addition to the existing US 190 bridge. Project Team members responded that a bridge north of the existing US 190 bridge would be closer to the bend in the river thereby increasing navigation hazards and engineering challenges. A bridge immediately south of the existing US 190 bridge would be a more acceptable engineering solution in terms of not adding more hazards than what already exist. The less expensive solution would be to construct a new bridge rather than to widen the old bridge. The issue is whether to use both bridges or to demolish the old. Ms. Balfour indicated that the US 190 bridge was being considered as part of a high – speed rail initiative through the state. Ms. Balfour suggested a railroad track should be added to a new bridge to accommodate high-speed rail. She said that high – speed and conventional rail cannot use the same track.
- Q/A: Commander Lechner of the U.S. Coast Guard stated that it would be better to eliminate the US 190 bridge. He would prefer no piers in the river.

#### Z. David Deloach (Maritime Representative)

- Opposed to having a new pier placed too far below the existing pier;
- Piers next to existing pier would be less of an issue;



- Opposed to any structure that would restrict the size of a tow as this would impact national commerce;
- Size of tows are already restricted during high water;
- The Baton Rouge span is 850 feet wide with only 650 feet of useable space due to the location of the Alcoa dock;
- Opposed to a bridge with a pier placed next to the Baton Rouge span;
- Would possibly support the placement of a pier next to the Port Allen span if a design is presented;
- River boat captains need to be able to utilize the river simulation model;

Bob Schmidt (HNTB):

- Indicated that the model would be available for a month long period for use by maritime interests;
- Would like for Mr. Deloach to suggest individuals who should have access to the river simulation model;

Commander Lechner (USCG):

- USCG permits require coordination with mariner's groups.
- Q/A: Bob Mahoney (FHWA) asked if there would be a matrix available to document the rationale for elimination of the northernmost bridge crossing. B. Schmidt responded that there would be a side-by-side comparison of the bridge crossings showing construction costs, traffic, environmental and navigation impacts. B. Mahoney reiterated that the rationale for the elimination of the bridge crossing needs to be firmly established;
- B. Schmidt said that he had been attempting to set up a river tour for the project team and other interested parties to understand issues with the US 190 bridge crossing. Mr. Deloach said that he could possibly assist with this effort.
- Mr. Deloach said that he would like to see the Alcoa dock removed if possible. Mike Bruce (ABMB) said that the Project Team would explore the dock issue. S. Wallace (ABMB) said that he would check to see if the simulation model included the Alcoa dock;



- Q/A: Commander Lechner asked if the bridge that was currently under construction in St. Francisville was part of the project. Noel Ardoin (Louisiana Department of Transportation and Development) responded that there was no affiliation. Commander Lechner stated that he would like to see the St. Francisville bridge modeled with only two piers in the river.

Rannah Gray (Marmillion/Gray Media):

Discussed public outreach efforts.

- Public outreach events have had good attendance;
- A Stakeholder/Advisory Committee was appointed by the Capitol Area Expressway Commission (CAEA) to advise the Executive Committee;
- A Stakeholder/Advisory Committee meeting was held on July 2nd, 2009.
- A meeting was held with the elected officials for the City of Central and the Capital Area Delegation;
- Meetings were also held with the FHWA/DOTD and some landowners;
- The Project Team is in the process of planning the next round of Public Meetings scheduled for September 2009;
- Format of meetings will consist of one-on-one questions with a possible presentation and informational stations;
- The land use planning consultant will introduce land use planning concepts to the public and encourage them to participate in land use planning workshops;
- An online presentation will accommodate those who could not attend any of the five Public Meetings.
- Q/A: Commander Lechner asked if it would be possible to hold an exclusive meeting with maritime interests and the USCG. B. Schmidt replied "Yes" and to contact him to set it up.

B. Schmidt:

- Discussed the project calendar;
- Reiterated how there have meetings throughout the course of the project with various agencies as well as FHWA and LDOTD;



- The Tier 1 Record of Decision (ROD) will identify one corridor for the entire loop in effect serving as a Master Plan for the Tier 2 EIS.
- The Tier 2 EIS would be a more detailed study of this “broad band” corridor and would provide more detailed design and alignment details and would evaluate impacts to various resources;
- The current schedule has been updated to allow for the navigation model and for time spent compiling input from various community interests. Even with these project delays, the project is still expected to be completed within the general original timeframe.

Madeline Rogers (URS):

- Described the exhibits that would be part of the EIS document;
- Exhibits will be contained within another volume separate from text;
- Leading figures would show the entire project area and then likely the individual corridor sections by unit;
- Resource maps will likely include overall small scale maps of environmental resources contained within the inner and outer project boundaries. Corridor sections will be superimposed.
- Examples shown were of land cover, considered to be the worst case scenario.
- Larger scale exhibits would show resources for corridor alternatives;
- Resource information with corridor alternatives proved to be difficult and complex for presentation purposes. After much consideration and experimentation, it was decided that the best method of presenting the information by corridor alternative was to display two at a time to cut down on the number of maps. Corridor alternatives are distinguished by two different colored outlines. Common sections are denoted with outlines consisting of both of these colors;
- The example exhibit showing the corridor alternatives was generally approved by the LDOTD and FHWA;



- Q/A: B. Mahoney (FHWA) asked if a copy of the example exhibits would be circulated along with the meeting minutes. M. Rogers replied that it would be done.
- John Ettinger of EPA asked if there was input from stakeholders and non-governmental entities. Edd Manges (HNTB) replied that input had been solicited from several hundred stakeholders; but not many provided feedback;
- B. Schmidt encouraged input from meeting attendees and asked them to let the Project Team know if improvement is needed for outreach efforts.
- Meeting adjourned at 11:20 a.m.



Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

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Baton Rouge Loop Tier 1 EIS  
CAEA - FHWA - DOTD Meeting

August 6, 2009, 9:00 a.m.

Agenda

- Welcome/Introduction
- Meetings Conducted:
  - ACM -- 07/08/2009
  - Maritime Groups -- 07/29 & 31/2009
- North Unit Corridor Section revisions
- South Unit Corridor Section revisions
- Tier 1 EIS
  - Pre - draft Tier 1 Draft EIS
    - Prime Farmland
    - Air Quality
    - Navigability/Navigation
    - Status
  - Chapter review
  - Mapping exhibits
- Stakeholder and Public Participation Activities -- Upcoming
  - Maritime Group/CAEA & Other -- 08/17/2009
  - Public Meetings -- 09/2009
- DOTD Agency Status
- Other
- Adjournment



Baton Rouge Loop Tier 1 EIS  
CAEA - FHWA - DOTD Meeting  
August 6, 2008, 8:00 a.m.

SIGN IN SHEET

Name	Representing	E-mail	Phone No.
Eric Mangus	716	erimangus@brtl.com	225-336-2872
Suzanne McCain	URS	suzanne-mccain@urscorp.com	922-5998
Niel Ardoin	DOTD	niel.ardoin@la.gov	242-4502
Bob Mahoney	FHWA	robert.mahoney@fhwa.dot.gov	757-7624
Scott Nelson	FHWA	scott.nelson@fhwa.dot.gov	757-7619
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Bob Schmitt	HNTB	bschmitt@hntb.com	368-2822
Gordon Glass	HNTB	gglass@hntb.com	368-8228
Adriane Weber	HNTB	aradwe@hntb.com	368 2840
Joseph Cairns III	ABMB	jcairns@abmb.com	705-7400
Madeline Rogers	URS	Madeline-Rogers@URS Corp.com	922-5830
Steve Walker	URS	swalker@abmb.com	705-7400





## Summary of CAEA/DPW – FHWA - DOTD Update Meeting for Baton Rouge Loop August 6, 2009

### Attendees

Name	Company	Phone Number
Madeline Rogers	URS	922-5830
Scott Nelson	FHWA	757-7619
Bob Mahoney	FHWA	757-7624
Gordon Glass	HNTB	368-2800
Edd Manges	HNTB	368-2802
Bob Schmidt (Moderator)	HNTB	368-2822
Noel Ardoin	DOTD	242-4502
Steve Wallace	ABMB	765-7400
Suzanne McCain	URS	922-5700
Joseph Cains III	ABMB	765-7400
Adrienne McCrae	HNTB	368-2800
Bryan Jones	HNTB	368-2800

- Meeting opened with a discussion of the recent outreach meetings that were held with the U.S. Coast Guard and mariner groups. A meeting was held with the Marine Navigation Safety Association on July 29, 2009 and with the Maritime Stakeholders on July 31<sup>st</sup>.
- An announcement regarding the upcoming river tour to be held on August 17, 2009 at 10:00 a.m. was made. The purpose of the river tour is to understand river conditions at the US 190 bridge crossing. DOTD and FHWA representatives were invited as well as the CAEA, other agency representatives and the news media.
- Discussions resulting from the Coast Guard and Marine Stakeholders meetings indicated that a new Mississippi River bridge crossing (Missouri Bend) should be added approximately 1 mile south of the existing Red Eye Crossing in Addis. This new crossing could be acceptable to both deep draft and the towboat pilots if an appropriate bridge configuration can be developed. Hydrologic modeling would be required in order to make this determination.



- The original Red Eye Crossing would also require modeling to see if acceptable to the deep draft pilots due to potential navigation hazards.
  - The model at MPI in Covington, Louisiana simulates river conditions for deep draft pilots while the Seaman's-Church model, located in Paducah, Kentucky simulates towboat conditions.
- The Project team would meet with the CAEA to discuss the river simulation model and its effect on the critical path of the project schedule. Currently, delivery of the Record of Decision (ROD) is scheduled for April 2010. However, the river simulation model will push this date back. FHWA agreed with the need for river simulation modeling.
- FHWA reminded the project team to also keep other environmental landside factors in mind in addition to the navigation issues being considered.
- B. Mahoney (FHWA) asked if the revised schedule would push back the Tier 2 so that a ROD for the Tier 1 could be in place prior to the beginning of the Tier 2 EIS. The project team stated that this would be the case.
- E. Manges (HNTB) gave a short history of the project by showing which river crossings had been considered earlier and which had been eliminated. He indicated how the new Missouri Bend crossing was actually an option that was being reintroduced since it had been previously considered. Other changes to the South Unit, impacted by the addition of the new crossing, were explained. This included the addition of 6 new Corridor Alternatives for a total of 18 in the South Unit. The addition of the new Missouri Bend Section also necessitated the renumbering of some sections within the South Unit.
- B. Mahoney asked what consideration was being given to the river crossing south of Plaquemine. S. Wallace replied that the crossing south of Plaquemine was still being considered and that there were no known navigation issues at that location.
- B. Mahoney asked whether or not the addition of the new crossing at Missouri Bend would balance other environmental issues. S. Wallace responded that although there is an abandoned industrial facility in the new corridor, other overall environmental impacts would be fewer than the Red Eye crossing located upstream.
- E. Manges then spoke about Prime Farmland Soils and how they have been inventoried from a qualitative standpoint. The project team has not yet determined if Prime Farmlands will be part of the evaluation process and has not elected to go to the Natural Resources Conservation Service (NRCS) at



this point in the project. FHWA and DOTD had no comments on this approach.

- Implementation Plan (TIP). The project team was told by the Capital Regional Planning Commission that an alignment needed to be in place in order to model for air quality conformity. Because the Tier 1 analysis is at the corridor level, an alignment has not been established. FHWA suggested that the project team speak to Carl Highsmith or Jamie Setze and to clarify that that the air quality conformity issue is being applied to a Tier 1 EIS. Air Quality Conformity.
- B. Schmidt mentioned that the air quality conformity issue could also affect the critical path schedule if detailed information concerning air quality conformity would have to be provided in the Pre-Draft EIS. If CAEA gives the notice to proceed on the river modeling, then submittal of the Pre-Draft would be pushed back 8 weeks precluding any issues with air quality conformity. B. Mahoney said that FHWA would like to see the navigation issues resolved prior to submittal of the Pre-Draft.
- E. Manges then explained the format of the EIS document. The document will be kept as brief and as reader friendly as possible. The document will be in two volumes, one for text, and the other that will include exhibits. The volume containing exhibits will be printed in an 11 x 17 format. Extensive support documentation will be included as appendices. N. Ardoin suggested that the appendices be burned to CD's except for copies distributed to libraries that should contain hard copy appendices.
- B. Mahoney asked if he could get a copy of the DEIS Table of Contents. M. Rogers said that the Table of Contents would be distributed along with the meeting minutes.
- E. Manges discussed upcoming Stakeholder and Public Participation Activities.
  - River tour August 17<sup>th</sup> at 10:00 a.m.
  - Next round of public meetings scheduled for September 2009.
- B. Mahoney asked about the status of the City of Central. S. Wallace said that the Project Team was in the process of trying to set up a meeting. S. McCain added that traffic and cost data were generated and showed to them and that they should have all of the data that they need to make a decision as to their preference of a corridor.
- DOTD Agency Status: N. Ardoin reported that FHWA still had not agreed to the SEP 15 and DOTD needed to consider its position as a joint lead agency.



A meeting was scheduled internally at DOTD for 8/7 to discuss the matter. N. Ardoin stated that if DOTD were to agree to be a joint lead agency that all designs would have to be received from the project team and that would extend review times.

- N. Ardoin expressed concerns about waste sites near US 190 bridge crossing and stated that DOTD does not want to purchase impacted property. B. Mahoney encouraged the project team to factor in any potential remediation costs in the Tier 1.
- Meeting adjourned at 11:10.



**DOTD Update**  
**Friday, August 28, 2009**  
**10:00 a.m. - Noon**

<b>Name</b>	<b>Agency</b>	<b>Phone Number</b>	<b>E-mail address</b>
Madeline Rogers	URS	225-922-5830	madeline_rogers@urscorp.com
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Carl M Highsmith	FHWA	225-757-7615	carl.highsmith@dot.gov



<b>Name</b>	<b>Agency</b>	<b>Phone Number</b>	<b>E-mail address</b>
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Bob Schmidt	HNTB	225-368-2200	bschmidt@hntb.com



## **DOTD Joint Lead Agency Update Meeting Summary Baton Rouge Loop August 28, 2009**

- Meeting began at 10:10 a.m.
- Meeting opened with attendee introductions.
- B. Schmidt (HNTB) began the presentation by giving some background information on the project. The NEPA process was initiated by the Capital Area Expressway Authority (CAEA) and the FHWA in February 2008. Funding sources for the Implementation Plan and the Tier 1 EIS were discussed.
- B. Schmidt continued with an explanation of the project Purpose and Need supported by statistics and results of public opinion polls in the region showing that traffic congestion issues are major concerns in the Capital Region. The Baton Rouge Loop is part of a holistic approach to solving the area's traffic problems in conjunction with other ongoing and planned projects such as the Green Light Plan and the widening of I-10 and I-12.
- B. Schmidt reviewed the outcome of the project Implementation Plan and reviewed the original project schedule.
- B. Schmidt explained the tiered NEPA approach for the project. Tier 1 would bring forward a single corridor for the entire loop and would begin to prioritize segments for construction. Detailed design features and right-of-way footprints would be presented in Tier 2. Tier 2 would also identify commitments and mitigation measures to manage impacts. Both Tier 1 and Tier 2 would have separate Records of Decisions (RODs).
- Steve Wallace (ABMB) gave a history of the project corridors and the refinement process. A series of slides indicated which corridors were eliminated from consideration due to engineering, public, and agency concerns. He mentioned that some sections were widened in the South and East Units based on agency requests to include more wet/non-wet interfaces. A bridge crossing has been added south of the proposed bridge crossing in Addis due to navigation concerns.



- Carl Highsmith (FHWA) asked if any coordination was occurring with the Zachary Taylor/Audubon bridge project. Members of the project team responded that there has been no formal dialogue with the Zachary Taylor/Audubon Bridge project team. The Audubon Bridge project is too far north and the purpose of the Baton Rouge Loop is to relieve congestion in the immediate Capitol Regional area.
- B. Mahoney (FHWA) asked about the status of preliminary information on the interchange locations. S. Wallace replied that the descriptions are nearly completed and require finalization. This interchange information can be submitted to FHWA in a couple of weeks. Carl Highsmith indicated that the interchange report needs to be completed before the Tier 2 ROD. However, FHWA would like a completed interchange location report prior to the Tier 1 ROD to ensure that the interchange locations are approved in a timely manner. It is important that the FHWA approval process be completed early in the process to avoid project delays.
- Question (Q): What is the purpose of the Section S8 connection to I-10 in Prairieville? S. Wallace replied that this was an option to utilize the existing I-10 as part of the loop as an option to manage costs, etc. I-10 could be improved if necessary to accommodate this option.
- Q: How many lanes would the Baton Rouge Loop have?  
A: The project team responded that four (4) lanes would meet the design year requirement based on traffic modeling.
- Q: Was any consideration given to having six (6) lanes crossing the river?  
A: The project team responded that these details would be worked out in Tier 2. Regardless, the roadway would be planned so that it could be widened. The project team also indicated that plans for river crossings at US 190 would consider the potential and feasibility to accommodate railway traffic.
- Q: Is there a contingency plan if funding is not available for the entire project?  
A: Tolls generated from the first phase of the project can be used to improve arterials and possibly to fund future phases of the Baton Rouge Loop.





- Edd Manges (HNTB) explained the project nomenclature consisting of major divisions in the North, South, and East Units. Within these 3 units, there are a total of 38 Corridor Sections that combine to form 31 Corridor Alternatives. The widths of the corridor sections generally vary from 1,000 to 5,000 feet.
- B. Schmidt proceeded to discuss navigation issues as related to bridge crossings on the Mississippi River. He explained how pier placement at the US 190 crossing would not add to the existing navigation issues at this location. Potential designs were presented for each of the bridge crossings within the project area.
- B. Schmidt discussed the navigation modeling required by the Coast Guard. Proposed bridge designs will be input into the navigation model for river pilots to test. Bridge designs will be refined during the Tier 2 process.
- The Implementation Plan showed that it would be more cost effective to build a new bridge rather than to refurbish the existing US 190 bridge. B. Schmidt explained that the current plan is for the existing US 190 bridge to remain for a period of time in service with rail and vehicular traffic.
- B. Schmidt discussed the Mississippi River Tour that was attended by members of the project team, CAEA, public officials and the news media. The event was positive for the project in that the challenges of navigating the river at this location were made clear to all involved.
- Listings of stakeholder, public participation activities, and coordination meetings were presented along with the results of additional polling data from East Baton Rouge and surrounding parishes. Polls taken in the area are overwhelmingly positive in favor of the Baton Rouge Loop project.
- A discussion of potential financing options was presented. The project team is putting together a viable financing plan concurrent with the NEPA process.
- B. Schmidt also mentioned that a separate land use planning component is being conducted on a parallel track with the NEPA process. The land use planning consultant (Fregonese Associates) will be holding a series of public outreach workshops in December 2009.
- The project schedule is in the process of being modified and will be delayed three (3) to four (4) months. The new schedule should be available in the next



week or two. A project schedule showing important events and milestones was presented. N. Ardoin (DOTD) requested an updated schedule as soon as possible.

- N. Ardoin asked if funding for the Tier 2 EIS was secured and if there would be prioritization as to which areas would first undergo Tier 2 analysis. B. Schmidt responded that funding has not yet been secured for the Tier 2 EIS. He indicated that the first Tier 2 EIS would likely consist of the Preferred Corridor in the North Unit based on information provided by traffic and revenue studies. Additional Tier 2 EISs could be planned for the entire loop.
- Q: How would the toll collection mechanism work and how would this function in the event of an incident on I-10 or I-12 if motorists are forced onto the toll road?  
  
A: Team members indicated that the tolling mechanism would be electronic and that in the event of an incident such as an evacuation, electronic tolling would be reprogrammed to not charge tolls.
- Meeting adjourned at 11:20 a.m.



**Baton Rouge Loop – Project Schedule Discussion  
CAEA/FHWA/DOTD  
September 22, 2009  
Meeting Summary**

**Attendees:**

<b>Name</b>	<b>Company</b>	<b>Phone Number</b>
Madeline Rogers	URS	922-5830
Bob Mahoney	FHWA	757-7624
Bryan Harmon	CAEA	389-3186
Edd Manges	HNTB	368-2802
Bob Schmidt	HNTB	368-2822
Noel Ardoin	DOTD	242-4502

**Meeting Minutes:**

- The meeting opened with a status report on the river simulation modeling;
  - Modeling should take one month to complete and an additional month for testing by the river pilots.
- The next series of Public Meetings will be held after the Pre-Draft is distributed for review (est. Jan. 2010).
- Landuse Planning workshops are planned for December.
- B. Mahoney stated it needs to be clear that the Tier 1 and Tier 2 are separate activities and do not have overlapping schedules.
- The Pre-Draft EIS will be distributed in mid-December for review by CAEA/FHWA/DOTD and the Cooperating Agencies COE and USCG.
- N. Ardoin indicated that the project schedule did not seem to include sufficient time for review following the Public Meeting.
- B. Mahoney indicated the intent would be to have a legal review of the pre-draft EIS outside of the Louisiana Division.
- B. Mahoney indicated that he would be taking off the week of Christmas and the week of New Years.
- N. Ardoin emphasized that copies of the EIS should be distributed to the EPA and DOI for review after all other agencies have received review copies.
- NOA should be published 30-45 days before Public Hearing.
- N. Ardoin stated DOTD policy is for Public Hearing Notice to occur no less than 30 days before a Public Hearing and a second notice 7- 12 days before.



- The anticipated Public comment period for the DEIS is anticipated to be no less than 45 days.
- Hard copies of the document will be distributed to libraries.
- N. Ardoin said DOTD policy states the public comment period cannot end sooner than 10 days following the Public Hearing.
- The North Unit may not have a Preferred Corridor going into the DEIS.
- B. Mahoney indicated FHWA would like to have the DEIS published on the project website.
- B. Mahoney asked for an interchange report. B. Schmidt said that he would have ABMB contact FHWA regarding this matter.
- E. Manges presented two updates from Steve Wallace ABMB. (1) S. Wallace would be in contact with DOTD the following week to discuss design criteria. (2) s. Wallace would be in contact with FHWA the following week to discuss the interchange information.
- B. Mahoney indicated that an amended NOI would need to be published in the Federal Register advising of LA DOTD becoming a Joint Lead Agency. B. Mahoney ask that HNTB prepare a draft of this NOI amendment for FHWA.
- A flow diagram of the process from the DEIS NOA to the ROD approval was developed by the team during the meeting. Following the meeting, the Pre-Draft flow diagram (w/dates) was appended to the flow diagram. (See Attachment).



## ***Public Involvement Plan***

# **PUBLIC INVOLVEMENT PLAN**

## **INTRODUCTION**

The Public Involvement Plan (PIP) for the Baton Rouge Loop Tier 1 Environmental Impact Statement (EIS) is designed to systematically build a broad basis of support from the public, parish and municipal stakeholders, and other interested parties. The public and community engagement and consensus building process will be augmented with sound technical analysis to develop the Tier 1 EIS.

The key objectives of the PIP activities presented herein are to:

- Provide ongoing relevant project information
- Solicit meaningful input representing the diverse points of view
- Facilitate problem identification and conflict resolution through consensus-building activities
- Incorporate public input into the decision-making process.

This process is designed to build consensus and to create new networks of communication and set precedents for inter-jurisdictional cooperation.

## **TARGETED AUDIENCE**

Based on the dynamics within the five-parish project area and surrounding region, there are five primary target groups to be actively engaged:

- General public
- Municipal and Parish staffs
- Elected officials
- Other stakeholders (business owners, developers, environmental interests, other affected parties), and
- Federal, State and Local agencies

These groups can be further refined by geography. During the Implementation Plan phase of the project, public open house meetings and municipal staff interviews were conducted to identify issues and uncover the unique perspectives associated with each municipality, each participating parish, and the unincorporated areas. The outreach strategies described in the following pages will be tailored to the individual target group with the exception of agencies addressed in a separate Agency Coordination Plan.

Working with the Stakeholders Committee and Advisory Committee, formed during the Implementation Plan, the target audience will be identified, and a core set of community contacts developed. The contact database created during the Implementation Plan phase of the project will be updated to establish this communications network. The contact database is different from a traditional notification list, as it involves cultivating prime contacts in order to engender a



dialogue with their larger constituent groups. The contact information will not only include name, address, phone number and e-mail for a group's representative, but will also include how, when and where the group communicates (e.g., via mailed or e-mailed newsletter, regular meetings, etc.) so the project can best make use of established networks in the community to reach a broader audience.

The contact database will be developed and maintained in a spreadsheet format during the Tier 1 EIS. This will allow sorting by geography and type of contact. It will be used to announce public meetings, workshops and the public hearing. It will also serve as the primary mailing list for the newsletters and surveys. Names and contact information will be added to the contact database following public meetings and other outreach activities, as appropriate.

## **OUTREACH METHODS**

The following outreach methods will be used to engage the community during the EIS phase of the project. These methods allow for ongoing communication with all stakeholders and the media. Activities will occur periodically during the duration of the Study as appropriate.

### **CAEA**

The CAEA is representative of the five parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge. CAEA members include the president of each parish and the Secretary of the Louisiana Department of Transportation and Development (LA DOTD). The CAEA is the Co-Lead Agency for the Tier 1 EIS.

Up to ten (10) CAEA/Executive Committee meetings will be held during the project, conducted monthly or at project milestones.

### **Stakeholder Committee**

The Stakeholder Committee, recommended by the CAEA to represent stakeholders common to the Capital Region, as well as specific to each parish, will meet up to four (4) times throughout the Tier 1 EIS to provide input and feedback on issues related to:

- Purpose and need statement
- Opinions and perceptions that will guide the project's progress and development
- The project's design, alternative alignments and schedule
- Information regarding project activities
- Impact on stakeholders and community populations served by stakeholders

### **Advisory Committee**

The Advisory Committee, established jointly by the CAEA and representative organizations common to the project, will provide technical assistance, coordinate with appropriate agencies, and provide expert advice and counsel. The Advisory Committee will meet up to four (4) times during the Tier 1 EIS and will provide input and feedback on issues to the CAEA on:

- Purpose and need statement
- Technical development of the project
- Progress of the project development



- Project schedule
- Major project activities
- Development and evaluation of alternatives
- Coordination of agency activities
- Community concerns

### **Small Group, Individual and Special Purpose Meetings**

Informing small groups and associations is an important component of the PIP. Meetings and/or briefings will be held upon request by civic and other interested parties, and individual meetings as needed to inform key individuals and stakeholders. A component of the effort shall be an attempt to identify Environmental Justice populations and/or groups for inclusion. Minutes of these meetings will be recorded and be a part of the project record.

### **Elected Official Outreach**

Coordination and communication with key elected officials on the federal, state, regional, and local levels is necessary to the success of the project. Working with the CAEA, FHWA and others a list of elected officials will be developed. Four (4) meetings/briefings are anticipated during the Tier 1 EIS. These meetings will be utilized to update officials and obtain information on the most critical issues in each parish relative to the project.

### **Newsletters**

Up to four (4) newsletters about the project will be distributed to area residents, stakeholders and interested parties during the Tier 1 EIS phase of the project.

The newsletter will also be posted on the website and sent to the email notification list developed during the life of the project.

### **Website**

The BR Loop public website ([www.brloop.com](http://www.brloop.com)) will be updated over the course of the project. In addition to providing general project and contact information, other elements of the website may include maps, graphics, text, photography, and video. Website users' comments and concerns received by email will be responded to via e-mail if possible. An engineer, planner, or other appropriate staff will address technical questions.

### **Public Library System**

The public library system will be used to make EIS documents available to the public and stakeholders.

### **Contact Database**

An electronic mailing list will be maintained and updated throughout the Tier 1 EIS. The contact database will be a part of the Administrative Record for the project.

### **Media Relations**

A media list will be maintained and updated throughout the Study. Introductory media kits; containing an overview of the project, a fact sheet and key contact information, will be distributed to the media at the beginning of the project. Media releases will be issued prior to public meetings and hearings.

### **Public Information Meetings**



Two (2) rounds of public meetings will be conducted during the Tier 1 EIS phase of the project. A public meeting will be held in each of the five parishes for each round of meetings. Exhibits and handouts will be prepared and distributed at each meeting.

The public meetings will serve to present to the public the results of the Tier 1 EIS studies to date and obtain comments on the alternatives being considered. Exhibits will include aerial base maps, project schedule, access concepts, and other pertinent information on display. Project staff will attend to answer questions about environmental, roadway, bridge, right-of-way requirements, and other issues or concerns. Public comment forms will be available for interested persons to record their comments concerning the project.

Notices with the meeting purpose, date and time information will be published in local newspapers, sent to the contact database, and posted on the project website. Additionally, notices of the public information meetings will be sent to media outlets.

#### **Public Hearing**

Following release of the Tier 1 Draft EIS, a round of Public Hearings will be held, with one public hearing in each of the five parishes in the study area. Notices with the hearing purpose, with date and time information will be published in local newspapers, sent to the contact database, and posted on the project website. Additionally, notices of the public hearings will be sent to media outlets.

Project staff will attend to answer questions about environmental, roadway, bridge, right-of-way requirements, and other concerns. A court reporter will record all oral comments received.

#### **Public Involvement Log**

Public and stakeholder concerns and information will be incorporated into the planning process and documented in a Public Involvement Log.

#### **AGENCY COORDINATION PLAN**

A separate Agency Coordination Plan will be prepared. The plan will outline the agency coordination program and activities.





***Public Scoping/Purpose and Need Meeting Information***



**EAST BATON ROUGE- 25 Feb 2008**

BREC Headquarters Building  
6201 Florida Boulevard  
Baton Rouge, LA 70806  
4:00 p.m. - 7:00 p.m.

**ASCENSION- 26 Feb 2008**

Gonzales Civic Center  
219 S. Irma Boulevard  
Gonzales, LA 70737  
4:00 p.m. - 7:00 p.m.

**LIVINGSTON- 27 Feb 2008**

North Park Recreation Center  
30372 Eden Church Road  
Denham Springs, LA 70726  
4:00 p.m. - 7:00 p.m.

**WEST BATON ROUGE- 28 Feb 2008**

Addis Community Center  
7828 Highway 1 South  
Addis, LA 70719  
4:00 p.m. - 7:00 p.m.

**IBERVILLE- 3 March 2008**

Plaquemine Civic Center  
24700 J. Gerald Berrett Boulevard  
Plaquemine, LA 70764  
4:00 p.m. - 7:00 p.m.

**MEETING ATTENDEES**

East Baton Rouge 157  
Ascension 598  
Livingston 512  
West Baton Rouge 312  
Iberville 195

**TOTAL: 1,783**



**PUBLIC SCOPING MEETING STATION CHECKLIST**



**STATION 1 – REGISTRATION**

Sign up here to receive future meeting notices on the BR Loop and to review defined purpose of a public scoping meeting. Station checklists and comment forms distributed here.

**STATION 2 – PROJECT VIDEO**

Make sure you pick up a FACTSHEET on the BR Loop and watch the video for an introduction to the project.

**STATION 3 – NEPA PROCESS DEFINED**

Find out more about the NEPA process and the differences between a Tier 1 and Tier 2 Environmental Impact Statement (EIS). Also review with team members the BR Loop's purpose and need statement.

**STATION 4 – PROJECT TIMELINE**

See the steps the BR Loop project will go through before you can drive on it.

**STATION 5 – PROPOSED CORRIDORS**

View the potential proposed corridors for the BR Loop. Talk with team members to learn about each corridor. The latest maps are distributed here.

**STATION 6 – CONSTRAINTS**

We want to know what potential trouble spots there are for the location of the BR Loop. Show us your thoughts using DOTS on the map.

**STATION 7 – CORRIDORS ELIMINATED**

Review corridors that have been eliminated from further consideration for the BR Loop.

[www.BRLoop.com](http://www.BRLoop.com)



**PUBLIC SCOPING MEETING STATION CHECKLIST**



**STATION 8 – POTENTIAL COMMUNITY IMPROVEMENTS**

How can the BR Loop fit in with the character of my community? View images showing potential improvements to the community that the BR Loop project could incorporate.

**STATION 9 – WE WANT TO HEAR FROM YOU!**

Ask project team members questions about the BR Loop. Take an opportunity to fill out a written comment form or record your comments.

[www.BRLoop.com](http://www.BRLoop.com)



[www.BRLoop.com](http://www.BRLoop.com)

## FACT SHEET

### ***PROGRAM OVERVIEW***

East Baton Rouge Parish funded the development of an Implementation Plan for a traffic loop around the City of Baton Rouge to relieve traffic congestion in our growing region. Since May 2007, the Project Team has been working to determine, among other things, the Loop corridor and financing models for construction.

The process has been managed by the Loop Executive Committee, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. Additionally, Stakeholder and Advisory committees have met regularly to provide valuable feedback and ensure that agencies, communities or organizations impacted by development of the BR Loop have opportunity for input into the planning process.

Components of the Implementation Plan include:

- Location
- Assessment of traffic and revenue potentials
- Develop financing plan
- Develop phasing plan for construction
- Public outreach and community involvement

As the Project advances into the Tier 1 Environmental Impact Statement (EIS) phase, the Project Team will continue to evaluate the corridor alternatives for environmental, socioeconomic and other impacts and select a single BR Loop corridor.

Components of the Tier 1 EIS include:

- Draft EIS document
- Public hearing(s)
- Final EIS document
- Record of Decision (to select single corridor)

### ***HISTORY***

A loop system for Baton Rouge to supplement Interstates 10 and 12 has been considered for decades and studied extensively, in the mid-1990's, again in the late 1990s for a southern bypass



and most recently in 2004 for a northern bypass.

Among the reasons Louisiana has not constructed bypasses has been the lack of funding for large public infrastructure projects. Traditional financing sources for transportation projects, which include state and federal gas taxes, have been unable to keep up with transportation demands, a common national trend for large highway projects. In communities such as Baton Rouge, which has a high growth rate and ever-increasing traffic congestion, the need is critical for new financing models.

East Baton Rouge and surrounding parish leaders recognize the demands on the current highway system and are exploring new models of finance, including tollways.

#### ***INNOVATIVE FINANCING***

Perhaps the most important element in current plans to move forward on the Baton Rouge Loop is that opportunities for financing are in place that have not been available in the past.

These new financing opportunities have been made available by the legislature in the form of both the Transportation Mobility Fund and Public-Private Partnership legislation passed in the 2006 session. These innovative financing tools are being used in other states to develop needed mega-projects that cannot be developed by traditional means of financing. They are geared towards using toll revenues (user fees) as the driving force to assembling a viable comprehensive financing package.

As Louisiana moves forward with these new financing models, it is important for the Baton Rouge Loop program to be a top priority in terms of grants from the Mobility Fund and for consideration of private investments.

#### ***NO ROADS, SLOW ROADS, OR TOLL ROADS...***

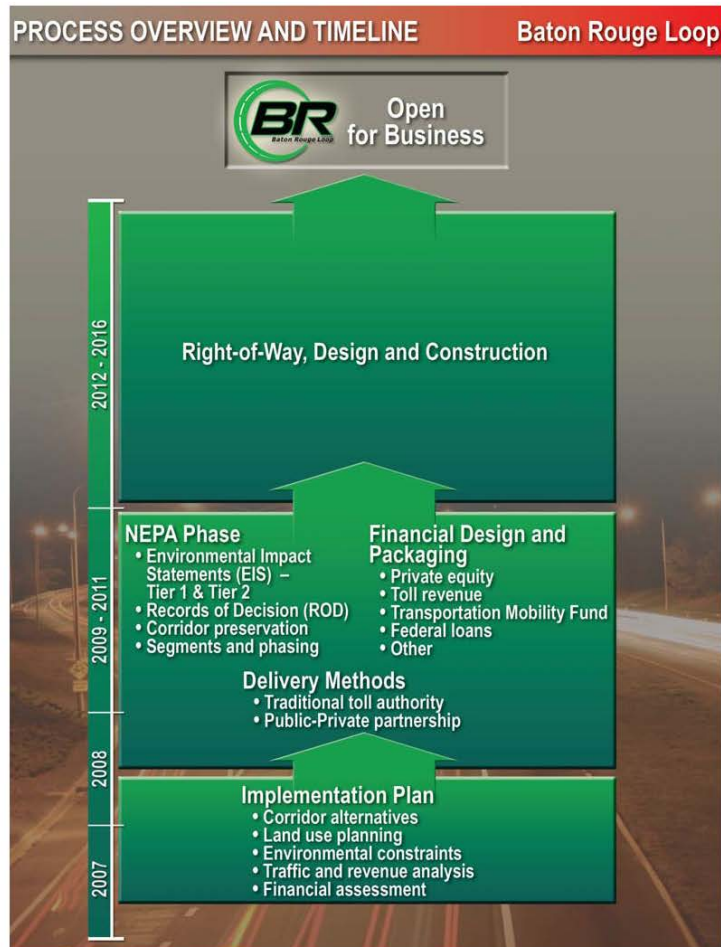
The Louisiana Legislature recognizes that new models of roadway finance are needed, too. State legislation was enacted in Louisiana in 1997, 2001 and 2003 regarding the creation of toll authorities to plan, design, construct, and operate toll roads. This legislation includes a bill that permits the formation of local toll authorities for any Parish or contiguous Parishes in the state (1997), the Louisiana Transportation Authority (LTA) which has statewide jurisdiction for toll roads (2001), and the LMEC toll authority charged specifically with implementing a loop around Lafayette (2003). These actions by the legislature indicate an understanding and recognition of the need for highway improvements in Louisiana and the lack of funding available from traditional sources to implement these improvements.

#### ***PUBLIC-PRIVATE PARTNERSHIP (PPP) LEGISLATION***

In 2006 Act 304 became law providing the opportunity for private investment in Louisiana's transportation system. This legislation provides another tool to develop comprehensive financing arrangements and new methods of project delivery. The PPP approach, like the Mobility Fund, will be geared to projects that are viable as toll road projects. The PPP legislation can be used in combination with the Mobility Fund legislation and other financing components to help craft creative financing packages.



**PROJECT SCHEDULE FOR BR LOOP**



BR Loop Fact Sheet, p 3



## PUBLIC INVOLVEMENT

### ***PUBLIC SCOPING MEETINGS***

The official public scoping meetings will provide information and solicit public input and comments on the BR Loop project. Five public scoping meetings are being held February 25 – March 3 from 4:00 – 7:00 p.m. in each potentially affected parish at the following locations:

**East Baton Rouge Parish – February 25, 2008**  
BREC Headquarters, 6201 Florida Blvd., Baton Rouge

**Ascension Parish – February 26, 2008**  
Gonzales Civic Center, 219 South Irma Blvd, Gonzales

**Livingston Parish – February 27, 2008**  
North Park Recreation Center, 30372 Eden Church Road, Denham Springs

**West Baton Rouge Parish – February 28, 2008**  
Port Allen Community Center, 749 North Jefferson Avenue, Port Allen, LA

**Iberville Parish – March 3, 2008**  
Plaquemine Civic Center, 24700 J. Gerald Berret Boulevard, Plaquemine, LA

***BRLoop.com***

### ***VISIT THE BATON ROUGE LOOP WEBSITE FOR MORE INFORMATION***

The BRLoop website can be a handy feature for staying current on the process, planning and progress. Click on BRLoop.Com for the latest information:

- Project and meeting schedules
- Meeting reports
- Current corridor Maps
- Links to related sites
- Contact for feedback and questions

BR Loop Fact Sheet, p 4



**BR Loop Public Scoping Meeting Open House Comment Form  
February 25-28 & March 3, 2008**

*(please check meeting attended)*

- Monday, February 25, 2008
- Tuesday, February 26, 2008
- Wednesday, February 27, 2008
- Thursday, February 28, 2008
- Monday, March 3, 2008

Welcome.

Your insight and concerns are of key importance to the BR Loop Team during the Implementation Plan & Tier 1 Environmental Impact Statement (EIS) process. Please take time to document your comments or questions below. After completion and before you leave today's meeting, please provide this questionnaire to the Project Team. You may also fax or mail the completed questionnaire or additional comments to the number or address below. Comments are welcome throughout the process; however, only comments received by March 10, 2008 will be included as part of the official record of the Scoping Process.

Please comment on the following scoping items:

**Project purpose and need:** What are the key reasons for this project? Additional reasons?

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**Range of alternatives considered:** What alternatives should be considered to meet the need for the project?

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**Corridor alternatives:** Are there corridors that have been omitted from further consideration or new corridors that should also be evaluated in the Tier 1 EIS?

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*BR Loop Project Team  
9100 Bluebonnet Centre Blvd, Ste. 301, Baton Rouge, LA 70809  
225.368.2801 (fax)*





**BR Loop Public Scoping Meeting Open House Comment Form  
February 25-28 & March 3, 2008**

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**Environmental, socioeconomic or other concerns:** What are key issues? What should influence the selection of the single corridor that advances to the Tier 2 evaluations?

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**Other comments, questions or concerns (enclose additional pages as necessary)**

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**Would you like to receive future updates on the BR Loop project?** YES  NO

**Please include your contact information for the official project record. Anonymous comments cannot be verified or fully considered.**

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

*BR Loop Project Team  
9100 Bluebonnet Centre Blvd, Ste. 301, Baton Rouge, LA 70809  
225.368.2801 (fax)*



## ***Public Scoping Meeting Comments***

### Ascension Parish Comments

#### **Project purpose and need**

- Alleviate traffic (enhance traffic flow) in and around Baton Rouge (50 similar comments)
- Traffic Control (5 similar comments)
- Bypass for Baton Rouge (14 similar comments)
- Unnecessary; destroy communities and homes; opposed to Loop; not logical (29 similar comments)
- Correct historical shortsightedness (2 similar comments)
- Loop will not alleviate traffic problems in Prairieville (2 similar comments)
- Loop will not alleviate traffic problems
- Does not help residents of Ascension Parish (4 similar comments)
- Transfer traffic to Prairieville
- Relieve traffic to Ascension
- Make Baton Rouge “more attractive”
- Get to I-10 faster
- Attract business to the state
- Open an alternate East – West route
- Mississippi River West Bank economic development
- Locals using I-10/I-12 as surface streets
- Improve regional traffic at an affordable cost
- Population growth (3 similar comments)
- Reduce wear on inner city roads (4 similar comments)
- Eliminate Plaquemine Ferry
- Improve access to Baton Rouge Airport
- Attract growth South of Gonzales
- ‘Bright ideas to take home and property’
- No clue/not sure (6 similar comments)
- Great idea; support
- Purpose is to make money for investors
- Money should be spent on widening I-10 and I-12/building another Miss. River bridge
- Necessitated due to poor planning and lack of state spending (4 similar comments)

#### **Range of alternatives considered**

- Improve and/or widen existing roads/highways (general) (9 similar comments)
- Improve and/or widen I-10 (26 similar comments)
- Improve and/or widen I-12 (13 similar comments)
- Improve and/or widen U.S. 190
- Improve and/or widen Hwy 73 (21 similar comments)
- Improve and/or widen Hwy 42 (22 similar comments)
- Improve and/or widen U.S. 61 (16 similar comments)
- Improve and/or widen Hwy 621
- Improve and/or widen Hwy 70
- Improve and/or widen Nicholson (Hwy 30) (9 similar comments)
- Improve and/or widen Hwy 447 in Livingston Parish
- Widen I-10 from Prairieville to Siegen Lane (2 similar comments)
- Widen I-10 bridge in Baton Rouge
- Consider mass transit (19 similar comments)
- Elevated Expressway over I-10/I-12 (‘double-deck’) instead of loop (12 similar comments)
- Build Mississippi River bridge at St. Gabriel (2 similar comments)
- Build Mississippi River bridge South of Addis to reduce traffic on LA 1 b/t I-10 and Addis
- Plan route between Sid Richardson and Shintech



- Alternate loop joining O'Neal, Perkins, Greenwell Springs, Airline, Florida, and LSU area
- Build new bridge over Mississippi River (3 similar comments)
- City train system
- Corridor should not be placed through densely populated parts of Ascension (2 similar comments)
- Use corridor in least populated areas and connect from populated areas using highways
- Least populated/undeveloped areas should be considered first (16 similar comments)
- Utilize least rural areas
- Conduct survey of those using main arteries into Baton Rouge to determine effectiveness
- North – South I-10/I-12 connection at the Eastern Project Boundary
- Expand and improve surface streets
- No Loop
- Make improvements to current roads (22 similar comments)
- Work with railroad companies and build over tracks (2 similar comments)
- Build hwy. connecting I-10 and Interstate
- Extend Hwy 44 into Livingston Parish
- Route traffic through White Castle to Gramercy Bridge and back to I-10
- Create a North Loop around Baton Rouge-Truck Route
- Move the south loop corridors to the Luling Bridge/Sunshine Bridge
- Utilize Hwy 1 and Hwy 3127 to go west of Vacherie and to access I-10
- Relocate newcomers (12 similar comments)

#### **Corridor alternatives**

- Use Hwy. 30 loop (4 similar comments)
- Route West of River, South of St. Gabriel (3 similar comments)
- Hwy 30 route is broader and encompasses Gonzales (2 similar comments)
- Use Hwy 30 corridor out to Sorrento
- Pass through cane fields West of River (5 similar comments)
- Utilize Sunshine Bridge (4 similar comments)
- Use right-of-ways in Gonzales or Donaldsonville and not use Prairieville
- Loop placement further North
- Build loop farther out (4 similar comments)
- Build loop South of Gonzales and cut back through Livingston
- Build loop in East Baton Rouge, not in Prairieville (6 similar comments)
- Route loop across the Amite River from Prairieville
- Route loop South between Sorrento and LaPlace (3 similar comments)
- Loop should be further North from Walker to I-10
- Move corridor farther East from Walker to limit homes destroyed
- Moved East and North of Livingston Parish Economic Development Council Industrial Park to Eastern project boundary then connect I-12
- Reevaluate Prairieville area
- Corridor South of Donaldsonville, North of Baker (3 similar comments)
- New route paralleling Nicholson Ext.
- Build at Sunshine Bridge (2 similar comments)
- Extend project boundaries
- Loop South of Gonzales
- Corridor between Hwy. 74 and SM429 should be eliminated
- Eliminate corridor along Hwy 431 to Hwy 931 and Hwy 429 and Weber Rd. due to three surrounding schools
- Corridor rerouted to non-developed areas
- Complete and connect 3127 to gain extra traffic for economic feasibility (1 similar comment)
- End South Loop at I-10
- Southern corridor should be used (4 similar comments)
- Revisit the River Ridge



- Four-lane I-10, I-12, Airline Hwy., Hwy. 190, Hwy. 16 (4 similar comments)
- Utilize Hwy. 30 south across I-10 south of Cabela's to I-12 near Walker
- Utilize Hwy. 22, 42 and 63 route for loop between I-10 and I-12
- Create a parallel route to Hwy. 30 from parish line to parish line
- Create a corridor running between Hwy. 42 in Ascension Parish and Hoo Shoo Too Road in East Baton Rouge Parish

#### **Environmental, socioeconomic, or other concerns**

- Concern for families losing homes/land; possible loss/value of property and/or home (37 similar comments)
- Historic Oaks (13 similar comments)
- Concern about possible harmful environmental impact on Spanish Lake, Bluff Swamp and Alligator Bayou (65 similar comments)
- Hazardous cargo passing through subdivisions (2 similar comments)
- 'Buy-out "transplants" from Baton Rouge, New Orleans, etc.
- Crossing over Wetlands (3 similar comments)
- Disrupts/destroys community (16 similar comments)
- Pollution concerns (2 similar comments)
- Schools impacted (8 similar comments)
- Southern most portion impacts 3 schools and 3 parks and businesses
- Cost concerns for using the loop
- Interfere with new school being built
- Adversely affect Madison Oaks, Staffordshire, North Corbin Estates, & Carroll Ave. subdivisions
- Ascension Parish ecosystem
- Ancient Cypress
- Foul habitats
- Concerns for ecology at Swamp Lake
- Concern for school zones due to population fluctuations
- "finger" corridor would only serve travelers to West of Baton Rouge
- Drainage problems
- Additional routes promote development in flood prone areas
- Impact on fire coverage in Prairieville
- Destruction of 'Robert Penn Warren House' (4 similar comments)
- Historic Landmarks affected
- Bayou Manchac corridor intrudes Galveztown Historic Fort Site
- Benefit of eliminating Ferry
- St. Amant elevation too low for loop construction
- Consider future population distributions sure to develop South of Prairieville and Gonzales
- Allow for future growth (5 similar comments)
- Homeland Security issue should keep the loop away from the plants on Hwy. 30
- Build the loop away from densely populated areas of residential homes and businesses (12 similar comments)
- Destruction of the cultural heritage/aesthetic quality of the area



### Other comments, questions, or concerns

- Concern about being forced to attend new school
- Revoke Ascension Parish's right to issue building permits
- Loop is a mistake (2 similar comments)
- Cost seems higher on current proposed route, should be moved East (3 similar comments)
- No benefit to residential taxpayers
- Community benefit should outweigh costs; too costly (2 similar comments)
- Cost of land acquisition will be high
- Impact on Hwy. 431 in St. Amant
- Destroy subdivisions along Hwy. 42 (2 similar comments)
- Won't use toll road (3 similar comments)
- Evaluate the impact of having to pay tolls
- Wishes comments could be left on website
- Loop no longer a viable option (2 similar comments)
- Concern for hazardous cargo
- Provide better notice of proposed routes
- Don't use the Old Jefferson/Hwy 42 route
- Against toll
- Concern over being displaced (12 similar comments)
- Improve the zoom feature on the 'potential corridors' on the internet
- Potential for hazards is enormous and should be addressed
- Explore other options besides loop
- Add DOTD to planning team
- Unwanted growth in Ascension (45 similar comments)
- Clearing St. Gabriel oil field will be costly (2 similar comments)
- Hwy. 42 corridor will convert residential area to commercial (2 similar comments)
- State is refusing to improve Hwy. 42 (2 similar comments)
- Southern Loop will not be used (limited value in a loop through Ascension) (2 similar comments)
- Have meeting in which speaker can answer questions for audience
- Use Northern Loop and build leg between Livingston and Gonzales
- Develop more local roads
- Base planning on positive future economic impact after development in rural areas
- Impact on property tax in Ascension Parish
- Widen Hwy. 42
- Reduction in safety from loop placement in developed areas
- Clearance over Amite River
- Fled Baton Rouge to escape traffic now being routed into Prairieville (3 similar comments)
- May create traffic problems during loop construction
- Baton Rouge traffic problems should not be brought to Ascension
- Ascension should not fix a Baton Rouge problem (3 similar comments)
- Don't make decision based on easiest way to pay for it
- Won't prevent wrecks/stalls that cause delays on I-10/I-12
- Will not relieve West Baton Rouge traffic on Hwy 1
- Concern for destroying houses in high elevation areas
- Scope of project impacts more people than realized
- Hwy. 431 corridor would affect 2 major schools, churches, and cemeteries
- Include current road upgrades (Hwy. 42) to determine overall impact
- Hwy. 42 corridor is ill-advised
- Investigate Ascension Parish officials for profiting from loop
- Mass transit is the answer
- Politicians need to stand up and do the right thing regarding the loop (2 similar comments)
- Fix the loop server, it takes too much time to down load a map
- Fear over state government ceasing their home



- There will be no other land to purchase in Prairieville if we are forced to relocate (2 similar comments)
- I am afraid my property value will suffer due to the loop (3 similar comments)
- Please make a decision as soon as possible
- Crime rate will jump in Ascension Parish because of the loop
- Highway 30 Gonzales to LSU is overloaded and dangerous
- Use Federal Matching funds to increase capacity of I-10 and I-12
- Residents were recently displaced with Hurricane Katrina
- Historic sites will be affected
- Corridors should be located outside of highly populated areas
- Build a true loop which would really encircle Baton Rouge, not through Prairieville where this would only aggravate congestion

**204 comment forms submitted**



## East Baton Rouge Parish Comments

### Project purpose and need

- Alleviate traffic in and around Baton Rouge (*8 similar comments*)
- Reduce traffic on I-10 bridge
- Alternative intrastate routes do not exist
- Object to the Baton Rouge Loop; other ways to relieve congestion
- Loop project would spur growth opportunities, primarily commercial and retail markets
- The stated project purpose is counterintuitive; larger scale dependence on vehicles will not yield a more viable business environment
- Loop will encourage more traffic from distant areas
- Commercial fleet efficiency
- Short-sighted profit
- Current loop system does not meet diverse user needs and lacks alternative options
- Locals will not benefit from loop
- Provide a route completely around the city
- Provide additional access points to the city that do not currently exist
- To make money on tolls from people trying to go into Livingston Parish

### Range of alternatives considered

- Alternatives considered should be those that give the biggest bang for the buck and completed quickest
- Alternatives that improve local traffic congestion; keep local motorists off interstates
- Inclusion of Baton Rouge welcome center
- Focus on specific expansion improvements to I-10 and I-12 (*7 similar comments*)
- Mass transit system (park and ride, light rail) is greatly needed; it is cleaner, quiet and solves parking problems and could be used for evacuation (*3 similar comments*)
- Surface roads should be expanded (*3 similar comments*)
- Continuous bike and walking paths merit further study
- Just get the project completed
- The outer belt is most appealing to meet tremendous growth expected; it makes sense
- Project will not impact traffic from east to west along interstate corridor; local traffic should travel north-south routes
- Baton Rouge has no alternatives
- Build a new bridge (*1 similar comment*)
- Elevated highway through center of Baton Rouge (Airline Hwy. or Florida Blvd.) (*1 similar comment*)
- Synchronize traffic signals (*1 similar comment*)
- Open up subdivision streets to main routes
- Limited access highway along Florida Blvd. or Choctaw would be desired

### Corridor alternatives

- Best alternatives are being considered
- Corridors that utilize existing roads should be eliminated
- Long routes are not appealing to motorists
- No corridors should be considered
- Central proposal cuts through planned town; move further north to avoid development (*4 similar comments*)
- Corridor along East Baton Rouge-East Feliciana should be considered and linked to new bridge at St. Francisville and I-49
- Central corridor that crosses Joor Rd. and Sullivan Rd. will eliminate access (J.H. Sullivan tract); area has oil and gas treatment plant, active oil wells and many pipelines
- Lovett Rd. proposal in Central will split family land and destroy sensitive wetlands



- Prefer southern corridor around Central that parallels Florida Blvd. (2 similar comments)
- Place Central route in more rural area
- Corridor should be placed in 50-75 year target area; community will grow to the loop (3 similar comments)
- Routes affecting Spanish Lake and Brush Swamp should be eliminated
- LA 30 should be expanded to interstate capacity
- No omitted corridors should be reconsidered
- A north-south route should be considered (1 similar comment)
- Connection between I-49 and I-55 should be considered
- There should be no corridor around or through Central
- Against all routes except extreme northern and extreme southern corridors; think long-term (1 similar comment)
- I-10 Mississippi River bridge should cross the river at Iberville Parish

#### **Environmental, socioeconomic, or other concerns**

- If project is shorter and cheaper, go through the swamp
- Spanish Lake and swamp area should be preserved (3 similar comments)
- Loop will destroy diversity of Baton Rouge by moving toward a homogenous environment
- Make traffic better
- Avoid historical and environmental areas such as Alligator Bayou and Bayou Manchac (1 similar comment)
- Should consider rising fuel costs and impact on traffic patterns and needs
- Preserve ecosystems
- Do not harm current viable neighborhoods (1 similar comment)
- Least disruption as possible
- Shoe Creek and Beaver Creek alternative will break up two family units (3 similar comments)
- Shoe Creek and Beaver Creek alternative will disrupt wetland area (2 similar comments)
- Central route would destroy family dental business on Sullivan Rd.
- Property values and quality of life would be destroyed by loop
- Protect sites on National Register of Historic Places; Section 106 reviews will be necessary
- Protect Cinclare Sugar Mill
- Green Tree Reservoir in West Baton Rouge Parish (west of Hwy. 1) must be protected
- Must protect bald eagles and other endangered wildlife

#### **Other comments, questions, or concerns**

- Build another bridge across the Mississippi River
- Southern loop should be completed first
- Where is the data (distance of routes, cost per mile of various routes, etc)?
- Route elimination matrix should be on the website
- Cost and timelines presented are likely not realistic; similar to Audubon Bridge and Amite Diversion Canal
- Unable to hear speakers because of large crowd; acoustics were very poor in meeting location
- The loop is the best thing that has ever happened to Baton Rouge
- Keep toll collections out of Baton Rouge's center
- Bike and pedestrian path across Mississippi River should be considered
- Solve problems of the future and not of the past
- Allow Central community to have more input
- Concerned about collecting tolls from Central community
- Against tolls and refuse to pay





- Engineers are blowing with the wind and playing the political game
- East Baton Rouge Parish has funded project and stacked the committees with people from East Baton Rouge to destroy other communities and not their own
- If state puts up this much money, future of Greater Baton Rouge will be at risk (*1 similar comment*)
- Skyrocketing property costs in Central will make project expensive
- Do not feel concerns are being heard; concerns are discouraged
- No one in Central is in favor of project
- Toll generation seems to be the biggest concern of engineers
- Afraid other projects beneficial to Central will be stopped (Hooper Rd. improvements, Magnolia bridge and Central Thruway) at the expense of the loop
- Baton Rouge has been reactive instead of proactive and solutions are often obsolete before they are ever built

**22 comment forms submitted**



## Iberville Parish Comments

### Project purpose and need

- Alleviate traffic in and around Baton Rouge (*5 similar comments*)
- Increase traffic flow for hurricane evacuation
- Freeing existing roadways for local use
- Provide enhanced access from east bank of river to the west bank
- Enhance development in suburban areas
- Provide traffic access to Georgia Gulf, Shintech and Dow chemical plants
- Provide workers in Livingston access to chemical plants on west bank

### Range of alternatives considered

- Concern about passing too close to Strategic Oil Reserve and four neighborhoods east of the reserve (200 homes); would work if passes west of reserve or east of Enterprise Rd.
- Add lanes to existing roads in and around Baton Rouge (1 similar comment)
- Widen existing infrastructure without hidden tax burden (tolls) on citizens

### Corridor alternatives

- Place bridge in Iberville Parish (*3 similar comments*)
- Corridor #21 (bridge in Iberville connecting to LA 30 to Gonzales) should be reconsidered
- Move new Mississippi River bridge as far away as possible from existing I-10 bridge
- Reinstate eliminated bridge south of St. Gabriel and north of Point Clear
- Alignment should pass through lands already owned by the state near St. Gabriel

### Environmental, socioeconomic, or other concerns

- Do not take open land that has been in families for generations
- Avoid sugarcane production fields
- Avoid as many residences as possible (*2 similar comments*)
- Avoid as many businesses as possible
- Preserve natural beauty of the environment
- Design structures to complement environment
- Faster traffic causes less pollution and environmental impact
- Protect prehistoric village of Bayou Goula and archeological sites, etc; place loop at least five miles away

### Other comments, questions, or concerns

- Baton Rouge loop is needed; I support the project (*2 similar comments*)
- Should remove eliminated corridors from map; makes map too busy
- Property compensation should be more than generous because real estate is more than house but are homes and livelihoods that can never be replaced
- Other areas have multiple bridges while Iberville has no bridge
- West Baton Rouge does not need additional bridge
- What will happen if the alignment goes through my property?

*10 comment forms submitted*



## Livingston Parish Comments

### Project purpose and need

- Improve traffic through Livingston Parish *(25 similar comments)*
- Improve traffic through Baton Rouge area *(28 similar comments)*
- Project has no purpose
- Growth of undeveloped areas *(8 similar comments)*
- Project will not benefit the rural areas
- For politicians to make money off of development along the interstate
- Revenue gain for East Baton Rouge, Livingston Parish, West Baton Rouge, etc.
- Neglectful expansion of subdivision speculators and uncontrolled land development
- Correct poor planning from 20 years ago
- To generate revenue for toll facility
- Increase community environment inside loop
- Safety
- Alternate evacuation route

### Range of alternatives considered

- Improve existing infrastructure *(65 similar comments)*
- Build new bridge across the Amite River
- Mass transit (car pools, rail, bus service) *(4 similar comments)*
- Should be elevated roadway to not interfere with existing interchanges *(6 similar comments)*
- Use contra-flow on interstates during peak hours
- Toll road is not needed
- Use design/build construction methods and innovative financing like other states do

### Corridor alternatives

- Other corridors should be considered *(2 similar comments)*
- Eastern corridor should be moved farther east in less populated area *(10 similar comments)*
- Corridor near LA 447 should be moved; goes through large subdivision
- Original corridor east of LA 447 should be reconsidered *(9 similar comments)*
- The southern northern route should be eliminated
- Northern route is the best *(10 similar comments)*
- Northern route is good for Watson *(11 similar comments)*
- Route should be near Ascension where population lives
- LA 1032 (4-H Road) alternative should be deleted
- Route between Darker's and Gordon Lane would not help
- Loop should be routed toward St. Helena due to rapid growth of Walker
- Loop should join O'Neal, Perkins, Greenwell Springs, Airline Highway, and Florida Blvd.
- 
- *(34 similar comments)*
- Extend project east of Livingston Economic Development Park *(19 similar comments)*
- Build project east of LA 449 with Satsuma Medical Center coming *(7 similar comments)*
- Project should be outside of city limits
- Corridor south of I-12 between I-12 and Port Vincent should be reconsidered
- South Walker Road alternative should be eliminated *(2 similar comments)*
- Outer northern corridor should be reconsidered *(4 similar comments)*
- Local bridge from Watson to Central that would connect LA 1019 and Hooper Rd.
- Project should cross LA 16 just east of Walker South junction
- Loop should not be built, only bypasses around the city are needed
- South Walker should be avoided *(4 similar comments)*



- Loop should be built through Satsuma (*2 similar comments*)
- Go through Feliciana parishes with northern loop
- Extend Hooper Road via a bridge across the Amite River
- North loop should be eliminated
- Extend S. Harrels Ferry Road
- Extend Morgan Road to LA 1028
- Extend Planchet Road to North College Street
- Loop should go over the city, not around the city
- Loop should parallel Arnold Road (LA 1025)
- Toll spur to connect to Juban Road extension is needed
- 

#### **Environmental, socioeconomic, or other concerns**

- Avoid as many homes/people as possible (*55 similar comments*)
- Proposed corridors disrupt lives of many people
- Avoid homes and subdivisions
- Environmental concerns are a distant second concern (*4 similar comments*)
- Property value will suffer (*11 similar comments*)
- Swamps near Amite River crossing should be protected (*2 similar comments*)
- Grays Creek Church and Felder Cemetery will be destroyed at current corridor
- Keep cost to a minimum
- Will create air pollution
- Will create noise problem (*7 similar comments*)
- Project will leave retired couples and widows in poor financial shape (*5 similar comments*)
- Project will destroy tranquil lifestyle
- Wetlands north of Carrol Street should be protected (*2 similar comments*)
- Smell from the dump is enough
- Wild animals and their habitats will be uprooted (*2 similar comments*)
- Danger to children
- Keep road clean and environmentally-friendly (*3 similar comments*)
- Lands have historical value
- Will destroy woods used for hunting (*3 similar comments*)
- Do not take cemeteries
- Oil fields and pipelines should be avoided
- Risk of chemical spills
- Wetlands west of LA 449
- Old Stafford Farm with cabin built in 1800's and Stafford Cemetery along LA 449

#### **Other comments, questions, or concerns**

- South Fork subdivision is greatly opposed
- Would like specific information of Pecan Creek subdivision
- Should have more than one large map at meetings
- Concerned about how close it will be to Waste Management landfill near Satsuma
- Do not build road to nowhere
- Detailed maps should be provided
- Watson/Central route will not reduce traffic
- Stay out of populated areas
- Loop is not answer to traffic problems
- Bring this to a vote; it will fail
- This project is only for investment purposes
- Project is unnecessary (*4 similar comments*)
- This is a Baton Rouge problem, not a Livingston problem (*4 similar comments*)
- Loop will not benefit residents and taxpayers (*11 similar comments*)
- Southfork and Hood Road community are against the project and encourage leaders to



prevent project from consuming area and displacing residents; project destroys present growth; project should be moved one mile to the east in undeveloped area (*98 petitioned comments*)

- People will not pay a toll
- Project will destroy LA 449 area and the town of Walker
- Loop should be shifted east and along the north side of the Livingston Parish Industrial Park before making connection to I-12 between Satsuma and LA 63 interchanges (*111 petitioned comments*)
- Areas like Central that do not want project should not get interchanges and exits that will promote economic growth
- Project is needed; impressed with public meetings and size of project
- Has additional infrastructure needed for displaced residents been considered in financial estimate?
- Project should follow route of least resistance
- Livingston should be able to vote on project
- Locals will not use loop, only those traveling through the city
- Economic benefit should not be the primary justification for project
- I'm too old to pack up and move
- Team should seek more input from public through mail-outs, etc.
- There is already too much change in our parish
- Businesses will suffer as a result of the Loop
- Should review Rep. Bodi White's plan
- Project is not good for the working class
- Where has Mike Grimmer been during these meetings?
- All three members of the Livingston Stakeholders Committee support the project
- Please move the loop to take the new subdivision Meadow Lake; houses are falling apart
- Project is 15 years late
- Should either be called a loop or a bypass, not both
- Some people will be unhappy but that is the price of progress
- Property owners taken by loop should be granted lifetime passes to travel toll facility
- Bike lanes should be included
- Sound barrier walls should be built



## West Baton Rouge Parish Comments

### Project purpose and need

- Alleviate traffic in and around Baton Rouge (34 similar comments)
- Reduce traffic on I-10/I-12 (13 similar comments)
- Relieve traffic on LA 1 (9 similar comments)
- Stimulate economic growth through job creation (3 similar comments)
- Plan for future population growth
- Hurricane evacuation (3 similar comments)
- Save gasoline
- Reduce accidents
- Divert and diffuse unnecessary traffic
- Truck traffic is greater than capacity (2 similar comments)
- Allow truck traffic to bypass Baton Rouge (4 similar comments)
- Provide easier access to suburbs and smaller communities
- Create profit
- Create access to Pinnacle Casino

### Range of alternatives considered

- Consider a true loop; large area (18 similar comments)
- Improve capacity of existing facilities (7 similar comments)
- Third bridge in West Baton Rouge does not make sense (43 similar comments)
- Build new bridge near or south of Plaquemine for economic growth; Iberville wants bridge (49 similar comments)
- Require trucks use loop
- Move starting point farther west and north (3 similar comments)
- Elevated structure above interstates (5 similar comments)
- Schools, airports
- Close Washington St. exit (3 similar comments)
- North loop to connect I-12 and I-10
- South loop far south to aid in evacuation
- Range of alternatives is adequate
- Just build a bridge first and see if congestion will be reduced
- Iberville crossing will help land regional airport (2 similar comments)
- Plaquemine residents have least amount of alternatives to cross river
- Alternate route to circle Baton Rouge
- Eliminate corridor entering south Baton Rouge that is already congested
- Closet bridge south of Baton Rouge is Donaldsonville; need another
- Southern route should not be too far south to cut off access to south Baton Rouge
- Put loop in Livingston Parish
- Place alignment in less populated areas
- Loop should be 60 miles out of any populated area
- Studies that reflect impact to other areas in addition to Baton Rouge
- Elimination of two ferries at Plaquemine makes economical sense; allocate savings for 10 years to pay for the project (1 similar comment)
- Develop Baton Rouge limited access roads such as Highway 30, Florida Blvd, Airline Hwy, and Hooper Rd.
- Addis bridge location should pass between Shintech and Myhand Park
- Evaluate all exits on interstate system to alleviate traffic
- Mass transit and car pool system

### Corridor alternatives

- I am pleased with current alternatives



- Widen LA 1 to and from I-10 bridge to promote traffic flow
- Reconsider the Addis crossing
- Brusly and Addis crossings need to be eliminated (41 similar comments)
- LA 415 expansion to Plaquemine and White Castle (3 similar comments)
- Corridor between Addis and Plaquemine might be a possibility (2 similar comments)
- South of Addis through abandoned Co-Polymer plant site
- US 190 route should be eliminated; cost of bridge rehab would be too expensive
- Most northern route should be explored (2 similar comments)
- Use existing Sunshine Bridge (2 similar comments)
- Follow levee to Australia Point on west bank and cross river south of Baton Rouge
- Ferry site can be site for new bridge
- Consider use of Audubon Bridge
- Bridge should be half the distance between Baton Rouge and Sunshine Bridge; only bridge I will support
- Southeast corridor is not needed if infrastructure limited access improvements were made
- Cinclare crossing is most logical site to alleviate traffic

### **Environmental, socioeconomic, or other concerns**

- Emily Drive alternative near Antonio Plantation should be eliminated as it will disturb Cinclare Sugar Mill (National Historic Site) (30 similar comments)
- Emily Drive alternative near Antonio Plantation will be too close to Brusly High School and Brusly Middle School (33 similar comments)
- South Plaquemine bridge choice will have least impact on neighborhoods and families
- Minimal human impact on all local residents and their homes (33 similar comments)
- Minimal impact to businesses
- Minimize property purchases and relocations
- Minimize impact to environment (7 similar comments)
- Minimize impact to existing and planned development (1 similar comment)
- Strategic Oil Reserve and salt domes need to be considered
- Spanish Lake preservation (1 similar comment)
- Higher crime (8 similar comments)
- Pollution, hazardous material (10 similar comments)
- Avoid congested areas like LSU
- Avoid chemical corridor
- Avoid Green Tree Reservoir built by USACOE west of Cinclare to improve bird habitat (1 similar comment)
- Brusly crossing would kill community
- West Baton Rouge crossing would eliminate wetlands and inhibit drainage
- Remove greatest traffic from congested areas
- West Baton Rouge residents chose to live there because of semi-rural lifestyle; loop will destroy that lifestyle
- Minimize noise (11 similar comments)
- Development at busy interchanges tends to be poor
- Alignment should run in less dense area
- Significant impact to wealthy landowners who pay majority of taxes in West Baton Rouge
- Addis crossing will affect Hebert House and Sandbar Plantation, both of historic register
- Corridor should not be near any school, growing community or historical landmark (1 similar comment)
- West Baton Rouge loop portion will destroy 36 acres of wetlands per mile with 300 feet right-of-way
- Green belts and sound walls should be considered to mitigate noise, environmental impacts
- Corridor should be raised to allow for wildlife to cross and natural drainage to occur
- Choose route that will allow for greatest growth



- Choose route that will allow for efficient evacuation
- Historical sites should be avoided (31 similar comments)

#### **Other comments, questions, or concerns**

- West Baton Rouge locals will not pay toll to cross bridge near Cinclare; too close to existing bridge (6 similar comments)
- Iberville Parish route will be traveled by plant workers (2 similar comments)
- Keep politics out of final decision
- West Baton Rouge is just now recovering from construction of the I-10 bridge
- West Baton Rouge bridge will give access to Pinnacle Entertainment development; will destroy Brusly community (1 similar comment)
- Have meetings later in the day or on weekends to accommodate working class
- Engineers only worried about getting I-10 “bleed off” and are forcing West Baton Rouge river crossing
- I have no problem with loop coming through my town of Addis but would like to see discussion with subdivisions
- Concerned about property values (15 similar comments)
- Plaquemine crossing would eliminate ferry crossings
- West Baton Rouge should not suffer to alleviate traffic in Baton Rouge
- Addis/Brusly crossing would destroy three new developments with \$20M+ value
- Loop is not needed
- Need further clarification on Tier 1 vs. Tier 2
- Was not notified of meeting date and location
- Requested but have not received information on traffic count between Cinclare and Intracoastal Canal
- Land is not stable enough in West Baton Rouge; sand boils occur with high water
- Agree something needs to be done with traffic but not in Brusly
- Do not kill towns and communities
- Concerned about entrance/exit ramps in West Baton Rouge; consider site at Rosedale Rd if limited to through traffic
- Project is greatly needed (3 similar comments)
- Spurs were not presented to demonstrate how traffic may be alleviated
- This is a Baton Rouge problem; should not be dumped on neighboring parishes (2 similar comments)
- Alternatives look like a maze instead of a loop
- Loop idea is 20 years late; we now must play catch-up
- More people will pay toll in Plaquemine; would save gas and money
- Bridge at Plaquemine would provide New Orleans easy evacuation access
- Ferry never works in Plaquemine
- The community should vote, not the politicians
- Project will be nowhere near \$4 billion proposed price tag
- No confidence in another new project
- No one will drive 50 miles extra with price of gasoline
- Public meeting information was conflicting
- Willing to pursue legal action to stop the project
- Use common sense and logic when deciding route
- Project is 20 years overdue; shameful it has taken this long for the capital city
- Route locations should be determined based on private investor commitments not on alleviating traffic in the short term
- The need is imperative
- Voting members should not be allowed to vote if they own property in a proposed corridor
- For the project 200 percent and live next to Cinclare site•

**76 comment forms submitted**





**Public Meeting Information March 2009**



**March 19**

**East Baton Rouge Parish**

BREC Tennis Recreation & Fitness Center  
7505 Independence Boulevard  
Baton Rouge, LA 70806  
4:00 – 7:00 p.m.

**March 23**

**Ascension Parish**

Gonzales Civic Center  
219 South Irma Boulevard  
Gonzales, LA 70737  
5:00 – 8:00 p.m.

**March 24**

**Iberville Parish**

Iberville Optional Education Center  
58060 Plaquemine Street  
Plaquemine, LA 70764  
4:00 – 7:00 p.m.

**March 25**

**Livingston Parish**

Anthony "Tony" Dugas Recreation Center  
30372 Eden Church Road  
Denham Springs, LA 70726  
5:00 – 8:00 p.m.

**March 26**

**West Baton Rouge Parish**

Addis Community Center  
7520 Highway 1 South  
Addis, LA 70710  
4:00 – 7:00 p.m.

**MEETING ATTENDEES**

East Baton Rouge 152  
Ascension 198  
Iberville 44  
Livingston 105  
West Baton Rouge 145

**TOTAL: 644**



## Public Meeting Station Checklist

**STATION 1: Loop Overview**

Sign up here to receive future meeting notices on the **Baton Rouge Loop** and to review defined purpose of the public meeting. Station checklists and comment forms distributed here.

**STATION 2: Environmental (NEPA) Process**

Find out more about the NEPA process and the differences between a Tier 1 and Tier 2 Environmental Impact Statement (EIS).

**STATION 3: Purpose & Need**

Review with team members the **Baton Rouge Loop's** refined purpose and need statement.

**STATION 4: Project Timeline**

See the steps the **Baton Rouge Loop** project will go through before you can drive on it.

**STATION 5: Corridor Sections Map**

View project map complete with corridor sections identified and labeled.

**STATION 6: Overall Project Map**

View an overall project map with proposed corridor sections for the **Baton Rouge Loop**. Talk with team members to learn about corridor alternatives.

**STATION 7: Land Use & Design Concepts**

How can the **Baton Rouge Loop** fit in with the character of our community? View images showing potential improvements to the community that the BR Loop project could incorporate.

**STATION 8: Let Us Hear From You**

Ask project team members questions about the **Baton Rouge Loop**. Take an opportunity to fill out a written comment form to provide a record of your comments.

[www.BRLoop.com](http://www.BRLoop.com)



## **Baton Rouge Loop Public Meeting Fact Sheet**

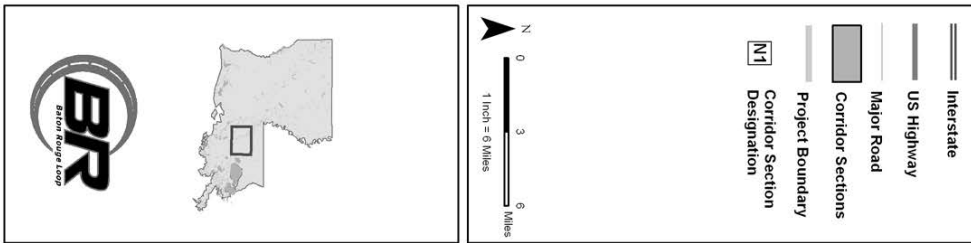
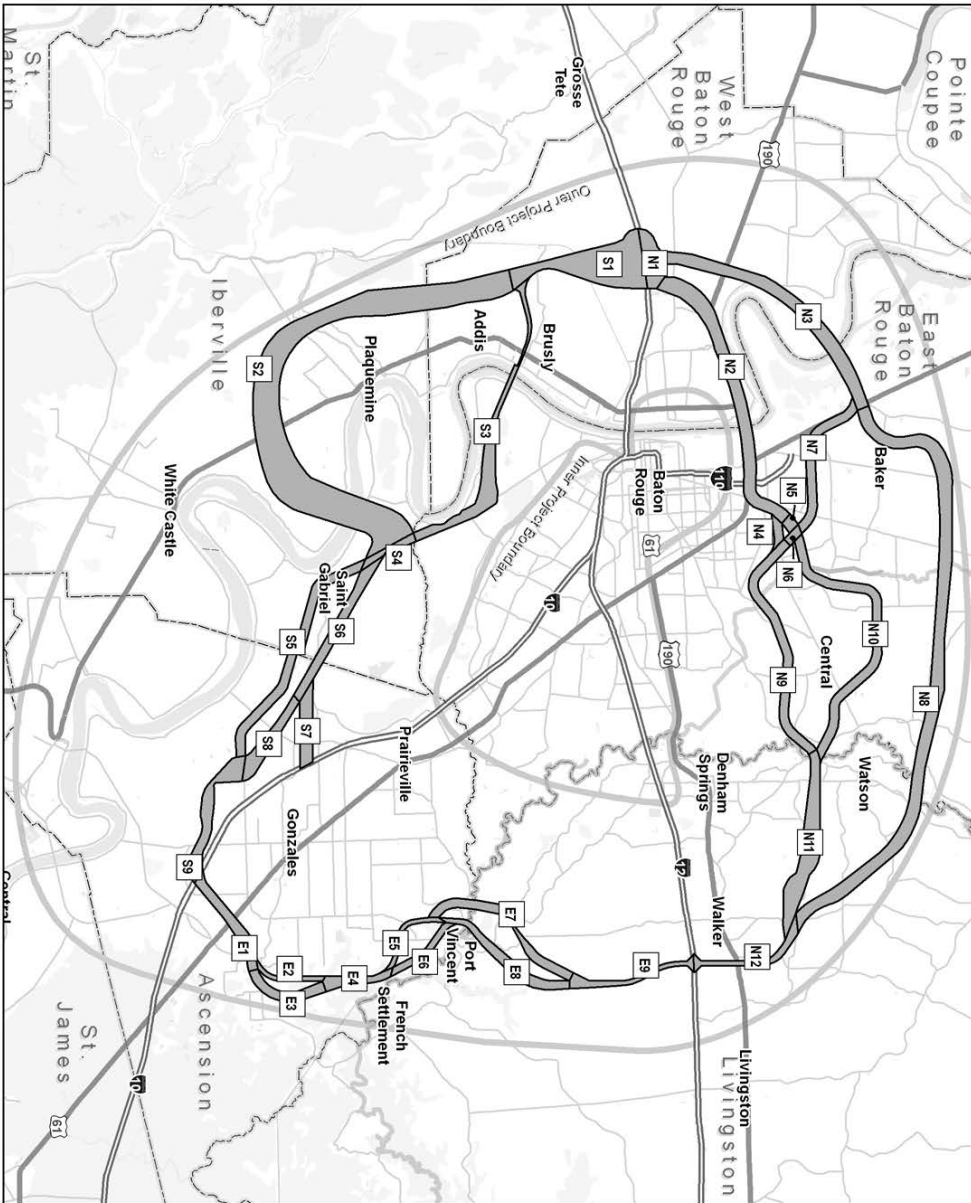
- The **Baton Rouge Loop** is a proposed tolled traffic loop around Baton Rouge.
- The intent of the **Baton Rouge Loop** is to provide an alternate route for motorists to:
  - Reduce existing and projected future congestion and delay on Interstates 10 and 12 and other major arterial corridors;
  - Expand roadway capacity;
  - Address future travel demand;
  - Enhance regional roadway and transportation network connectivity; and,
  - Improve the safe movement of people and goods within and through the five-parish project area.
- The project is under the direction of the Capital Area Expressway Authority, which consists of the Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge Parish Presidents and the Secretary of the Louisiana Department of Transportation and Development.
- To ensure that communities and organizations have opportunity for input into the planning process beyond public meetings, Stakeholder and Advisory committees meet regularly.
- The **Baton Rouge Loop** would initially be constructed as a four-lane facility with the ability to add at least two additional lanes, in the median when traffic demands warrant. Bike paths and transit could potentially share the footprint.
- Interchanges will connect the **Baton Rouge Loop** to the regional transportation network.
- New financing opportunities have been made available by the legislature in the form of both the Transportation Mobility Fund and Public-Private Partnership legislation passed in the 2006 session. They are geared towards using toll revenues as the driving force to assemble viable financing.
- Locally preferred corridor alternatives identified during the initial Implementation Plan stage were advanced into the Tier 1 Environmental Impact Statement (EIS) phase and are shown on the map on the reverse.
- Comments may be submitted at the public meetings, online and by U.S. mail to Capital Area Expressway Authority (CAEA), 9100 Bluebonnet Centre Blvd., Ste. 301, Baton Rouge, LA 70809

For more information and to receive updates visit [www.BRLoop.com](http://www.BRLoop.com).

[www.BRLoop.com](http://www.BRLoop.com)



### Corridor Sections Recommended For Tier 1 EIS





**Public Meeting Comments March 2009**

<b>East Baton Rouge Parish Comments</b>	
Number of similar comments	
	<b>Project purpose and need</b>
10	Relieve traffic congestion in BR (primarily I-10, I-12, I110)
2	Build toll road to make money
1	Provide bypass
1	Improve safety by separating commuters from truck traffic
1	Enhance Evacuation route possibilities
3	None (esp. if DOTD widens Hooper Rd.)
3	Need for loop through Central is just a reason to help improve commute from Livingston to BR
1	No help to Central or Baton Rouge community
1	Understand how the loop affects me
1	Support improving existing roads, interstates, and bridges
1	Concerned project will not generate funds needed to pay interest on cost of project
1	Supports electronic toll collection
1	project will improve property values and standard of living
1	Loop needed but not thru Central
<b>Corridor Sections &amp; Alternatives</b>	
10	Supports outer-most corridor(s) (i.e. N8) to minimize impacts to Central
5	Widen Hooper Rd
4	Add Amite River Bridge at Hooper
3	Widen Florida Blvd. or elevate Florida
3	N8 is named corridor by Central's Master Plan for a loop bypass b/c:
1	ground is higher
1	open pasture land & non residential
1	ease of construction
3	Feels corridors are separating the community of Central
2	Entire northern bypass should be abandoned
1	Suggest more northern route through Baker to avoid impacts to family property and divert traffic from congested areas
1	Consider using right of way along Comite Diversion Canal as part of the loop
1	S2 & S3 will provide enough traffic due to plant workers at rush hour
1	Recommend shortest, quickest route be constructed first
1	Florida Blvd. & North Airline Hwy between Florida and I-110 make it a non-stop highway
1	More bridges across Miss. River and other waterways
1	Add corridor from N7 to N2
1	Correct end location of I-110
1	Prefer S5 and S2 but why not corridor to the north of Spanish Lake?
1	Consider corridor closer to Livingston Parish
1	Prefers shorter more direct routes (N1, N2, N4, N9, N11, N12 & S3)
1	More direct auto capacity between BR and population growth areas to the south, east and north (west is constrained by river)
1	Nicholson off ramp east of I-10 Miss. Bridge offers possibility of major bypass via River Road to Nicholson Ext. to I-10 at Gonzales
1	This would help thru traffic going to NO and BR workers who live to the south
1	Move loop further north through field and pasture and which is less expensive than homes and businesses



	<b>Environmental, Socioeconomic or Other Concerns</b>
9	Minimize impacts to community/quality of life to Central
4	Minimize displacements/avoid densely populated areas
1	City plan should be used to influence selection
1	Functionality
1	Ease of construction
1	By easing traffic congestion local economy will be improved
2	Improving traffic flow
1	Proper interchanges that would facilitate growth
1	Noise pollution
1	Hazardous materials
3	Impacts to Wetlands
2	Flooding issues
1	Impacts to property value
2	Environmental issues should be main concern in decision
1	Plan for bike paths around entire loop
1	Commute parking lots at loop to connect bus and/or light rail
1	Opposes corridors which impact Spanish Lake
	<b>Other</b>
2	Central does not feel like it has a voice.
1	Best to cross Miss. River
1	Governmental officials within affected areas need to be involved and consulted
1	Propose meeting be held in Central
1	Leave Central and any other community out of the loop
1	Does not trust where pothole tax is being allocated so cannot trust the mayor and this project
1	Appears this project is working against Central community
4	Supports project and would like to see it progress forward
1	Consider eliminating North loop by considering more cost efficient alternatives
1	Concerned some Central residents are willing to sell property to make a profit
1	Loop will not help alleviate traffic congestion, esp. Eastern and northern parts
2	Opposes project
1	Requests to see miles of each proposed route on website
1	When will the bonds be for sale?
1	Liked sketches of landscape, bike paths, walking paths, etc.
2	Prefer money be used for improvements to existing (i.e. timing traffic signals at local intersections, widen interstates & arterials)
1	Concerned Project not financially feasible
1	Loop does not address traffic issues on interstate system through BR
1	Has a traffic mitigation and economic feasibility study been performed for the project?
1	Project is not on the state or BR chamber priority list



<b>Ascension Parish Comments</b>	
Number of similar comments	
	<b>Project purpose and need</b>
6	Traffic congestion will only be solved by increasing capacity on existing roads
1	Develop alternatives to long commutes by using rail
1	BR is dumping problems caused by poor planning onto their neighbors - not smart growth
3	Ascension Parish will not benefit from this project
8	Relieve traffic congestion in BR (especially on I-10 & I-12)
1	Allow for free flow which will help emission control
1	Solve Baton Rouge problem by double decking I-10 & I-12 and new bridge in BR
1	Sees project as a property acquisition/land grab" "
2	Economic development
2	Politics as usual
1	Sees project as urban sprawl opportunity
1	Do not want private investors building public roads
2	Does not feel loop is needed from Port Vincent thru Gonzales
1	Make drivers pay for traveling instead of using tax money
<b>Corridor Sections &amp; Alternatives</b>	
1	Southern route is too long - will not receive commuter traffic which is 85% of our problem
7	Oppose all corridors through Ascension Parish
1	No one would use loop through Port Vincent to Sorrento
1	Northern I-10/I-12 bypass has some value but with great cost to northern residents
3	Southwest I-10 bypass could be built much cheaper by using sunshine bridge
1	Use corridor established along Hwy 30/Nicholson Dr.
1	Use corridor on the west bank, Hwy1
2	Consider Rail to minimize number of vehicles on the road
2	Double deck interstates
1	Geismar Hwy 73 - widen lanes and traffic light needed at Cornerview and Hwy73
1	Traffic at Hwy 42 and Hwy 431 seems to come from Livingston Parish. East area should stay in Livingston Parish
1	Problems solved by four laning LA Hwy 42, Hwy 44, Hwy 431, improve LA 73, and new bridge over Amite bypassing Port Vincent
1	Corridor alternatives appear to impact residential properties and destroy wetlands in non-residential areas
1	Should consider corridor from St. Gabriel crossing Spanish Lake and to make a scenic route to Walker exit at I-12
1	Half loop instead of whole loop
1	Widen Airline Hwy
2	Prefer E5 over E6 because E6 is less populated
1	Widen Amite River Bridge in Port Vincent instead of loop
2	Opposes E5 because it would bisect private property



<b>Environmental, Socioeconomic or Other Concerns</b>	
7	Impacts to the community/quality of life
1	Attempt to entice people out of automobile commuting
1	Creating affordable housing closer to workplaces
1	Improving public transportation (bus & rail)
9	Minimize impact to residents in and surrounding the corridors
1	Most residents south of BR are against loop esp. toll road
3	Drainage concerns (Eastern loop which goes through Sorrento and near Amite River at Port Vincent)
1	Concerned about funding and potential increase in taxes
2	Noise impacts
2	Adequate compensation for relocation
3	Concern for wildlife
5	Minimize impacts to environment (i.e. wetlands, swampland)
1	Minimize costs
2	Concerned add costs by using elevated structures in E7, E8, and E5 which are in flood zones
1	E6 runs thru new school area under construction and is very close to subdivision on the Amite River
1	Pollution
<b>Other</b>	
3	Supportive of the project
1	Interstate system has impaired BR growth
1	Proposed bridge at Lukeville would negatively impact this African American community which has been in existence since 1886.
1	Church and cemetery located where the bridge at Lukeville would be located.
1	Preserve agricultural lands & run expressway in wood land when possible.
1	This project will hurt BR by encouraging the tax base to relocate to surrounding parishes because there would be quicker commute (i.e. impact of the Lake Ponchartrain Causeway on New Orleans)
1	Propose bypass for thru traffic via I-49 extension south of Lafayette connecting with I-55 at LaPlace
2	Suggests collecting surveys with real drivers (local and thru traffic) to determine traffic patterns with proposed toll rates
1	Do not feel public meetings are truly for gathering citizen's input - if so, then all southern routes would have been eliminated
8	Opposed to the project
2	Suggest there could be better routes
1	Who will use Eastern routes? Livingston Parish workers who work in Ascension Parish will use Hwy 431
1	Restricted use of billboards along the loop?
1	Supports phased construction - (I-10 below Sorrento to I-10 near Hwy 415 would be a good start)





<b>Iberville Parish Comments</b>	
Number of similar comments	
	<b>Project purpose and need</b>
4	Alleviate traffic problems in BR region
1	Relieve congestion on I-10 & I-12, existing bridge on I-10
1	Reduce delays
1	Reduce fuel consumption
1	Reduce air pollution
1	Provide for economic development
1	Provide for urban sprawl
	<b>Corridor Sections &amp; Alternatives</b>
1	Generally like corridors
4	Prefer southern corridor route between Plaquemine and White Castle
1	B/c Less people impacted and will provide better access to Plaquemine from interstates
1	B/c crossing near Brusly & Addis area will deter residential growth there
1	Iberville could use replacement for the ferry
1	Location of interchanges will be important
1	Coordination with major developments
1	Evaluate eliminated corridor and bridge just north of Plaquemine
1	Like how corridors in Plaquemine/Iberville area remain in outlying areas and do not impact current development
	<b>Environmental, Socioeconomic or Other Concerns</b>
1	Almost 2000 students and teachers are within less than 1 mi. of proposed bridge crossing in WBR at Lukeville.
1	Concerned about hazardous materials traveling on the loop near Addis and Brusly
2	Least impact on residential areas with homes and schools
1	improve local and regional access
1	Potential for future expansion
1	Roadway through low lying areas should be elevated to prevent foundation problems
1	Maintain/improve existing drainage system
	<b>Other</b>
1	This project is long overdue
1	Interstate system has impaired BR growth
1	Proposed bridge at Lukeville would negatively impact this African American community which has been in existence since 1886.
1	Church and cemetery located where the bridge at Lukeville would be located.
1	Preserve agricultural lands & run expressway in wood land when possible.



<b>Livingston Parish Comments</b>	
Number of similar comments	
	<b>Project purpose and need</b>
6	Traffic relief
1	Reduce delays on I-10 and I-12 but east corridors do not address this
1	Traffic in the area is not from I-10 or I-12, therefore, improve local roads to resolve problem
1	Real estate developments get rich
3	Economic development
1	No need for the project
1	Prefer to widen existing highways to serve same purpose
2	Route for thru truck traffic away from I-10 & I-12
<b>Corridor Sections &amp; Alternatives</b>	
1	Northern corridor too far north and out of the way
1	Prefer N10 & N11 corridors in Livingston Parish
1	Bypass Port Vincent and do not allow access
1	Prefers outer corridors of each section to minimize impacts to residents
1	New east corridor ruins residential area that has kept large growth out of area
1	Commercial real estate is not wanted in this area
1	Split on whether to support N8 (better economically & socially) or N11 (better for traffic relief)
1	Prefers N1, N3, N8, and N12 corridors
1	B/c too much development along N corridors to the south
1	Prefer S1-S3 then back across the Manchac to north of Port Vincent
1	No reason to include Gonzales, Port Vincent, and French Settlement in the loop
1	N11 should be eliminated
1	N8 should be as far north in Watson as possible to minimize impacts to residents
<b>Environmental, Socioeconomic or Other Concerns - Key Issues</b>	
1	Will it take only the poor's land and houses?
1	Concern for impacts to timber land
3	Concern for impacts to wetlands
1	Not concerned about environment with static structure of roadway (compared to sewage treatment plant)
2	Minimize residential displacements
1	Minimize impacts to home and farmland that will remain next to the proposed roadway
1	East corridors involve a number of wetland areas (swamps and lakes) that are a treasure to the area
1	Concerned about building highway on land which is hard to build houses on due to FEMA regulations
2	Noise impacts to existing neighborhoods that would not be acquired
1	Improving traffic flow will minimize pollution
1	Influx of crime from criminals that reside outside of Livingston Parish
1	Impacts to wildlife



	<b>Other</b>
2	Project needs to be built ASAP
1	What is the approval process?
1	Do not want a super highway near their home since they moved away from a busy, noisy highway
1	Area from Linder Rd. to Duff Rd. is projected to have 50 oil wells
1	Area is too heavily populated for the loop
1	A traffic loop is needed in an area of this population, size, and density
1	Concerned about living close enough to the corridor to be impacted but not displaced
1	Concerned would not be reimbursed for adequate property value
1	Does not think Louisianans will pay tolls to travel on the loop
1	Will roadway be built in my community if shown within the corridor?
1	Is this the final plan?
1	What is the timeline? Website was not clear.



<b>West Baton Rouge Parish Comments</b>	
Number of similar comments	
	<b>Project purpose and need</b>
22	Relieve traffic congestion in BR region and/or city of BR
2	There are no reasons to build loop in Brusly
3	Ease truck traffic through BR by providing alternate route
4	Facilitate commerce/economy/job creation in BR Area
1	To where the BR Loop is going (????)
2	Alleviate traffic on Hwy1 and intercoastal canal
3	Provide alternate route to areas in the BR area
4	Reduce Carbon emissions
3	Improve Safety
1	Reduce Drivers road rage
1	Anticipate future traffic needs in BR region
1	Need railroad bridge between BR and NO
1	Wider transportation options within loop footprint
<b>Corridor Sections &amp; Alternatives</b>	
21	Support bridge south of Plaquemine (S-2) and opposed to bridge in WBR because:
8	Prefer to see Loop through more undeveloped area
4	Residents of Plaquemine/Iberville want it
1	Crossing at Addis is less desirable for railroad because not sufficient width
3	WBR already has 2 bridges in short distance
2	Prefer to see Iberville open up area for economic expansion
3	S3 will worsen traffic in Brusly/Addis Area along Hwy1
3	S2 corridor would service more plants in Plaquemine area
2	Allow for better hurricane evacuation
3	Oppose using existing US 190 route for new bridge
1	Old bridge needs to be given back to Railroad
1	If this corridor is selected, prefers placing bridge to the north to avoid home
1	Opposes project because of possible impacts to Brusly area
1	Prefers N3 corridor over N2
1	Preferred corridors have been eliminated due to feasible locations of Miss. River crossings
1	Prefers that the bridges be spaced apart as practical
1	Would like to see I-10, I-12, I110 to be viable transportation routes for next 30 years,
1	Any route that avoids existing homes
1	Prefer S1-S2-S5-S7 corridors
1	Prefer south loop come across between Seigen and Prairieville
1	Prefer north loop come between airport and Baker
1	Corridor too close to downtown BR would hamper long term economic development and solve traffic problems for short time
1	Eliminate N9 to keep Central undivided



<b>Environmental, Socioeconomic or Other Concerns - Key Issues</b>	
8	Impacts to Brusly/Addis community quality of life if route S3 chosen
1	Visual impacts of elevated highway and bridge
1	Divide Addis and Brusly
1	Too close to schools
11	Minimize Impacts to displaced residents
1	Prefer to go through farmlands
2	Minimize impacts to wetlands and other environmental places
5	Avoid Lukeville Community
1	Hazardous materials traveling on proposed loop
4	Impact on Property Values/reimbursement
1	Race should not be a factor in selecting route
2	Noise to existing homes
5	Economic Development
3	Small towns in Iberville Parish area are dying - loop will boost economy there and bring new business and residents to the area
2	Traffic Relief
1	Rush hour traffic major concern (i.e. workers commuting to Bluebonnet/Seigen area)
3	Key issue is to put traffic AROUND BR not through WBR - that will only bring traffic right into the problem area.
1	Some of the nicest interstate sections go through swamps and wetlands (i.e. Whiskey Bay-Boutte)
2	Commercial development not wanted and not needed in Brusly.
1	Too many environmental concerns, too many politicians, and too much money spent on this study - money should be spent on engineering
1	Impacts to power grid if S3 route chosen
1	keep trees in ROW
1	Appears to be more impacts to black community and lower economic income residents
<b>Other</b>	
3	Believe loop should be placed where it is supported
3	This is perceived to be in Iberville Parish
1	Use clover leaf where loop would intersect with local streets
1	Concerned about moving expenses and finding affordable housing if need to relocate
1	Support the loop but not in WBR parish
2	Consider rail system over one of the new bridges
1	possibly with financial assistance from the rail companies
1	Consider using the Sunshine bridge
1	Something needs to be done b/c highway system can't support the traffic in this area
1	Highways should have been upgraded before subdivisions were developed
1	Urge local leaders to think beyond economic impact of this project and realize impacts of communities
1	Concerned about the school located close to S3 corridor
1	If it costs more for longer section, ask Jindal for stimulus money
1	(If S3 is chosen) aesthetics will be destroyed
1	Close Washington St. exit on I-10 to make a two lane road in BR area
1	Truckers would use a loop in Iberville Parish rather than sit on I-10 and I-12
1	Interested in seeing public transit and bike paths in loop footprint



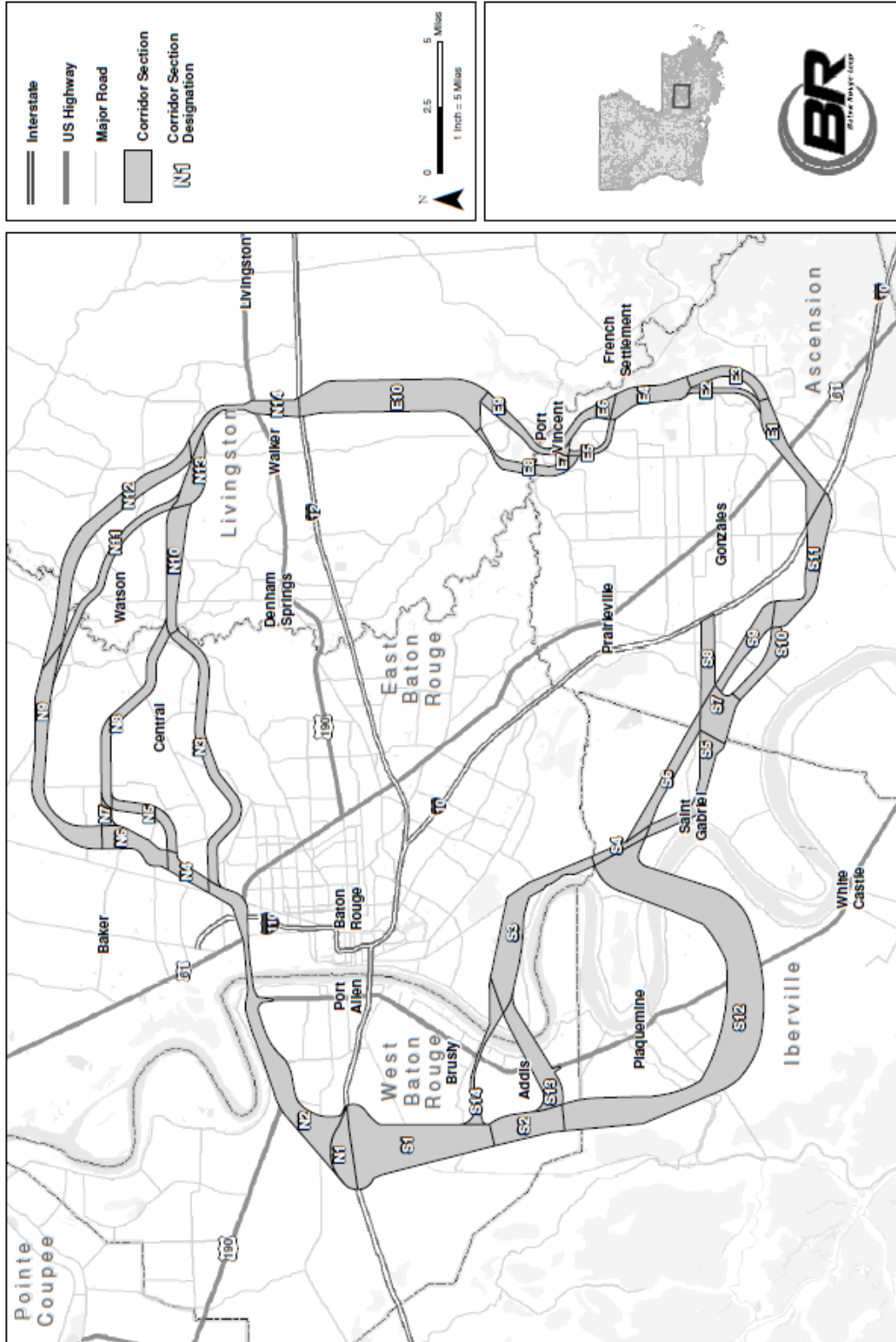
## ***Public Meeting Information January 2010***

### ***Baton Rouge Loop Fact Sheet***

- The ***Baton Rouge Loop*** is a proposed traffic loop around the City of Baton Rouge, approximately 85 miles long, to relieve traffic congestion in our region.
  - The project is being managed by the Capital Area Expressway Authority, which consists of the Parish Presidents of Ascension, East Baton Rouge, Iberville, Livingston and West Baton Rouge Parishes and the Secretary of the Louisiana Department of Transportation and Development.
  - Regular public meetings, workshops, and Stakeholder and Advisory committee engagement ensures that agencies, communities and organizations impacted by development of the BR Loop have opportunity for input into the planning process.
  - The ***Baton Rouge Loop*** is planned initially as a four-lane roadway with the ability to add additional lanes when traffic demands warrant.
  - The proposed typical section provides space to add continuous frontage roads if needed. Bike paths and transit could potentially share the right-of-way footprint.
  - Numerous interchanges will connect the ***Baton Rouge Loop*** to the regional transportation grid.
  - New financing opportunities have been made available by the legislature in the form of both the Transportation Mobility Fund and Public-Private Partnership legislation passed in the 2006 session. They are geared towards using toll revenues (user fees) as the driving force to viable funding for the Loop.
  - Locally preferred corridor alternatives identified during the initial stages of planning are being refined and evaluated in the current Tier 1 Environmental Impact Statement (EIS) phase of the project and are shown on the map on the back of this page. The Tier 1 EIS, when completed late 2010, will identify the selected corridor for the Baton Rouge Loop and the first section of the Loop to be constructed.
  - The Tier 1 EIS selected corridor will be represented by a wide band width ranging from approximately 2000' to 5000' wide. Following Tier 1, a Tier 2 EIS will be prepared to identify details of the first section, including the actual right-of-way width of 300' to 400'.
  - Comments may be submitted at the public meetings, online and by U.S. mail to Capital Area Expressway Authority (CAEA), 9100 Bluebonnet Centre Blvd., Ste. 301, Baton Rouge, LA 70809
- For more information and to receive updates visit [www.BRLoop.com](http://www.BRLoop.com).



Corridor Sections Recommended For Tier 1 EIS





## ***Public Meeting Comments January 2010***

### **BATON ROUGE LOOP PUBLIC MEETING**

Port Allen Community Center, Port Allen LA  
January 13, 2010  
4:00–7:00 PM

71 attendees signed in at registration table

### **COMMENT SUMMARY BY QUESTION**

#### **Corridor Section / Corridor Alternative Changes**

- Change location of N2 to be located further north
- Use some of the right of way already established such as HWY 415 west of Port Allen with new intercoastal canal bridge
- South West Baton Rouge bridge is not a loop; it is a bypass; send south bridge to Iberville Parish
- Preference is bridge in Iberville Parish
- Concerned about two bridges north of Port Allen in close proximity if train derailment
- S13 corridor is better but still rather S12
- Prefer bridge crossing south of Plaquemine
- Southern bridge should cross below Addis and not Plaquemine

#### **Corridor Section Alternatives: Additional Alternatives to Consider? Is There a Preference?**

- Two bridges in south corridor would be best
- Focus on south corridor first to generate revenue to build other corridors
- S12 is preferred corridor; would help traffic problems
- West Baton Rouge does not need another bridge
- S6 corridor will be under water

#### **Environmental, Socioeconomic, Other Concerns: What Are Key Issues?**

- Taking land that has been in family for generations
- Leave wetlands and wild lands alone; use developed lands
- Least human disruption (two similar comments)
- People and property should be considered
- S6 will be disruptive to wildlife





Alternative Evaluation: Any Comments Regarding Criteria Used to Select Preferred Alternative?

- Safety and convenience should have influence

Other Comments, Questions, Concerns

- Being near corridor will make it seem like I live in the city
- Solve bottleneck problem on I-10 first
- No public money should be involved in a toll road
- S12 would work and trucks would use it



## BATON ROUGE LOOP PUBLIC MEETING

BREC Headquarters, Baton Rouge LA  
January 14, 2010  
4:00–7:00 PM

66 attendees signed in at registration table

### COMMENT SUMMARY BY QUESTION

#### Corridor Section / Corridor Alternative Changes

- Serious concern about N6; oppose project if it goes into Greenwood subdivision (two similar comments)
- Generally positive about changes (two similar comments)
- S14, S13 are not positive for East Baton Rouge Parish
- East side area will not be desirable for development opportunities
- Opposed to entire project
- N5 totally unacceptable
- No significant changes in the northern area
- N10 to N3 appears to be most logical because of reduction in total mileage
- Good progress
- Happy to see continued refinement of the process

#### Corridor Section Alternatives: Additional Alternatives to Consider? Is There a Preference?

- N6 is not preferred
- N5 appears to be located in unpopulated areas; this would be my choice
- N9 preferred over N8, N3
- S12 corridor is more desirable
- N5 is not preferable due to proximity to Black Water Conservation Area and residential density (four similar comments)
- Should look at existing highways and rights of way rather than this cost-prohibitive plan
- Use Hooper Road, Airline Highway and Choctaw
- Use land already purchased for Diversion Canal
- E-10 to N14 to N12 to N9 to N6 to N4 to N2 is preferred to serve St. Francisville, Watson and Zachary residents



- S14 to S3 to S4 route makes most sense for commercial development in the south
- N4 to N5 to N8 to N10 makes most sense for commercial development in the north
- NA is clearly most sensible route despite it affecting me the most
- Get congressional support for interchanges on I-12 at Walker, I-10 in West Baton Rouge and I-10 in Gonzales

#### Environmental, Socioeconomic, Other Concerns: What Are Key Issues?

- Trash
- Noise (three similar comments)
- Carbon dioxide emissions (two similar comments)
- Light pollution (two similar comments)
- South corridor will run near BREC's Highland Road Park Observatory
- Impact fewest people possible
- Wetland impact should be mitigated (three similar comments)
- Potential for economic impact should be heavily weighted despite initial upfront cost
- Evaluation of light rail construction and maintenance
- Ozone attainment (two similar comments)
- Flooding issues
- Want to ensure project selection is made by all groups, not just low and middle class

#### Alternative Evaluation: Any Comments Regarding Criteria Used to Select Preferred Alternative?

- Criteria should be to use route that displaces as few people as possible and disturbs few homes
- Make choice feasible for saving time and mileage

#### Other Comments, Questions, Concerns

- Use capped lights to save night sky, energy and money (two similar comments)
- Existing infrastructure should be better utilized
- Let's select best alternative with a future view to progress and growth
- Do not waste money going around Plaquemine or Central



## BATON ROUGE LOOP PUBLIC MEETING

Gonzales Civic Center, Gonzales LA  
January 19, 2010  
5:00–8:00 PM

100 attendees signed in at registration table

### COMMENT SUMMARY BY QUESTION

#### Corridor Section / Corridor Alternative Changes

- E7 is a good choice to be added; happy to see it loop to E6 and south to E4
- Entire loop is proposed to be built outside congested areas
- Loop is too long; no one will use it
- E5 should be further south due to wetland impacts
- Corridors should avoid subdivisions and use wetlands to avoid relocations
- Options have been reduced to those that appear more reasonable; selected corridor should be selected based on best for largest number of people
- Oppose alternative S8, S6; cuts through subdivisions (three similar comments)
- Oppose S7 and S9
- Moved closer to my home; do not want
- See no changes; would like eastern loop removed (two similar comments)
- Eastern portion should be eliminated (two similar comments)
- S12 seems to dip too far south to be practical; recommend S3 with either S13 or S14
- Scope of project contradicts executive summary to reduce congestion; appears more economic development focused
- Corridor sections through Ascension will not alleviate traffic in parish and on I-10; expansion of existing roads would (two similar comments)

#### Corridor Section Alternatives: Additional Alternatives to Consider? Is There a Preference?

- Use of E5 would disrupt many families
- E6 passes where there is little population
- Why not connect S3 to E8?
- By going through S4 to S11 and E7 to E1, you are adding 15 miles of highway



- Not preferable
- S8 is not preferred; cuts through Oak Alley Estates (three similar comments)
- S9 would be better alternative
- S11 is preferred (two similar comments)
- Partial to EE, EF, EG and EH (two similar comments)
- Entire project should be stopped
- E1 passes over family property
- S9 and S10 could be used more cost effectively (two similar comments)
- Add more lanes to I-10 (three similar comments)
- Totally against E5, E4, E6, E1, E2, E3
- S4 to N14 corridor seems a logical alternative with new bridge on S2 and N14
- Utilize new Mississippi River bridge at St. Francisville
- S4 to N14 could be alternative with new bridges on S2 connecting to N14 (two similar comments)

#### Environmental, Socioeconomic, Other Concerns: What Are Key Issues?

- Least disruption to families and homes (three similar comments)
- E2, E3, E4, E6 are no less environmentally sensitive than the area on northern end of Spanish Lake
- Wildlife
- Noise (two similar comments)
- Weight environmental impact equal to cost
- Land has sentimental value for some people; this should be considered
- Litter
- Cost not backed by taxpayers
- Oppose E1 to E4; would destroy 100 year old church and cemetery and would divide Savoy community (two similar comments)
- South corridor passes through buffer zone meant to protect residents from chemical disaster (three similar comments)
- East corridor passes through undeveloped land and old growth cypress swamps (three similar comments)
- Economic development should not be considered



### Alternative Evaluation: Any Comments Regarding Criteria Used to Select Preferred Alternative?

- E6 will displace fewer residents than E5
- Consider commuter traffic
- No one will drive 86 miles to bypass Baton Rouge
- Public transportation
- Subdivision and environmental impacts should be top consideration
- Kill the project
- This is about citizens and their homes (two similar comments)
- Areas with little development should be used (two similar comments)
- Loop should stay in East Baton Rouge Parish (two similar comments)
- Residents should be given right to vote (three similar comments)
- May be cheaper to put project in wetland areas

### Other Comments, Questions, Concerns

- Any E corridor around Port Vincent will have to be elevated
- If this project is about economic development, please tell us so
- No reason to have a southern route
- Too much focus on where traffic comes from and not enough emphasis on impacts to residents
- For the project; this is long past due
- Make sure this project will actually relieve traffic congestion
- Kill the project
- Advertise meetings better (two similar comments)
- Concerned about S8 and impact to property values (two similar comments)
- Loop does nothing to solve East Ascension Parish traffic woes (two similar comments)
- Hoping for direct route to I-12 east from East Baton Rouge-Ascension Parish line
- PPP's limit improvement through non-compete clauses (three similar comments)



## BATON ROUGE LOOP PUBLIC MEETING

Plaquemine Civic Center, Plaquemine LA  
January 20, 2010  
4:00–7:00 PM

22 attendees signed in at registration table

### COMMENT SUMMARY BY QUESTION

#### Corridor Section / Corridor Alternative Changes

- Another West Baton Rouge bridge site is a bad idea
- Corridor and bridge need to be in Iberville Parish (three similar comments)

#### Corridor Section Alternatives: Additional Alternatives to Consider? Is There a Preference?

- Southernmost bridge option is obviously best for long term planning and eventual revenue
- A route that would be most direct and cost effective
- Route through Iberville will relieve the most traffic
- Corridor through Baton Rouge should not be considered

#### Environmental, Socioeconomic, Other Concerns: What Are Key Issues?

- Bridge in Iberville will increase access from Iberville Parish to metro area of Baton Rouge and allow Iberville to grow in same manner as Livingston and Ascension
- S5 is best for workers at chemical plants
- Consider working people and their emergency needs

#### Alternative Evaluation: Any Comments Regarding Criteria Used to Select Preferred Alternative?

- Should include a portion of Iberville Parish; we deserve a bridge

#### Other Comments, Questions, Concerns

In favor of toll revenues (two similar comments)



## BATON ROUGE LOOP PUBLIC MEETING

Livingston Parish Health Unit, Livingston LA  
January 25, 2010  
5:00–8:00 PM

127 attendees signed in at registration table

### COMMENT SUMMARY BY QUESTION

#### Corridor Section / Corridor Alternative Changes

- Routes NA, NB, NC do not reach far enough north to relieve the traffic load from Watson
- Do not want NA, NB, NC corridor routes; these routes impact too many wetlands, wildlife, subdivisions and our retirement home and land
- Improved but still too many routes
- Still opposed to the entire project
- No real new changes to alternatives
- Route should remain east of the river: N4 to N6 to N9 to N12 to N14 to E10
- Need more information on exactly where N10 will go and how close our home will be to it
- N12 corridor will go right through Lakes at Belle Terre, a Baptist church and the LO ball fields
- N10 should be changed to north of Watson because of less habitation (two similar comments)
- Put lane between existing lanes of I-12; make express lane

#### Corridor Section Alternatives: Additional Alternatives to Consider? Is There a Preference?

- Only want Hooper Road extension
- Go north; do not like N12 (two similar comments)
- None (two similar comments)
- Prefer northern corridor to be N9
- I-12 widening to Hammond
- Hooper Road to LA HWY 1019; widen to 4-5 lanes
- Do not want NA, NB, NC
- New bridge over Amite River





- Build a bridge so project will tie into Hooper on Denham Road (two similar comments)

#### Environmental, Socioeconomic, Other Concerns: What Are Key Issues?

- Value of property may decrease due to close proximity of highway
- Large amount of housing impacts
- Wetlands
- Wildlife
- Population displacement
- Corridor section between Walker and Gonzales would be environmental nightmare
- Too many cemeteries on N10 section (two similar comments)

#### Alternative Evaluation: Any Comments Regarding Criteria Used to Select Preferred Alternative?

- Criteria should be to use route that displaces as few people as possible and disturbs few homes
- Make choice feasible for saving time and mileage

#### Other Comments, Questions, Concerns

- Go to St. Helena Parish
- All we need is Hooper Road extension
- Allow exit on E10 section to accommodate cargo airport that will be built south of I-12
- When will construction actually begin? When will it be completed?
- Current traffic bottlenecks at Denham Springs exit
- N10 is heavily populated
- Northern section takes older residents' homes; difficult to start over



## ***Public/Stakeholder Correspondence/Comments***

To: Mr. Grimmer  
President Livingston Parish

From: Michael and Gina Golda  
16536 Long Lake Dr.  
Prairieville, LA 70769

Subject: Objection to Routing of the Baton Rouge South Loop Through Highways 73 & 42 / Northern Prairieville

Dear President Grimmer,

My family and I are residents of the Jefferson Crossing subdivision (Hwy 73 between airline & 42) in Prairieville. I am joining with the residents of this and other impacted subdivisions to protest the proposal the Executive Committee has before it concerning the potential encroachment and dissection of our subdivisions for the new Baton Rouge Loop Project. We are very concerned that the Executive Committee is sacrificing the greater public good for the shortsighted prospect of higher toll road profits. The potential routing of the southern part of the loop through the developed corridor along highways 73 and 42 is irresponsible and violates the public trust when one considers the negative impact it will have on so many of the local residents.

The Jefferson Crossing subdivision, like so many of the subdivisions being constructed along highways 73 and 42, is a wonderful place to live. Hundreds of families have chosen to make the substantial investment in time and resources to create established communities where they can raise their children in a secure environment. The peace and sanctity of this quiet enjoyment of property will be compromised not only from the direct condemnation of property, but also through the following loss of value of those properties not usurped by the project. This community and the many other established neighborhoods along the proposed route will be irreparably damaged as you are well aware, and the leaders of these communities, including myself, will not sit idly by and watch this travesty unfold. The members of our community include many business and legal professionals, and we will utilize whatever legal means are available to us to protect the public interest and slow or halt the project if the Executive Committee chooses this routing.

The current "preferred" southern route for the loop through environmentally sensitive areas (Spanish Lake) and numerous established communities (Highways 73 and 42) is irresponsible when another possible route only a few more miles farther south through mostly undeveloped land is available. This "preference" suggests that the Executive Committee is more concerned with special interests and potentially generating "revenue" for private investors than the people of established family communities. These established communities once disrupted will never be able to recover. As a result, many area businesses will be lost along with the associated tax revenues these businesses generate. We are very disappointed with this "preference" announcement and hope you will take another look at alternative routes, as Prairieville will continue to grow outward toward the loop in the future.

The Baton Rouge Loop Project team should be looking to minimize the negative impact on the community and its' resources rather than maximizing it. The route farther south (south of Gonzales) is clearly a better choice with the least negative impact on the people (voters). Additionally, growth projections show the population density will be increasing in this direction and we should all be looking ahead to the future rather than trying to force something through an already developed area. The opportunity to route the loop project through the highway 73 & 42 corridor was lost several years ago, as the recent surges of building in the area have now taken precedence.

My neighbors and I strongly urge you to "Say No" to routing the Baton Rouge Loop through established neighborhoods along highways 73 and 42. We will appreciate your support in this matter and will not soon forget the stance that you adopt. Thank you in advance for your attention to this matter.

With Kind Regards,

Michael and Gina Golda



**From:** Karen Stevens [mailto:karenstvns@cox.net]  
**Sent:** Wednesday, February 27, 2008 11:01 PM  
**To:** Mike Grimmer  
**Subject:** Baton Rouge Loop

I have had an opportunity to review the most recent proposals. I would like to express my concern for utilizing the Spanish Lake direction. The traffic in the Ascension Parish area has expanded so much in the past few years and is overwhelmed by its own traffic problems. The loop needs to take a route that takes traffic past EBR and the most populated areas of Ascension Parish. I believe the LA 30 route would facilitate that issue as well as to keep the majority of chemical bearing trucks further from populated areas and preserve a wet lands area. The LA 30 area from St Gabriel to Gonzales Hwy 44 area is an under utilized existing loop around Baton Rouge, and is not heavily populated.

Please do not allow profits to push the project in a direction that will soon result in an ineffective traffic diversion. There are just not enough areas to make future loops. Lets make the best possible one now.

Respectfully  
Karen Stevens



From: Sandy Harvey [<mailto:saharvey611@gmail.com>]

Sent: Tuesday, March 04, 2008 2:45 PM

To: Avon Honey - EBR Rep; Carl Highsmith - Federal Hwy Administration; Clifton Richardson - EBR Rep; Donald Cazayoux, Jr. - WBR Rep; Eddie Lambert - Ascension Rep, State Rep; Elton Aubert - Ascension/ Iberville Rep; Eric Kalivoda - DOTD; Erich Ponti - EBR Rep; Franklin J. Foil - EBR Rep; Huey Dugas; Hunter Greene - EBR Rep; Ingolf Partenheimer - Chief Traffic Engineer; J Mitchell Ourso, Jr. - Iberville President; J Rogers Pope - Livingston Parish Rep; Jesse Thompson - Hess Engineers; Jody Amedee - Senator; Karen Gaudet St. Germain - Ascension/Iberville/WBR Rep; Kevin Durban - BR Loop; Melvin 'Kip' Holden; M.J. Smiley, Jr. - Ascension/Livingston Rep; Mack A White, Jr - Livingston/ EBR Rep; Michael Jackson - EBR Rep; Mike Grimmer - Livingston President; Patricia Haynes Smith - EBR Rep; DPW Internet Email; Regina Ashford Barrow - EBR/WBR Rep; Riley Berthelot - WBR President; Stephen F. Carter - EBR Rep; Thomas McVea - Livingston/ WBR/EBR Rep; Tom Poole - Engineer; Tommy Martinez - Ascension President  
Subject: BR Loop

I am a resident of Jefferson Oaks Subdivision in Prairieville, LA. As a member of this neighborhood, I have been informed that one of the proposed Baton Rouge Loop designs will run next to or thru my subdivision. The Loop is designed to alleviate traffic in the Baton Rouge area, and I completely understand this concept. I also understand that this Loop is designed as a toll road, and will be placed in an area that will generate the most money. Below are some of my concerns about this Loop:

1. It runs next to or thru my subdivision. I moved into Ascension Parish to have some peace and quiet away from the hustle and bustle of Baton Rouge. I cannot understand why the city would rather unsettle developed neighborhoods and destroy homes rather than build in undeveloped territory.
2. The people most affected by this Loop, those of us who will lose our houses, our property, our livelihood, are losing such to help correct an issue in Baton Rouge, not our parish. Ascension Parish must suffer for the fact that Baton Rouge has had over ten years to correct the traffic problems, but failed to do so.
3. Baton Rouge, the city that is "in need of a Loop" will ultimately affect the four surrounding parishes to do so. Homes will be lost, businesses destroyed, and lives changed. What is Baton Rouge giving up in this process?
4. Has a mass transit system even been considered? Even looked at as a possibility? How about improving the existing roads in Baton Rouge? Stop blaming the metropolitan residents for not supporting transit; we have never seen one, because there never has been a transit system in this area. We cannot become a major metropolitan area without a regional transit option. Only considering payment options is paving the way for future problems, rather than trying to solve future problems now. Again, you have never given Ascension, EBR, Livingston, WBR, and Iberville a transit option – now is the time to do it. It will be cheaper than a full loop.
5. If a Loop is the ultimate goal, would it not be better to disturb areas that are less inhabited now, to prepare for the growth that will continue over the duration of the Loop construction? It would be ten years before the Loop would possibly be completed. We must take into consideration that in that time the growth in this area will expand. Engineers and planners must properly anticipate the growth to make the best decision. I do not feel that they are looking to the future if they are planning the Loop thru Ascension Parish.
6. Robert Penn Warren House – The same Loop/ Hwy 73 route appears to include destruction of one of Ascension Parish's 23 sites on the "National Register of Historic Places," the Robert Penn Warren House at 16381 Old Jefferson Hwy. He won the Pulitzer in 1947 for his novel All the King's Men (1946). The LSU English Department holds this house in particular esteem, having held gatherings at the house with the support of the family/private owners.
7. There are many registered Ancient Live Oak trees along this path that would be destroyed. Some of these trees are more than 300 years old. These trees are a big part of the identity of the area and cannot be replaced.
8. Spanish Swamp/ Alligator Bayou/ Bluff Swamp areas: all will be destroyed by the proposed Loop. The northern-most route of the proposed Loop will destroy the southern end of the Alligator Bayou, Bluff Swamp, Spanish Lake wildlife preserve. Normal construction vehicles cannot access that swamp, so just building the Loop through there will change the ecosystem permanently. Once installed, the elevated controlled access roadway will dump road wash into that basin; we cannot have an interstate running right alongside an eco-tourism jewel. This swamp area is one of the things that makes the Baton Rouge area unique. Paving over paradise does not make Baton Rouge unique and is not Smart Growth. As Baton Rouge grows into a Big City, it's time to realize we have a unique opportunity and obligation to preserve this community's blessings, not destroy them. The environment of the swamp and surrounding wetland area would inevitably be changed/polluted and the wildlife in the area could suffer the consequences as well.



9. Why is there such a lack of involvement by the state and DOTD in the planning of this operation? So many things are not even being considered in this plan that it's starting to scare us. Is our government so simple minded that we have to live with such poor planning and narrow minded thinking? I really and truly hope not.

10. Hwy 42 –is a beautiful residential corridor, which will be destroyed by the insertion of an interstate with service roads. That will covert this corridor from residential to commercial, destroying the reason most of those people are here. Hwy 42 does need traffic relief but not an interstate.

Smart Growth implies that we look towards the future and explore all the options. The mission of the engineering team was simply to create a loop - not to fix our transportation issues with an eye for the future. This narrow scope does not allow the engineers the latitude they need to truly accomplish what should be their #1 goal: To improve the quality of life for all citizens of the region through improved transportation options that cut down on congestion and pollution/carbon emissions. If we really have 4 Billion dollars to work with, couldn't we spend that money more effectively? How about improving the roads and connectivity between cities and interstates along with fully funding a well-planned and executed mass transit solution?

Putting a loop through a populated area that is growing is only logical if the only thing you care about is money. If you truly care about the people you are paid to represent, you will protect our communities and work on transportation solutions that will work in the LONG RUN. Look towards the future (after all – it will be 10 years before this project is even completed) and focus on the southern loop south of Gonzales and Highway 30. I will not stand by quietly as someone else gets rich by destroying the homes of my neighbors and cutting down ancient oaks and cypress trees. Many of my neighbors are Hurricane Katrina victims. They lost their homes once – can't we let them be? Is there no peace for them?

We love the beauty of our area: the ancient oak trees, 1000+ year old cypress trees that tower over you, bald eagle habitats, historic homes (like the Robert Penn Warren House) and scenic highways. We don't want to live in a city like Houston or Atlanta. We live out here for a reason – for peace, quiet and beauty. Please help us protect the rich history and serenity of our area while helping us to fix our problems the right way - by looking at the BIG picture. It's all about the QUALITY of our lives. Nothing else is as important as that.

Louisiana is special. Let's not turn our part of the state into another impersonal concrete jungle.

Sandy and Jason Harvey

16505 Jefferson Oaks Dr.

Prairieville, LA.

225-313-6291



From: MAX & ANN SHANEYFELT [mailto:annmas@eatel.net]  
Sent: Tuesday, March 04, 2008 1:06 PM  
To: Carl Highsmith; Eric Kalivoda; DPW Internet Email; Ingolf Partenheimer; Huey Dugas  
Subject: Proposed Loop through Prairieville and Spanish Lake Basin

We, the residents of Jefferson Crossing Subdivision, have been meeting on a regular basis with LEAN, Sierra Club, Alligator Bayou, Civil Engineers, local politicians and many residents and Homeowners Associations about the BR Loop and the impact it will have on our community. Since our articles in the Metro Section of the Advocate (3-3-08) and spots on the local news (WBRZ, Channel 2), more and more people are taking notice and asking to join us in our campaign to save our community.

Our rejection of the loop through Prairieville and the Spanish Lake Basin runs much deeper than a NIMBY attitude. We are beginning to see the faults in the logic behind the plan itself. It seems like a few of our politicians may have gotten caught up in a whirl-wind affair with the "idea" of a loop. It sounds good, it looks good on paper, but will it really make life better for all of us? I don't believe that throwing more pavement at us will solve Baton Rouge's problems.

Smart Growth implies that we look towards the future and explore all the options. The mission of the engineering team was simply to create a loop - not to fix our transportation issues with an eye for the future. This narrow scope does not allow the engineers the latitude they need to truly accomplish what should be their #1 goal: To improve the quality of life for all citizens of the region through improved transportation options that cut down on congestion and pollution/carbon emissions. If we really have 4 Billion dollars to work with, couldn't we spend that money more effectively? How about improving the roads (Like Highway 42) and connectivity between cities and interstates along with fully funding a well planned and executed mass transit solution?

Putting a loop through a populated area that is growing is only logical if the only thing you care about is money. If you truly care about the people you are paid to represent, you will protect our communities and work on transportation solutions that will work in the LONG RUN. Look towards the future (after all - it will be 10 years before this project is even completed) and focus on the southern loop south of Gonzales and Highway 30. I will not stand by quietly as someone else gets rich by destroying the homes of my neighbors and cutting down ancient oaks and cypress trees. Many of my neighbors are Hurricane Katrina victims. They lost their homes once - can't we let them be? Is there no peace for them?

We would love to see Highway 42 widened and made safer, but not as part of the loop. These are two separate issues. We have needed this work done for years. Why create more roads to maintain when we can't even get the old ones fixed? Take care of what we have first, improve it, THEN consider what we need to do for long term growth.

I know about all the financial projections made about the toll road.

Estimators suggest the tolls could pay for our roads in a matter of a few years. What they don't consider is the hardship that many people are facing right now. No one I speak to would be willing to pay a toll. Not a single one. Times are tough and gas prices keep going higher. What happens when not enough people use the toll roads? How will they pay for it? Raise the tolls? Boy, that will make us all want to drive on the loop. Heed the lessons learned by Houston.

We love the beauty of our area: the ancient oak trees, 1000+ year old cypress trees that tower over you, bald eagle habitats, historic homes (like the Robert Penn Warren House) and scenic highways. We don't want to live in a city like Houston or Atlanta. We live out here for a reason - for peace, quiet and beauty. Please help us protect the rich history and serenity of our area while helping us to fix our problems the right way - by looking at the BIG picture. It's all about the QUALITY of our lives. Nothing else is as important as that.

Louisiana is special. Let's not turn our part of the state into another impersonal concrete jungle.

Sincerely,  
Ann Shaneyfelt  
Jefferson Crossing Subdivision  
225-677-5535



Edd Manges  
HNTB Corporation  
9100 Bluebonnet Center Blvd,  
Suite 301  
Baton Rouge, LA 70809

Re: CAEA Project No.: E-2009-001

Dear Sir,

I would like to take a few moments and comment on the proposed Baton Rouge Loop Project.

As a lifelong resident of Greater Metropolitan Baton Rouge Area, I am keenly aware of the robust growth it has experienced in the past 40 years. Traffic across the I-10 and US 190 bridge long ago exceeded the threshold warranting the construction of a loop around the Metropolitan Area. For too long have special interest political and real estate groups delayed this project through their own lack of focus and a desire to gain personally in some manner from the project. I welcome the efforts of Mayor Holden and your staff to finally bring this project to reality for the benefit of all in the entire region.

Naturally, I am deeply concerned with the south loop and where it will pass with respect to Iberville Parish. Having traveled the country as I have, one needs only to look at Cincinnati, Richmond, Lexington to realize that a bypass loop has to travel outside the geographic limits of a city to be useful. These cities have loops that travel far from the center of their respective cities providing viable alternatives to through traffic and local travel alike. Any route going through East Baton Rouge Parish would defeat the very definition of a bypass loop. Any crossing within sight of the existing spans is absolutely absurd. To alleviate the problems caused between Baton Rouge and Plaquemine, traffic has to be directed around the whole area and pass south of Plaquemine. Otherwise the result will be further congestion in Brusly and Addis making matters even worse.

I cannot overemphasize need to consider the large volume of traffic that comes across the River each day from East Baton Rouge and Livingston Parishes to conduct business and work at Dow Chemical, Shintech, Georgia Gulf and related plants surrounding Plaquemine in South Iberville. The large volumes of local area traffic more than congests the I-10 bridge and La. Highway 1 throughout the day and in particular during change of shifts. As we all know, local traffic unnecessarily delays through traffic seeking passage from Lafayette to Hammond or New Orleans on I-12 or I-10. Additionally, this also means that large freight trucks cannot expeditiously bring materials to and from these Petrochemical plants. This significant increases transportation costs and delaying manufacturing processes. The Louisiana Chemical



Association and related industrial groups have already endorsed the loop as alternative route for these trucks to use and supports the South Iberville corridor.

Currently there are very few sites available in Brusly or Addis. Both of these communities have gone on record as not supporting a bridge crossing through valuable land they wish to develop for new subdivisions and housing. In fact, the proposed site near Brusly may not even be available to develop anymore. The historic Antonio Plantation House in Brusly was recently placed on the National Register of Historic Buildings. This historic home is too close to the proposed Brusly crossing for it to be allowed under federal law without the permission of the owner. I personally know the owner. He has gone on record as never supporting a bridge or highway near this site. I'm not going to discuss the problems of where Brusly/Addis routes end up on the east bank, which is near the Spanish Lake Preserve and Country Club of Louisiana. The south Plaquemine crossing is better suited to bring traffic around the city and serve the needs of the Chemical Plants as well. The land involved is undeveloped and will have minimal impact on the predominant agricultural industry existing today.

The additional costs associated with the south loop passing the longer route around Plaquemine will be offset by money saved in purchasing less expensive undeveloped rural land instead of highly developed urban areas in Brusly, Addis & Prairieville. Travel time associated with a longer south loop will be minimal given the speed limits allowed bypasses through rural areas.

Another factor is that the loop passing in south Iberville would make hurricane evacuation from coastal areas easier.

Finally there is the issue of pollution. For years Baton Rouge has been under Federal EPA restrictions and oversight due to pollution problems. As stated by recent studies, having I-10, I-12, and US 190 pass within a few miles of one another, brings large volumes of traffic from areas not required to comply with the strict pollution controls area residents have to live with. This lets unregulated vehicles pollute our air with our vehicles getting the blame. The further the loops are from the existing I-10 and US 190 routes, the more spread out the pollution will be, easing some of the problems for area business and residents.

Thank you for listening to my concerns. Hopefully in some small way it will support what you have already discovered and help make our highways safer and better for all that travel this great region of the State of Louisiana.

Sincerely,

A handwritten signature in blue ink that reads "Wayne A. Landry".

Wayne A. Landry  
33165 Adams Drive  
White Castle, Louisiana 70788





*Christian and Rosa Elena Zozaya  
8155 Jefferson Highway # 808  
Baton Rouge, LA 70809-1616  
E-mail: [vikspan@yahoo.com](mailto:vikspan@yahoo.com)  
Ph. 225 778-7717*

April 21, 2009

Capital Area Expressway Authority  
9100 Bluebonnet Boulevard, Ste. 301  
Baton Rouge, LA 70809

Ladies and Gentlemen,

I would like to expose a few ideas with respect to the Loop and my reasoning behind them.

One of my dreams as a young man was to own one of those little British sport cars. In 1961 I went to do graduate work in London and there was my chance. I saw an ad in a newspaper for a Triumph Spitfire that was going for £125. I made an appointment to see it and there it sat in all its splendor, painted a lovely British Racing Green. It practically said, "Take me, I'm yours."

I returned to my digs (English for the lodgings of young people) and thought about it.

London Transport is, if not the best, one of the best public transport systems in the world. It has a combination of Underground, urban buses (the famous double-deckers) and a suburban company known as The Green Line which has routes such as the one from Dover in the east to Guildford in the west. This plus walking covered 99% of my needs to get from one place to another of the city. The remaining 1% was covered by the also famous London taxis.

Finding a parking place in central London between Hyde Park Avenue and London Bridge was a nightmare: the road tax was iniquitous; the cost of gasoline prohibitive.

To top it all I saw an ad inside a bus. It had two pictures side by side. The one on the left showed a stretch of road with some thirty cars in it occupying the whole stretch; the one on the right showed a double-decker bus and the road practically empty. The caption read, "The average occupation rate is 1.8 persons per car. All the people in these cars fit into one bus."

I decided not to buy the car.

What does this have to do with the Loop?



A lot. The Loop is designed to make traffic easier and faster; it also encourages the purchase of more cars. Good for the economy? Possibly. Good for the environment? No. Good for the individual's health? In most cases no.

Now the purpose of a vehicle, any vehicle, be it car, boat, airplane, train or whatever, is to transport persons and/or goods from point A to point B. I suggest that within a city this can be done much more efficiently, economically and with less environmental impact using a rail system combined with feeder bus lines. These buses might not have to be powered by internal combustion engines; they could be either trolley buses or battery powered.

C.A.T.S. would be transformed into C.A.R.T.S. (Capital Area Rapid Transit System) that would operate both the Metropolitan Railway (Metro) and the present and future buses.

#### LAYOUT

I would suggest as a start a sort of modified K layout. It might be possible to use all or part of the right of way of the I-10, I-110 and I-12 highways. If it could be done it would reduce the cost significantly. The modified K is based on this assumption.

Line 1 - Metro airport to L.S.U passing through the Centroplex. This line might eventually reach to Carville.

Line 2 - Centroplex to Livingston and eventually to Hammond or Covington.

Line 3 - Would share the rails with Line 2 up to the I-10 - I-12 split and then veer off toward Prairieville and eventually reach Gonzales.

As you may have noticed my plan allows for the construction of the system in two stages. There is nothing to prevent the construction of other lines or of branches to the present main lines as time goes by.

#### TECHNICAL DETAILS

The rails would have the standard width of the U.S. railway system. This would allow for the usage of all the railroad tracks in the city by either the Metro or the railway companies that service it. I have seen combined railroad and underground stations in Madrid, Paris and London and I do not discard the idea that passenger train service may someday return to Baton Rouge.

I have seen freight trolley cars so it is perfectly feasible to have freight trains as a part of the Metro system. This would reduce the need for trucks entering the city and those that have to would find their way greatly expedited by the diminution in traffic density.

The supply of electricity to the trains could be either by overhead catenary and pantograph, by third rail or by one live rail and one neutral. The two latter systems are much cheaper but much more dangerous: anyone falling on the rails would be electrocuted. Another possibility could be magnetic levitation.

The layout of the tracks would be a combination of underground, surface and/or elevated as the situation required.

I do not believe that it is impossible to have an underground railway in Baton Rouge. Stockholm has an excellent underground system even though it consists of an archipelago with the islands joined by bridges.



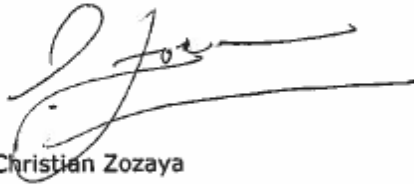
**CONSEQUENCES**

1. Diminishing of traffic congestion over all the city and less need for parking spaces in the downtown area.
2. A greater need for pedestrian areas in the more heavily populated parts of the city (not a bad idea but these areas must be well thought out.)
3. Less air pollution.
4. As a consequence of 2 and 3 better health for the population at large.
5. Individual savings in the operation and maintenance of personal vehicles.

I am well aware of the American love affair with the automobile but I sincerely believe that when a proper, well organized public transit system is present people will realize that the increase in comfort (someone else is doing the driving), safety (trains have the right of way and drunk drivers can't get on the rails) and economy are well worth it.

I hope that my ideas may contribute to the better development of Baton Rouge.

Yours sincerely,



Christian Zozaya

c.c.: Dr. Walter R. Krousel Jr.  
Dr. Robert D. Westerman



**PUJOL & PRYOR**

ATTORNEYS AT LAW  
12320 LOUISIANA HIGHWAY 44  
BUILDING 4, SUITE C  
GONZALES, LOUISIANA 70737

TIMOTHY E. PUJOL  
MATTHEW W. PRYOR  
*Of Counsel:*  
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ONLINE: [www.pujolpryor.com](http://www.pujolpryor.com)

VIA CERTIFIED MAIL  
RETURN RECEIPT REQUESTED      May 19, 2009

Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, LA 70809

Dear Sir:

I am writing in my capacity as the attorney for the Village of Port Vincent. Please find enclosed a copy of the Farmland Protection Policy Act of 2007. Much of the property in and around the Village of Port Vincent has been designated "prime farmland" by the Federal Government in that Act and is protected from expropriation. Therefore, the Village has asked me to request that any and all such property protected in the Village of Port Vincent be removed from consideration from any and all Baton Rouge loop projects.

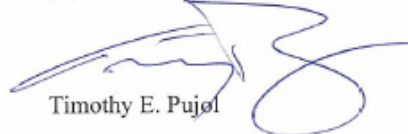
If the land in Port Vincent is attempted to be expropriated, then I am instructed on behalf of the Village to resist all attempts by all legal means possible, including litigation.

If you would like to discuss this matter, please do not hesitate to call.

With best regards, I am,

Truly yours,

**PUJOL & PRYOR**



Timothy E. Pujol

TEP\cap  
Enclosure  
cc: Laura Savoy, Mayor



August 12, 2009

Capital Area Expressway Authority  
9100 Bluebonnet Centre Ste. 301  
Baton Rouge, La 70809

Gentlemen,

I have recently been made aware that the proposed corridor for the North portion of the B. R. Loop will take my home, my daughters home, and several of our neighbors.

I reside at 8011 Lesia Dr. in the Watson area, and have been here for over 30 years. When this project was initially proposed it was about 3/4 of a mile north of us. Too close, to be sure, but I was willing to live with it. Now for some reason that route has been abandoned in favor of one further south that includes my home.

Please explain to me the rationale behind the change in proposals. I actually feel that a route further north, than the original proposal would be more suited because it would go through mostly uninhabited areas. Was the change based on economics? Were the owners of the gravel mining operations able to persuade you to by pass them, or where they by passed because the land was not suitable for residential or commercial development by the investors in this project?

I am planning on selling my home in the near future. Due to the changes in the corridor you have effectively decreased the value of my property by a large degree. Who would purchase a home at the fair market value knowing that in the not too distant future their home was going to be expropriated? Are the investors in this project willing to pay me, and my neighbors, for the diminished value of our property?

I have made everyone in this subdivision aware of the impact of the proposed corridor, either due to losing their property, or because of the diminished value

of their property, and quality of life due to having a four lane expressway basically in their back yards.

I/we would appreciate your immediate response to these concerns, and request that the corridor in questioned be abandoned for a better alternative.

Robert I. Watts, II  
8011 Lesia Dr  
Denham Springs, La 70706-8507  
667-1242

cc: Mike Grimmer  
Livingston Parish President



**PUJOL & PRYOR**

ATTORNEYS AT LAW  
12320 LOUISIANA HIGHWAY 44  
BUILDING 4, SUITE C  
GONZALES, LOUISIANA 70737

TIMOTHY E. PUJOL  
MATTHEW W. PRYOR  
*Of Counsel:*  
BARBARA IRWIN MESSINA

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ONLINE: [www.pujolpryor.com](http://www.pujolpryor.com)

VIA CERTIFIED MAIL  
RETURN RECEIPT REQUESTED      May 19, 2009

Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, LA 70809

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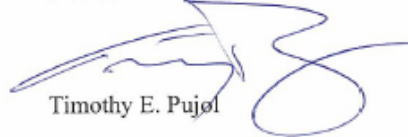
If the land in Port Vincent is attempted to be expropriated, then I am instructed on behalf of the Village to resist all attempts by all legal means possible, including litigation.

If you would like to discuss this matter, please do not hesitate to call.

With best regards, I am,

Truly yours,

**PUJOL & PRYOR**



Timothy E. Pujol

TEP\cap  
Enclosure  
cc: Laura Savoy, Mayor



July 15, 2009

The Honorable Kip Holden  
Mayor-President  
222 St. Louis St., 3<sup>rd</sup> Floor  
Baton Rouge, LA 70802

Dear Mayor Holden:

This letter is written in regard to the planned Baton Rouge Loop. I have attached some concerns of the LSU AgCenter which would impact the AgCenter Research and Extension Campuses.

I would be happy to meet with you, at your convenience, to discuss these concerns.

Sincerely,

William B. Richardson, Chancellor  
And Chalkley Family Endowed Chair

/sk

Attachment

c: John Lombardi  
Ray Lamonica  
Pete Newkirk

**Office of the Chancellor**

101 J. Norman Efferson Hall - LSU  
Baton Rouge, LA 70803  
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Fax: (225) 578-4143

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(225) 578-0735

Corporate Relations and  
Public Service Activities  
(225) 578-4238

Facilities Planning  
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Fax: (225) 578-6032

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Fax: (225) 578-8284

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Post Office Box 16090  
Baton Rouge, LA 70893  
(225) 578-6963  
Fax: (225) 578-6775

For the latest  
research-based information  
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visit our Web site:  
[www.lsuagcenter.com](http://www.lsuagcenter.com)

The LSU Agricultural Center is a statewide campus of the LSU System and provides equal opportunities in programs and employment.



BR Loop Concerns  
LSU Agricultural Center

Capital Area Expressway Authority recently released a map showing preferred corridors for BR loop road placement. The Louisiana State University Agricultural Center (LSU AgCenter) formally opposes placement of Corridors S3, S5, and S6. As depicted, these corridors pass directly through four off-campus research stations of the Louisiana Agricultural Experiment Station: Central Research Station, Aquaculture Research Station, Sugar Research Station, and Reproductive Biology Center. Such placement will severely diminish, if not completely eliminate, the applied research, extension/outreach, and economic development activities that occur on these facilities.

The LSU AgCenter, Louisiana's premier agricultural research and extension campus, has federal and state mandates to i) design and conduct research that addresses problems of Louisiana citizens, and ii) effectively deliver that information to stakeholders. The ultimate goal of these efforts is to support and stimulate all facets of the state's agricultural enterprises, which contribute nearly \$30 billion annually to Louisiana's economy. To accomplish this mission, the LSU AgCenter operates 20 off-campus research stations, each of which has strategic research, extension, and economic development goals to address needs in specific portions of Louisiana's agricultural industries. The four research stations to be impacted by BR Loop are particularly critical parts of this statewide endeavor.

Following is a summary of activities at these four stations during the last five years (2004-2009):

1. Nearly 60 faculty members from these stations and five campus Schools and Departments conduct research at these stations and have received ca. \$11 million in research grants.
2. The LSU AgCenter has invested \$14.6 million in capital improvements: Central - \$11.3 million; Aquaculture - \$700,000; Sugar - \$1.1 million; and Reproductive Biology - \$1.5 million.
3. In 2007, a Master Plan for the contiguous Central Research Station and Aquaculture Research Station was completed and is being implemented. Corridor S3 would obliterate this Master Plan and undermine planned research activities for decades.
4. The recently completed Large Animal Disease Isolation Unit plays a strategic role statewide in animal disease research. This facility would be destroyed by Corridor S3.
5. The wheat breeding program, a keystone of crop production research in Louisiana, is centered at Central Research Station. Indeed, the leading wheat variety in the mid-south was developed at this station. This program would be severely hampered by Corridor S3.
6. Production of aquaculture species (crawfish, finfish, baitfish, oysters, alligators, etc.) in Louisiana depends largely on information generated at the Aquaculture Research Station. Corridor S3 would impact severely our pond and pool research facilities.
7. The coastal plants research program, slated to expand at the Aquaculture Research Station, would be hampered by Corridor S3. Loss of this facility also may compromise critical federal funding for this program and would undermine our state's efforts in coastal reclamation.
8. Louisiana's sugarcane industry, the largest row-crop industry in the state, would not exist as we know it without varieties developed at the Sugar Research Station. Corridor S5 would eliminate a large portion of the land area at this station, severely hampering variety developing efforts.
9. The Reproductive Biology Center, which houses the internationally-recognized Embryo Biotechnology Laboratory, conducts cutting-edge research on large animal reproduction, embryo biology, and related projects. This facility would be eliminated by Corridor S6.





October 13, 2009

Secretary William D. Ankner, Ph.D.  
State of Louisiana  
Department of Transportation & Development  
P.O. Box 94245  
Baton Rouge, Louisiana 70804-9245

Dear Secretary Ankner,

The LSU Agricultural Center is opposed to the proposed corridors S3, S5, and S6 of the Baton Rouge loop project. These proposed routes will pass through the sites of four LSU AgCenter research stations. These stations are the Central, Aquaculture, Sugar and Reproductive Biology Research stations. Such placement will severely diminish, if not completely eliminate, the applied research, extension, outreach and economic development activities that occur on these facilities.

The LSU AgCenter is Louisiana's premier agricultural research and extension campus. Our goal is to support and stimulate all facets of the state's agricultural enterprises, which contribute nearly \$30 billion annually to Louisiana's economy. To accomplish this mission, the LSU AgCenter operates 20 research stations across the state, each of which has strategic research, extension and economic development goals. The four research stations affected by the proposed loop project are critical parts of this statewide endeavor.

Following is a summary of activities at these four stations during the past five years (2004-2009):

1. Nearly 60 faculty members from these stations and five campus schools and departments conduct research at these stations and received \$11 million in research grants during this period.
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3. In 2007, a Master Plan for the contiguous Central and Aquaculture research stations was completed and is being implemented. **Corridor S3** would obliterate this Master Plan and undermine planned research activities for decades.
4. The recently completed Large Animal Disease Isolation Unit plays a strategic role statewide in animal disease research. This facility would be destroyed by **Corridor S3**.
5. The wheat breeding program is centered at Central Research Station. Indeed, the leading wheat variety in the Midsouth was developed at this station. This program would be severely hampered by **Corridor S3**.

The LSU Agricultural Center is a statewide campus of the LSU System and provides equal opportunities in programs and employment.

**Office of the Chancellor**

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Secretary Ankner  
October 13, 2009  
Page 2

6. Production of aquaculture species (crawfish, finfish, baitfish, oysters, alligators) in Louisiana depends largely on information generated at the Aquaculture Research Station. **Corridor S3** would destroy many of the pods and pools required for this research.
7. The coastal plants research program, slated to expand at the Aquaculture Research Station, would be hampered by **Corridor S3**. Loss of this facility also may compromise critical federal funding for this program and would undermine our state's efforts in coastal restoration.
8. Louisiana's sugarcane industry, the largest row-crop industry in the state, would not exist without varieties developed at the Sugar Research Station. **Corridor S5** would eliminate a large portion of the land area at this station, severely hampering variety development efforts.
9. The Reproductive Biology Center, which houses the world-renowned Embryo Biotechnology Laboratory, conducts cutting-edge research on large animal reproduction, embryo biology and related projects. This facility would be eliminated by **Corridor S6**.

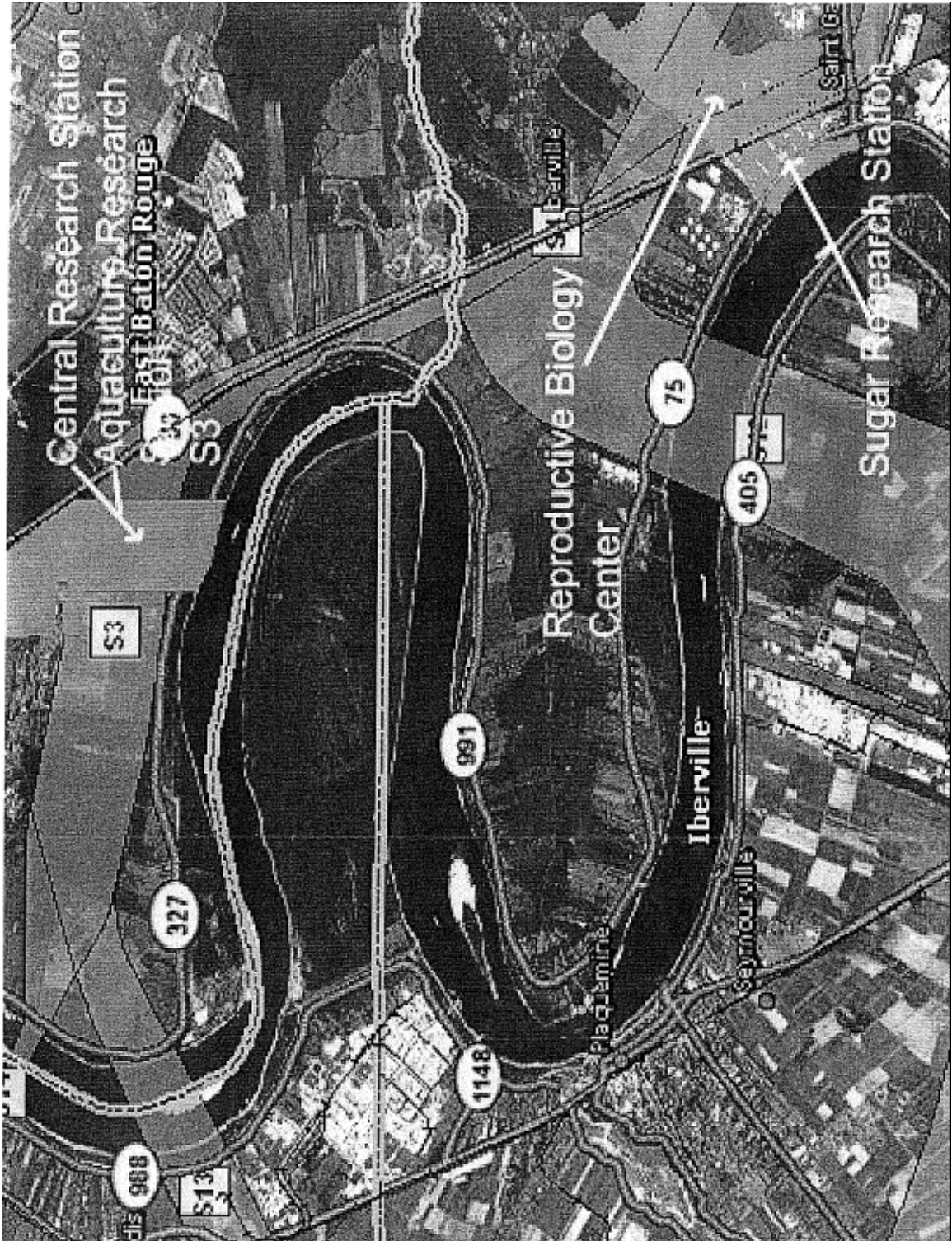
We respectfully request that the placement of the Baton Rouge loop corridors S3, S5 and S6 through the four LSU AgCenter Research Stations be reconsidered because reduction or loss of these facilities would have a negative effect on agriculture production and economic development in Louisiana and beyond our borders. We would like to meet with you at your earliest convenience to discuss this critical situation.

Sincerely,

William B. Richardson, Chancellor  
and Chalkey Family Endowed Chair

Attachment: Map of Loop corridors relative to our stations

CC: President John V. Lombardi, President LSU System  
Blake Chatelain, Chairman, Board of Supervisors





Jane E. Muller  
10229 E.W.E. Ln  
Denham Springs, LA 70706

January 28, 2010

Mike Bruce  
ABMB Engineers  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd., Ste 301  
Baton Rouge, LA 70809

Dear Mr. Bruce:

I am writing in regards to the Baton Rouge Loop and to express my opposition to it.

I live a mile from the proposed northern corridor-N12 on approximately 180 acres of family land which is supposedly outside of the Loop boundary. This land is prime farmland and maybe off limits because of federal legislation. This property has been in our family for years and is where Live Oak or Watson originated and also occupies a historic plantation home dating back to 1860's. The last Livingston Parish Loop meeting this week suggests the northern corridor to be most popular and Mike Grimmer stating move loop as far north as possible. What I would like to know is; Are you still staying in the project boundaries and not going outside of them? Please email a response to [jeemstar@aol.com](mailto:jeemstar@aol.com).

I am not in favor of the loop with my property being just outside the boundary, or inside the corridor or anywhere the loop is.

Thanks,

  
Jane E. Muller



## SIERRA CLUB

### Delta Chapter



Haywood Martin, Chair  
400 Glyndale Ave.  
Lafayette, LA 70506

February 1, 2010

Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd., Ste. 301  
Baton Rouge, LA 70809

To Whom It May Concern,

We are submitting the following comments for the Tier 1 Environmental Impact Statement (EIS) of the proposed Baton Rouge Loop on behalf of the Baton Rouge Group of the Sierra Club.

Our fundamental concern is that the Loop does not represent a forward-looking approach to transportation in the five parish area. Such an approach would be focused on developing the transportation alternatives that residents will increasingly need, such as mass transit. This has significant environmental and economic implications for the region, and opportunities to invest in mass transit may not be available forever.

We also have broad concerns about the environmental impacts of all of the corridor alternatives that are still being discussed. Each would impact significant amounts of the remaining natural areas and greenspaces – forests, farmland, wetlands, and waterways – in East Baton Rouge and surrounding parishes. The Loop Executive Summary Project Overview states that sensitive areas (which include wetlands) should be highlighted “so that potential corridors can avoid these features” (p.4).

We support this intention, and the explicit identification of Spanish Lake and the Amite River floodplain as “environmentally sensitive areas” in the Executive Summary. These areas are currently being impacted and threatened by expanded development, along with all other undeveloped tracts in the East Baton Rouge Metropolitan Area. They should be given greater protection now and in the future. The Summary also states that complete avoidance of all impacts is not possible. This illustrates the need for a conservation plan for the project which would include mitigation requirements, but also go beyond that to actively protect historic and natural sites and tracts of land within the proposed corridor. This should be started at the outset of the right of way acquisition process, which the Summary states will continue for a number of years. (p.7)

Regional Groups in Louisiana : Acadian • Baton Rouge • Honey Island • Kisatchie • New Orleans

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A conflict with efforts to minimize the environmental impact of the proposed Loop stems from the fact that the project is also being planned as an enhanced “economic development opportunity” (p.1), and will clearly result in expanded development in the areas it crosses. If the main purpose of the Loop is to provide a “bypass” of Baton Rouge and its congested traffic, then the exit-located development patterns that it could fuel are easily avoided. But some landowners in areas that the proposed Loop would cross have openly spoken of an anticipated “land boom,” and it is likely that their plans and influence will to a large extent drive the selection process for potential corridors.

The specific impacts in each corridor of the proposed Loop on drainage, floodplains, and wetlands are also significant. The project must be consistent with the development codes, master planning and laws for the five parishes, as well as federal regulations. The Unified Development Code (UDC) and the Revised Horizon Plan for East Baton Rouge Parish all cite the importance of wetlands and responsible planning for drainage that protects natural areas. The UDC lays out a number of steps required to reduce flood losses (Section 15.19):

1. Restrict or prohibit uses that are dangerous to health, safety, or property in times of flood or cause excessive increases in flood heights or velocities;
2. Require that uses vulnerable to floods including facilities, which serve such uses, be protected against flood damage at the time of initial construction;
3. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of floodwaters;
4. Control filling, grading, dredging, and other development which may increase flood damage; and
5. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands.

([http://www.brgov.com/dept/planning/udc/pdf/UDC\\_2009.pdf](http://www.brgov.com/dept/planning/udc/pdf/UDC_2009.pdf))

Wetlands and other natural areas are important not only for natural flood control, along with their aesthetic and habitat values, but also for their vital role in protecting water quality. The Louisiana Department of Environmental Quality is developing Total Maximum Daily Load (TMDL) plans for Bayou Manchac and the Lower Amite River. The development that would be fueled by the proposed Loop would have major impacts on the natural buffering capacity of these watersheds.

The 2007 Revised Horizon Plan calls for development of a comprehensive watershed management plan for the region with interparish and state agency coordination, along with the protection, maintenance, preservation, and enhancement of land resources and natural features of East Baton Rouge Parish

(Objectives E2.5, E4.1, [www.brgov.com/dept/planning/Horizon5yr/pdf/ch3.pdf](http://www.brgov.com/dept/planning/Horizon5yr/pdf/ch3.pdf).)

The proposed Loop could easily work at cross-purposes with both of these uncompleted goals.

The Horizon Plan 1992-93 called for coordination with the Louisiana Department of Wildlife & Fisheries to ensure that locations of rare or endangered plant and wildlife habitats within the parish are considered in land use planning (E5.A), and created a new land use category



(Residential Estate/Agriculture) as a means of preserving significant natural areas, prime agriculture land, and areas of rural character.

(<http://www.brgov.com/dept/planning/pdf/09YearEnd.pdf>).

The proposed Loop project brings all of these stated planning goals – most unfulfilled, or at least not prioritized – into high relief. Without explicit prioritization of these goals and coordination between agencies charged with achieving them, the Loop project could in fact sound their final death knell.

We submit that those portions of the loop that are constructed should fit in to local development patterns and preservation of green and natural spaces, rather than serving as the predominant force in stimulating development and destruction of natural spaces. We further submit that these considerations should be incorporated into the planning process from start to finish.

A handwritten signature in black ink, appearing to read 'Haywood Martin', with a long horizontal flourish extending to the right.

Haywood Martin, Chair  
Delta (Louisiana) Chapter of the Sierra Club



**Baton Rouge Group of the Sierra Club**  
**P.O. Box 80631**  
**Baton Rouge, La 70898-0631**

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February 3, 2010

Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd., Ste. 301  
Baton Rouge, LA 70809

To Whom It May Concern,

We are submitting the following comments for the Tier 1 Environmental Impact Statement (EIS) of the proposed Baton Rouge Loop on behalf of the Baton Rouge Group of the Sierra Club.

Our fundamental concern is that the Loop does not represent a forward-looking approach to transportation in the five parish area. Such an approach would be focused on developing the transportation alternatives that residents will increasingly need, such as mass transit. This has significant environmental and economic implications for the region, and opportunities to invest in mass transit will not be available forever.

We also have broad concerns about the environmental impacts of all of the corridor alternatives that are still being discussed. Each would impact significant amounts of the remaining natural areas and greenspaces – forests, farmland, wetlands, and waterways – in East Baton Rouge and surrounding parishes. The Loop *Executive Summary Project Overview* states that sensitive areas (which include wetlands) should be highlighted “so that potential corridors can avoid these features” (p.4).

We support this intention, and the explicit identification of Spanish Lake and the Amite River floodplain as “environmentally sensitive areas” in the Executive Summary. These areas are currently being impacted and threatened by expanded development, along with all other undeveloped tracts in the East Baton Rouge Metropolitan Area. They should be given greater protection now and in the future. The Summary also states that complete avoidance of all impacts is not possible.





## BR Group of Sierra Club Comments on Loop EIS - 2

This illustrates the need for a conservation plan for the project which would include mitigation requirements, but also go beyond that to actively protect historic and natural sites and tracts of land within the proposed corridor. This should be started at the outset of the right of way acquisition process, which the Summary states will continue for a number of years. (p.7)

A conflict with efforts to minimize the environmental impact of the proposed Loop stems from the fact that the project is also being planned as an enhanced “economic development opportunity” (p.1), and will clearly result in expanded development in the areas it crosses. If the main purpose of the Loop is to provide a “bypass” of Baton Rouge and its congested traffic, then the exit-located development patterns that it could fuel are easily avoided. But some landowners in areas that the proposed Loop would cross have openly spoken of an anticipated “land boom,” and it is likely that their plans and influence will to a large extent drive the selection process for potential corridors.

The specific impacts of each corridor the proposed Loop on drainage, floodplains, and wetlands are also significant. The project must be consistent with the development codes and laws for the five parishes, as well as federal regulations. The Unified Development Code (UDC) and the Revised Horizon Plan for East Baton Rouge Parish all cite the importance of wetlands and responsible planning for drainage that protects natural areas. The UDC lays out a number of steps required to reduce flood losses (Section 15.19):

1. Restrict or prohibit uses that are dangerous to health, safety, or property in times of flood or cause excessive increases in flood heights or velocities;
2. Require that uses vulnerable to floods including facilities, which serve such uses, be protected against flood damage at the time of initial construction;
3. Control the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of floodwaters;
4. Control filling, grading, dredging, and other development which may increase flood damage; and
5. Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands.

([http://www.brgov.com/dept/planning/udc/pdf/UDC\\_2009.pdf](http://www.brgov.com/dept/planning/udc/pdf/UDC_2009.pdf))



BR Group of Sierra Club Comments on Loop EIS - 3

Wetlands and other natural areas are important not only for natural flood control, along with their aesthetic and habitat values, but also for their vital role in protecting water quality. The Louisiana Department of Environmental Quality is developing Total Maximum Daily Load (TMDL) plans for Bayou Manchac and the Lower Amite River. The development that would be fueled by the proposed Loop would have major impacts on the natural buffering capacity of these watersheds.

The 2007 Revised Horizon Plan calls for development of a comprehensive watershed management plan for the region with interparish and state agency coordination, along with the protection, maintenance, preservation, and enhancement of land resources and natural features of East Baton Rouge Parish (Objectives E2.5, E4.1, [www.brgov.com/dept/planning/Horizon5yr/pdf/ch3.pdf](http://www.brgov.com/dept/planning/Horizon5yr/pdf/ch3.pdf).) The proposed Loop could easily work at cross-purposes with both of these uncompleted goals.

The Horizon Plan 1992-93 called for coordination with the Louisiana Department of Wildlife & Fisheries to ensure that locations of rare or endangered plant and wildlife habitats within the parish are considered in land use planning (E5.A), and created a new land use category (Residential Estate/Agriculture) as a means of preserving significant natural areas, prime agriculture land, and areas of rural character. (<http://www.brgov.com/dept/planning/pdf/09YearEnd.pdf>).

The proposed Loop project brings all of these stated planning goals – most unfulfilled, or at least not prioritized – into high relief. Without explicit prioritization of these goals and coordination between agencies charged with achieving them, the Loop project could act against their fulfillment.

Sincerely,

A handwritten signature in black ink that reads 'Nancy Grush'.

Nancy Grush  
Group Chair



## LOWER MISSISSIPPI RIVERKEEPER



February 3, 2010

Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd.  
Suite 301  
Baton Rouge, La 70809

To Whom It May Concern,

The Lower Mississippi Riverkeeper (LMRK) is submitting the following comments on Tier 1 of the Environmental Impact Statement (EIS) process for the proposed "Baton Rouge Loop." We are concerned about the overall impacts on habitats, watersheds, and open space that the Loop would cause.

Potential corridors of the proposed Loop would cross areas that have been recognized as sensitive and special habitats, such as Alligator Bayou/Spanish Lake. We believe that the Alligator Bayou/Spanish Lake area in particular should remain off limits to potential Loop routes. This system is already being impacted by runoff from East Baton Rouge Parish due to loss of natural drainage systems there, by local water management decisions, and by infringing development. The development that the Loop, not to mention a nearby bridge crossing, would bring would dramatically increase those impacts.

But there are concerns about the broader effects on watersheds and waterbodies throughout the potential corridors.

One key watershed that the proposed Loop could impact from both the north and south is the Amite River Basin. This basin is undergoing development pressure in Ascension, East Baton Rouge and Livingston Parishes. A TMDL (total maximum daily load) plan is being developed for the Lower Amite River by the Louisiana Department of Environmental Quality under requirement of the Clean Water Act. A raised Loop corridor over floodplain areas limited or no exits, similar to Interstate 55's crossing of the Maurepas Basin, would help ensure that those areas were not inappropriately developed.

Another area of concern is the River Road and its historic landscapes and sites on both sides of the Mississippi River. Development is already spreading along the River Road south of Baton Rouge, with no planning for conservation or "smart growth." The proposed bridges for the Loop are likely to dramatically

1 of 2

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expand development along the River Road near their crossing, and responsible planning should be implemented to protect the open space and historic sites in those areas.

Sincerely,

A handwritten signature in cursive script that reads 'Paul Orr'.

Paul Orr



**Louisiana Environmental Action Network**  
Helping to make Louisiana safe for future generations



February 3, 2010

Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd.  
Suite 301  
Baton Rouge, La 70809

To Whom It May Concern,

I am submitting the following comments on the EIS for the proposed Baton Rouge Loop for the Louisiana Environmental Action Network (LEAN.) LEAN is a non-profit organization working for cleaner, healthier communities and environment for our state. Our areas of focus include air and water quality, community health, and responsible development. All of these concerns have the potential to be affected by the proposed Loop.

We have a fundamental concern that the Loop is not necessary, and that it does not represent the best investment of public funds, whether from direct taxes or leveraged bonds.

We assume that the potential air pollution impacts of the proposed Loop will be addressed as required under the EIS process. The expansion of traffic along the Loop, and the planned growth in development that would accompany it, could have significant impacts for the EBR Metro area, which has long-standing problems with compliance with federal ozone pollution standards.

The potential impacts on vulnerable communities, such as those in North Baton Rouge and elsewhere, should also be assessed. The proposed corridors would all cross rural areas, leading to concerns about the loss of greenspace and increased development pressure likely to result in these areas. While these impacts are often regarded as positive by local backers, their negative effects are often subsidized by taxpayers, a public expense that could be avoided with responsible planning.

Many low-income residents, both urban and rural, would benefit most from access to public transit, especially when rising energy prices lead to higher costs for gasoline. The Loop in itself would do nothing to address this need. Potential public transit options, such as express buses, could be beneficial, but would need to be integrated into planning to operate effectively, and their

1 of 2



costs would add to those of the project unless some private transit companies can fulfill that role.

The projected trend of rising energy prices would also increase the costs of the Loop, both for construction and operation and maintenance. The accompanying loss of wetlands, forests, and other natural areas would also contribute to lower air quality and degradation of the watershed. There are wetlands and open spaces in each of the parishes that the Loop would cross that would be impacted, or lost. The cumulative impacts of loss of these natural systems that contribute to air and water quality should be factored into the total environmental impacts of the proposed Loop.

Sincerely,

A handwritten signature in cursive script that reads 'Marylee Orr'.

Marylee Orr



*Randall W. Peterson*

P.O. Box 627 Baton Rouge, LA 70821 (225) 383-5369 FAX (225) 387-1463 Cell (225) 937-0121

February 10, 2010

Mr. John Fregonese  
Fregonese Associates  
1525 SW Park Avenue  
Portland, OR 97201

Dear Mr. Fregonese:

Thank you for the opportunity to submit comments to your Loop workshops. I'm concerned about access from the Loop as it crosses the Amite River just upstream of Port Vincent.

The east side of the river above Grey's Creek is presently undeveloped for many miles (almost to Denham Springs). In general, this section is high ground (as a result of the river being dredged in the 1960's). Ultimately, a road will be developed along this high ground to support development along the river. Just like it is on the west side.

The loop may need to tie into Highway 16 or 1032 in its early stages. Please consider alternatives for a future tie-in to the as yet unbuilt river road.

Sincerely,

Randall W. Peterson

RWP/kl



Project Web Site Comment Summary

BR Loop Website Opinion Report			
Favor: 68 Oppose: 143 Comments: 76 Total: 287			
Parish	Position	City	Comment
Ascension Parish Summary Favor: 12 Oppose: 29 Comments: 18 Total: 59			
Ascension	Oppose	Prairieville	
Ascension	Oppose	Prairieville	
Ascension	Oppose	Prairieville	
Ascension	Oppose	St. Amant	
Ascension	Oppose	Prairieville	
Ascension	Oppose	Darrow	
Ascension	Oppose	Prairieville	
Ascension	Oppose	Geismar	
Ascension	Oppose	Prairieville	
Ascension	Oppose	Prairieville	
Ascension	Oppose	Saint Amant	
Ascension	Oppose	Geismar	
Ascension	Oppose	Gonzales	
Ascension	Oppose	Braxton	
Ascension	Oppose	PRAIRIEVILLE	
Ascension	Oppose	Prairieville	
Ascension	Oppose	St. Amant	
Ascension	Oppose	St. Amant	
Ascension	Oppose	Geismar	
Ascension	Oppose	Saint Amant	
Ascension	Oppose	Prairieville	
Ascension	Oppose	Gonzales	
Ascension	Oppose	Prairieville	
Ascension	Oppose	St. Amant	
Ascension	Oppose	Prairieville	
Ascension	Oppose	St. Amant	
Ascension	Oppose	Gonzales	
Ascension	Oppose	St. Amant	
Ascension	Oppose	Prairieville	
Ascension	Favor	New York	
Ascension	Favor	Gonzales	
Ascension	Favor	Bolivar	
Ascension	Favor	Geismar	
Ascension	Favor	Geismar	
Ascension	Favor	Prairieville	
Ascension	Favor	Prairieville	
Ascension	Favor	Geismar	
Ascension	Favor	Memphis	
Ascension	Favor	Gonzales, La.	
Ascension	Favor	Cresskill	
Ascension	Favor	Kyle	
Ascension	Comment	Prairieville	I am totally opposed. To begin with, the proposed corridor is too large. The E1-E9 section is totally useless. Why should Ascension residents have to give up property and peace for EBR residents and for strangers who are just passing through? I reside on land that has been in my family since 1960. I have been driving 21 miles (one way) to my office for 20 years. I've been willing to do this for the peace I have on my property. My peace is now threatened. How would you feel? Scrap project.
Ascension	Comment	geismar	I am strongly opposed to the S8 corridor section. I am a resident that is living in this proposed corridor. However, I am in favor of a loop that would be located in the S9 or S10 corridor.
Ascension	Comment	Geismar	I am in favor of the loop concept. I am opposed to the use of the S7 Corridor. It does not seem logical to route through a heavily populated area and disrupt homes when there are more logical and viable alternatives. Also, using the S7 Corridor requires using the already over used and crowded I-10. Please rethink the use of the S7 Corridor. Thank you.
Ascension	Comment	St. Amant	Not in favor of the loop going through St. Amant. E2 on your map is going straight through a graveyard that my family has been buried at for the last 100 years. From my great great grandparents to my father who passed away in 2005 are buried there.
Ascension	Comment	Geismar	Project is badly needed. Object to S8 on map as it goes right over new upscale subdivision, Oak Alley Estates. Map appears to be old and does not show dozens of new homes built in past 3 years.
Ascension	Comment	Geismar	I am opposed to S7 and S8. I am in favor of a wider loop that avoids residential areas, such as Geismar/Dutchtown. S7 and S8 look like they would go through are VERY near several subdivisions. Where can I get all of the facts on this project, including who will vote on the final route and when?
Ascension	Comment	St. Amant	
Ascension	Comment	Prairieville	Oppose E5, E7, E8 because they are in flood zones. E5 also would disrupt many families. Favor E6 because it is in a less populated area.
Ascension	Comment	Sorrento	I am in favor of the project, but I do have concerns. I am a coucil candidate for the Town of Sorrento. I am in favor of the project provided the portion of the project nearest to my town stays north of the Sorrento/Donaldsonville Exit on Interstate 10. If the proposed corridor nearest Sorrento is shifted south of that exit it will harm the revenue generating ability of the Town of Sorrento.
Ascension	Comment	St. Amant	Where is the state going to get the money to build the loop? Also, where are they getting the funds to buy out all the people that will have to move due to this loop?
Ascension	Comment	prairieville	need more information on how wide and how close can a house be
Ascension	Comment	Gonzales	We are concerned about the proximity of the loop path to residential. We also wish to see the trucks get off the local roads. If you charge a high toll I doubt they will use the loop.
Ascension	Comment	Prairieville, Louisiana	The Prairieville area and Brittany Hwy 431 at Hwy 61 area.
Ascension	Comment	St Amant	will there be any more public meetings for Ascension? When?
Ascension	Comment	Geismar	I do not understand why one "leg" (I think it is S8) goes through several subdivisions, including mine when Hwy 30 is closer, less densely populated. Had I known about these meetings, I would have attended. Unfortunately, e-mailing my local representative in the past on another issue was disappointing ("deleted without being read").
Ascension	Comment	gonzales	I was wondering why the project in the gonzales area wouldnt be extended south just another couple miles so that it didnt cut gonzales in half? Bringing the curve to sorrento would seem to be a better solution and not have to disturb or purchase so many homes and residence. Just curious...
Ascension	Comment	prairieville	oppose r5. This passes directly through homesteaded land which is owned by my family adjacent to other family land. This land is in the planning of being futher divided among the children and grandchildren. The loop passes directly over my father's house, my sister's and my property. Other family members living next to this property have had the opportunity to share the homesteaded land with their children and grandchildren. It more to land for for the people on this loop, it's their heritage and holds sentimental value. I can't imagine what this would do to our family if this land is taken from us.
Ascension	Comment	Geismar	Section S8 would go through 6 subdivisions that exist on Hwy 74. Not only will you disrupt the lives of residents, diminish the property values, but you will also reduce the property tax base for the parish. Building an ground level portion via the swamp, and continuing along Hwy 30 with an elevated portion is a great solution. This continues to provide surface roads without impacting the lives of 6 subdivisions.





BR Loop Website Opinion Report			
Parish	Position	City	Comment
East Baton Rouge Parish Summary Favor: 31 Oppose: 63 Comments: 24 Total: 118			
East Baton Rouge	Oppose	Baker (Central)	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	greenwell springs (central)	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	Baton Rouge, LA	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Central City	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	CITY OF CENTRAL	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	greenwell springs	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	Central City	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Bato Rouge	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	greenwell springs	
East Baton Rouge	Oppose	Central City	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Pride	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	greenwell springs	
East Baton Rouge	Oppose	BATON ROUGE	
East Baton Rouge	Oppose	Central	
East Baton Rouge	Oppose	CENTRAL	
East Baton Rouge	Oppose	Zachary	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Oppose	baton rouge	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	Baker	
East Baton Rouge	Oppose	Zachary	
East Baton Rouge	Oppose	baker	
East Baton Rouge	Oppose	Baton Rouge	
East Baton Rouge	Oppose	Greenwell Springs	
East Baton Rouge	Favor	Zachary	
East Baton Rouge	Favor	Baker	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Greenwell Springs	
East Baton Rouge	Favor	Zachary	
East Baton Rouge	Favor	Kenner	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	



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Appendix E

East Baton Rouge	Favor	BR	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	CITY OF CENTRAL	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Harvey	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Central	
East Baton Rouge	Favor	Baton Rouge	
East Baton Rouge	Favor	Denver	
East Baton Rouge	Favor	Baker	
East Baton Rouge	Comment	BATON ROUGE	I own property in EBR that will be affected by rout south of LSU...I NEED MORE INFORMATION ABOUT THE ROUTE
East Baton Rouge	Comment	Baker	With growing numbers of residents moving futher north in the parish, the N8 route is most logical. The city of Central has no need for a major highway, it is only going to benefit residents who live north and east of the city, so lets move the highway accordingly. We tend to plan infrastructure for the present or near future and by the time the road is built, it is already out of date for the need in the area. N8 would better serve the community as a whole.
East Baton Rouge	Comment	Pride	Opposed to location of northeast corridor plan through Liberty Rd
East Baton Rouge	Comment	Pride	I am opposed to the N8 corridor as it goes two blocks away from my home. I think a loop or connecting highway from Interstate 10 at or around Lafayette or Grosse Tete to Interstate 10 past Gonzales would make a better path.
East Baton Rouge	Comment	Baton Rouge	I am just curious as to what is going on with the project. Thank you.
East Baton Rouge	Comment	Pride	Favor N8, Oppose N9, Oppose N10. As I understand that this is suppose to relieve traffic congestion, I oppose splitting Central and causing more congestion. With limited access, which I support, I will not be using this highway on any regular basis. The short drive to access N8 corridor would be sufficiently convenient. I think that the thought that putting this highway in our backyard will generate more revenue could backfire from the anger over splitting the city of Central.
East Baton Rouge	Comment	Baton Rouge	I agree with a half loop somewhere south of Baton Rouge or extreme north. It is currently going to split Central in half. We do not need a main interstate through Central. The traffic problem is from the new I-10 bridge south and east. Central needs a four laned Hooper Road, bridge across Amite River at the end of Hooper, and new school buildings. The main interstate through Central will destroy this town for the sake of Baton Rouge (mainly south BR).
East Baton Rouge	Comment	Baton Rouge	N3 which goes over my house and most of my family property, this will split Central up, taking residential areas and leaves a commercial eye sore next to it with the Anderson Dunham Concrete Plant. We will be like downtown BR with houses under the bridges.
East Baton Rouge	Comment	Baton Rouge	N5 I just found out this was possibly coming in my area. Your website does not show names of main streets. I am interested in seeing a map of this area. I live on the corner of Comite Drive & N Yorkdale. This is one street from Foster Road & Comite Drive. Thank You
East Baton Rouge	Comment	Zachary	continuation: There is much open land in the Alsen area for development and less homes to buy up. The diversion canal could also be used for corridor. Please don't congest north baton rouge for the sake of south baton rouge. The southern loop is not even needed if I 49 would be completed from Lafayette to NOLA. We already have enough under used bridges south of baton rouge. I think the public should get mad about the whole project if the primary goals cannot be met. Doing something is not always better than nothing if not done right.
East Baton Rouge	Comment	Greenwell Springs	I am opposed to N9 and N10. These two pathways will effect me personally in my commute to my childs school, will be extremely close to my home, and effect my small community. I would be more likely to agree with N8. Less of the Central community would be directly effected.
East Baton Rouge	Comment	Baker	Oppose N4, Favor N3. We moved to this area for the peace and quiet, and I believe that sound barriers should be used when the corridor passes near homes, even if it is only a rural area. We chose to live in a rural area for a reason!
East Baton Rouge	Comment	Greenwell Springs	I may be persuaded to be in favor of the loop, however, the Southern routes for the loop have been pushed South to avoid ALL East Baton Rouge communities and I believe that the Northern communities of this Parish should be given the same consideration. I will NOT be in favor of ANY loop route that is not well North of the Cental city limits.
East Baton Rouge	Comment	GREENWELLSPRINGS	Central is growing, but there are some of us that have managed to hold on to a few acres of land for wildlife, family, 4H club, kids a pond to fish in. I have huge deer tracks through my property. Most people in Central are opposed to a loop that goes through Central and rather it go around us. Central would like to have more say and have meetings that involve us. The Mayors office says you all are not involving them or the people of Central. The loop will take up what is left of rural Central.
East Baton Rouge	Comment	Central	My wife and I believe that the loop is much needed and are in favor. The residents of Central need to realize that becoming a city means that you have to go with progress and that you cannot expect to maintain small town atmosphere if you are not willing to grow. We are in favor and we are in favor of the loop that comes closet to the airport.
East Baton Rouge	Comment	Central	I oppose the BRLoop this would split our city and take away the community atmosphere here in Central. I believe there is a better way to solve the problem what ever it may be. I for one do not mind driving the country roads to get into town. Leave out city alone and let us keep our community as it is. Yes we are a growing community but people move here to get away from the normal city happenings and we do not need a huge road running through our community.
East Baton Rouge	Comment	Baton Rouge, LA	
East Baton Rouge	Comment	Baton Rouge	I oppose N10 because it takes a direct route through the only entrance & southern half of the subdivision I've lived infor 37 years. My home is paid for & I don't want to relocate. I oppose N9 because it will bisect the city of Central, causing further traffic problems & physically dividing the community.
East Baton Rouge	Comment	Baton Rouge	to the 190 bridge - what a total waste of money! Of the 3 N routes only the most N route helps Baker, Zachary and further north. Hwy's 19 & 67 have a tremendous amount of traffic which the most N route would help if the loop were connected into I-110. This would also bring more truckers off of I-12 from I-55 via Hwy 10 & through Miss via Hwy 48 from McComb. This would also allow better access to the plants and industrial areas of NBR also pulling in additional truck traffic from I-10 & I-12. If this connection to I-110 were to be made and all of these other aspects taken into account this route would become more viable - even in your models. The thru Central routes are snake paths and with numerous sharp turns the cost for these routes are most likely grossly under estimated in your models. Also the idea that the working class residents of Livingston Parish will pay tolls to travel into BR is ridiculous. Simply look at the Hardy toll road in Houston at rush hour - you can drive 70 from Sugarland to IAH because even most Houstonians won't pay the toll. The one rule that remains constant with computer models, and apparently your company forgot about, is "crap in - crap out". On top of all of the money issues your Central routes destroy Central - we do not want to be a Bluebonnet or Siegen Lane type
East Baton Rouge	Comment	Baton Rouge	These are general comments for the EIS due today. Baton Rouge Audubon Society would like to see mitigation of environmental damage caused by the loop project planned for in the early phases of the project. Additionally, we would like to continue to be involved and to get updates about the proposed Loop. It would be helpful for comment periods and deadlines to be easily accessible on the website - I cannot find any information about this comment period. Thank you for your consideration.
East Baton Rouge	Comment	baton rouge	I am really not in favor of this loop, but if I had to choose one, N8 would be my option. This loop needs to be placed in the most rural area so that it does not affect the heart of any city. But again, I am against it completely. N10 and N9 would seriously injure the heart of the City of Central and many neighborhoods, schools, and families. Absolutely NO to N10 or N9. The loop should be placed on the outer rings of major cities surrounding baton rouge.
East Baton Rouge	Comment	Baton Rouge	Baton Rouge has suffered from poor traffic planning ever since the inception of the interstate. The considerations for loop construction should do the utmost to minimize adverse impacts on the environment, and should be designed in coordination with a forward-looking master transportation & development plan that includes the building up of alternative transportation options such as better bus service, bicycle friendly streets, Denham and GNO park and ride high speed rail, etc.
East Baton Rouge	Comment	Baker	As of right now my home is in the middle of the N10 corridor. My home will be taken if the proposed route is maintained. My only concern is the lack of information as to when will the right-of-way for the loop will be bought and how much longer will I have my home. If the time line for the loop is still the same then something will have to done soon if the will proceed on this timeline.
East Baton Rouge	Comment	Baton Rouge	Also, have we considered the benefits of developing a regional transit network? Theoretically, we already have corridors in place that can be retrofitted to provide commuter/light rail services. Can we also provide more opportunities for park and ride facilities? Have we also looked at the possibilities of HOV lanes and improving connections in our local street grid? I'm not totally against the idea of a loop, but it just seems like there are so many other potentially cheaper opportunities to improve traffic flow in Baton Rouge besides the Loop.



BR Loop Website Opinion Report			
Parish	Position	City	Comment
Livingston Parish Summary Favor: 13 Oppose: 46 Comments: 18 Total: 77			
Livingston	Oppose	Denham Springs	
Livingston	Oppose	denham springs	
Livingston	Oppose	Walker	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	French Settlement	
Livingston	Oppose	French Settlement	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	denham springs	
Livingston	Oppose	denham springs	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Denham springs	
Livingston	Oppose	walker	
Livingston	Oppose	walker	
Livingston	Oppose	denham springs	
Livingston	Oppose	Walker	
Livingston	Oppose	Watson	
Livingston	Oppose	Port Vincent	
Livingston	Oppose	Walker	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	denham springs	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Walker	
Livingston	Oppose	Walker	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Port Vincent	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Watson	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Denham Springs,L A	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Walker	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Walker	
Livingston	Oppose	Port Vincent	
Livingston	Oppose	DENHAM SPRINGS	
Livingston	Oppose	Denham Springs, La	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	Port Vincent	
Livingston	Oppose	Denham SPRINGS	
Livingston	Oppose	Walker	
Livingston	Oppose	Denham Springs	
Livingston	Oppose	walker	
Livingston	Favor	Denham Springs	
Livingston	Favor	Miami	
Livingston	Favor	Manassas	
Livingston	Favor	Denham Springs	
Livingston	Favor	Denham Springs	
Livingston	Favor	Denham Springs	
Livingston	Favor	denham springs	
Livingston	Favor	Denham Springs	
Livingston	Favor	Ponchatoula	
Livingston	Favor	Livingston	
Livingston	Favor	Livingston	
Livingston	Favor	Denham Springs	



Livingston	Comment	DENHAM SPRINGS	On the North side, why cant you people place the loop in the woods, instead of relocating all of those people? It makes no sense! Too many will be displaced, its not like people can just up and buy another place to live!
Livingston	Comment	Denham springs	I am in favor of the project, however I live within the boundaries of N8, which obviously concerns me, and therefore I am opposed to. I realize there are many factors to be considered with a design of a project of this magnitude. However, I feel sure that the professionals involved are quite capable of building a loop that doesn't just plow through existing homes or neighborhoods. These are relevant factors as well. Please consider the families involved when making your decision. Thank you.
Livingston	Comment	Denham Springs	Searching for Property to Buy with easy access.
Livingston	Comment	DENHAM SPGS	I live in the Watson area. I think the loop idea is good, but I don't want to lose my subdivision because of it. Why don't they move it more north from Watson into a rural area that is not developed. I live in the Lakes at Belle Terre and have been told we will lose our homes to eminent domain. I don't trust the government to deal fairly with me as to the worth of my home, should eminent domain be invoked.
Livingston	Comment	Denham Springs, La.	Ok with the La. 1024 route. near the proposed Walmart in Watson, La. Im not in favor of the Springfield Rd. Route which would cross over the entrance to our nice subdivision.
Livingston	Comment	Denham Springs	AGAINST the north 8 loop. Too far out. Project itself is cost prohibited.
Livingston	Comment	Watson	NO TOLLS!!!!!!!!!!!!!! We are not Boston or New York. Interstates should be FREE!!! You should have found the financing out of the taxes we already pay on gasoline and everything else (and built this 25 years ago when it was first needed!!!!) Where is our money we paid the last 25 years? Edwin Edwards' pocket?? I will not pay one penny to drive on a toll road.
Livingston	Comment	Denham Springs	Oppose N11 - This goes right through a new 30 million dollar Live Oak High School on Highway 16! Construction is going to begin right after the first of the year!
Livingston	Comment	Denham Springs	I feel that the North Loop needs to built further North in the North Livingston Parish to St. Helena Parish Line Area.
Livingston	Comment	Denham Springs	Will probably will not support the Loop if there is a toll, and will definitely not if it continues through the proposed route through Watson. This proposal takes the only entrance/exit into our subdivision (Acadiana Place) This is ridiculous and cannot be cost effective to the project. How will be enter and exit this area?
Livingston	Comment	Denham Springs	oppose the section going through Watson destroying 2 subdivisions when there are too many open fields north of Watson to allow the loop to move through
Livingston	Comment	Denham Springs	I am in favor of the project, but hope that you do not go with the N8 section.
Livingston	Comment	Denham Springs	I am in favor of the project but I am not at all happy about it going through my neighborhood -Lakes at Belle Terre.
Livingston	Comment	Denham Springs	Favor loop in general - it should be far enough out to do some good. Ex: Houston, TX , built inner loop then needed outer loop. Has route N12 been rejected? Favor N12 or N10 Oppose N11. N11 cuts our town in half, takes away our new high school property, destroys the neighborhood we live in. N12 is/was logically the best northern route. Please email me as to whether or not route N12 has been rejected and what the criteria is for deciding whether a proposed route is accepted or rejected?
Livingston	Comment	Denham Springs	The main reason we (Hurricane Katrina victims) chose to live in north of Denham Springs area is that it is good area to raise our children in the country setting. We do not understand why the BR Loop committee decides to invade the beautiful country setting, its tranquility and clean environmental air, ruining everyone's health just by adding those stupid loops. There are many back roads that really need to get fixed! PLEASE TAKE OUT N11, N10 and N9!!!!!!!!!! what happened to educating the children about nature!!!!??
Livingston	Comment	Denham Springs	Call me 225-791-2930
Livingston	Comment	denham springs	I oppose the N8 Loop. Last year we were told by officials that this was taken off the project. I feel this would ruin our community and cause over 150 families to relocate from our neighborhood alone not to mention our school just a few yards away and future HS. I support the Hooper Rd. ext. and I-12 widening. Our area is growing and a great place to live and I respectfully request that you do not ruin it the N8 section that will not effectively solve the flow from our area into and out of BR.
Livingston	Comment	denham springs	i absolutely possitively am not in favor of this loop being within 200 yards from my residence unless i am totally bought out also!



BR Loop Website Opinion Report			
Parish	Position	City	Comment
<b>Iberville Parish Summary Favor: 5 Oppose: 0 Comments: 3 Total: 8</b>			
Iberville	Favor	Plaquemine	
Iberville	Favor	Sunshine	
Iberville	Favor	Anonymous	
Iberville	Favor	PLaquemine	
Iberville	Favor	Hoffman Estates	
Iberville	Comment	Plaquemine	What date and where the September meeting will be? It's imperative that Iberville has a chance to express since political views are muddling our actuality. An Addis bridge will NOT serve state or plant workers commuting. Addis would only use it for an LSU game mall trips, not for daily commuting like Plaquemine would. Dow reports that 70% of their work force lives out of the area and Iberville has unreported growth, go to the court house for stats. Do you research! Oppose S3 , Favor S2!
Iberville	Comment	Maringouin	I am in favor of this program if it will make it easier for the citizens of North Iberville to access the freeway and bring more traffic to our area businesses
Iberville	Comment	Plaquemine	I am in favor of the most southern part of the loop S2 and bridge crossing in Iberville due to the location and cost, more cost effective to go rural than thru a city. A loop should be around the city and not brought into the city. The bridge location is Brusly would be less used due to location in proximity to the I-10 in BR, no one will pay a toll if they can drive 4 miles and cross free.
<b>West Baton Rouge Summary Favor: 7 Oppose: 5 Comments: 13 Total: 25</b>			
West Baton Rouge	Oppose	Brusly	
West Baton Rouge	Oppose	Brusly	
West Baton Rouge	Oppose	Brusly	
West Baton Rouge	Oppose	Brusly	
West Baton Rouge	Oppose	Port Allen	
West Baton Rouge	Favor	Brusly	
West Baton Rouge	Favor	New York	
West Baton Rouge	Favor	Addis	
West Baton Rouge	Favor	Port Allen	
West Baton Rouge	Favor	Port Allen	
West Baton Rouge	Favor	Scott	
West Baton Rouge	Favor	Baton Rouge	
West Baton Rouge	Comment	Port Allen	I am opposed to N2 if it placed south of the 190 bridge crossing. There are two plantation homes listed on the National Register of Historic Places in this area, not to mention high value residential area south of the existing 190 bridge. If a new crossing could be placed on the north side of the 190 bridge, I would not object.
West Baton Rouge	Comment	Port Allen	It appears that one of the north routes over the River goes right through our neighborhood of 21 families. The houses range in size from 3000 - 11,000 square feet. I oppose this route and urge that the northern most route which appears to go through farmland be the one selected.
West Baton Rouge	Comment	Brusly	I am in favor of the project. Favored bridge site is S2. A bridge in WBR will not alleviate the congestion we have on LA1 at most times. At S2 most of the plant traffic will be directed away from I10 and will alleviate most traffic jams @the I-10 Bridge
West Baton Rouge	Comment	Port Allen	There is a small community of houses (mine included) on River Road just south of the old bridge. We very much do not want to see another bridge built adjacent to the old bridge. The other route which takes the north side of the loop farther north makes more sense as it gets the traffic outside of north baton rouge and creates another route across the river.
West Baton Rouge	Comment	Plaquemine	Opposed to S3 this is located in a residential area. The option that impacts less communities to noise and air pollutions should be the best option. Also what is the benefit of locating access near existing interstate access? Why does this corridor keep moving down LA1 when you have a community that has total buy in of officials and citizens. This option 3 should not be on the table at this point. When you have a community in the vicinity that has accepted the option presented to them that has less socioeconomic and environmental implications to the community.
West Baton Rouge	Comment	Port Allen	This has become an intercity thoroughfare - not a loop. Because of concerns about tolls, the engineers have thrown safety to the wind - evidenced by their decision to place another bridge in an area already plagued by tugboat safety issues. We are taking this concern to the Coast Guard and the USACE. Think about it - the smallest parish in the state is going to have 4 bridges - that is crazy.
West Baton Rouge	Comment	Port Allen	I am opposed to the N2 bridge crossing (Hwy 190). The N3 crossing has less housing. North River Road has 21 families. Besides the real problem is the bend in the river. We have already had barge accidents so adding another bridge will only increase the danger.
West Baton Rouge	Comment	Port Allen	Im all for a loop, however, I would really like for you to place the bridge over the river in Plaquemine instead of Brusly. Plaquemine wants and needs this. You will kill the town of Brusly if you put this bridge in Brusly or near Brusly. You also have a problem with your interactive map page. You cant view the map.
West Baton Rouge	Comment	Addis	OPPOSED of S3, We do not need another bridge in West Baton Rouge Parish! FAVOR- S2 Iberville Parish wants the bridge to connect it's parish together. It is better for WBR and Iberville if the bridge went to the S2 corridor section.
West Baton Rouge	Comment	Brusly	I do not like the site at Lukeville. I would like to see this go to Plaquemine. This parish is in much need of this due to the plants and the traffic that comes down LA1 at 500 pm. Our highway becomes congested thru Brusly with this traffic. A 10 mile drive takes me 30 minutes to home in the evening from Plaquemine.
West Baton Rouge	Comment	Brusly	Oppose S14 and S13. In favor of S12 through Iberville parish to connect that parish. West Baton Rouge does not need 4 bridges crossing over the parish. Just to get the bridge close to another casino that BR don't need. Iberville parish can use the bridge to help connect with the other plants. There is too much traffic between Plaquemine, Addis, and Brusly at 5 pm when the plants get off. A 10 minute drive takes me 30 minutes at this time.
West Baton Rouge	Comment	denham springs	i do not want the loop to go through Watson
West Baton Rouge	Comment	Port Allen	I generally approve of this project but am not happy that it is going to possibly negatively affect my property. I want to learn more, and make sure that my interests are protected.



**Stakeholder Committee and Advisory Committee Meetings**



<b>Project Name</b> BR Loop Implementation Plan	<b>Date of Meeting</b> April 10, 2008
	<b>Location</b> URS Corporation, Baton Rouge
<b>Purpose of Meeting</b> Joint Stakeholder Committee & Advisory Committee Meeting	<b>Time</b> 10:30 am – 12:00 pm

**MEETING SUMMARY**

Members of the Stakeholder Committee and Advisory Committee were welcomed by Mike Bruce, ABMB Engineers, and given a brief overview of the project and project timeline.

Rannah Gray, MGS, explained the latest public involvement efforts, including the recent round of public meetings—February 25-28 and March 3—held in each of the five parishes and the Executive Committee’s trip to Texas to tour toll facilities in Austin and Dallas.

Walter Monsour, Chief Administrative Officer for Mayor Kip Holden, briefly discussed his experience on the Texas tour and reiterated the knowledge and perspective gained on the trip. Monsour also encouraged the committee members to remain engaged in the process and to support the project going forward from the Implementation Plan phase to the Tier 1 EIS phase.

Steve Wallace, ABMB Engineers, then began the workshop session of the meeting, presented the most recent corridor refinement map (last edited February 2008) and discussed in detail corridor refinements that will be recommended to the Executive Committee April 17, 2008.

**A summary of Wallace’s discussion follows:**

- Project limits defined
- All considered corridors for the BR Loop project are visible on the map
- Entering the next phase of the project, the recommended corridor(s) will be a starting point going forward; corridor(s) may have to be adjusted in the Tier 1 EIS phase
- **West corridor (north of I-10) details**
  - Two corridors begin west of LA 415 and intersect I-10 progressing north and east across the Mississippi River
  - Both corridors will remain recommended to the Executive Committee



- **North corridor details (north of I-12)**
  - Airline Highway to Florida Blvd. proposed corridor will be eliminated based on impacts; elevated roadway may be necessary; corridor would be costly to construct; there are more feasible routes to consider
  - Extreme north bypass will be reinstated based on revised traffic study, elected official input and recent population growth in the area; higher projected traffic counts warrant reinstatement
  - Will recommend corridor south of Hooper Road to Watson that extends north of Denham Springs in Livingston Parish
  - Proposed corridor in the Walker area will intersect I-12 approximately two miles east of Walker exit and extend to the west of the existing landfill; corridor will also extend across edge of industrial park and will remain east of LA 449; proposed changes in response to public input; will miss most major developments
- **East corridor details (I-12 to I-10)**
  - Spacing issues exist with respect to existing interstate interchanges
  - Corridor will be "thinned" to 1000-1500 feet through Weyerhaeuser property; goal of project is to thin corridor, push it eastward, and minimize impact while utilizing the Weyerhaeuser property
  - Public input suggested major impacts to LA 42, Spanish Lake, Bayou Manchac and subdivisions and neighborhoods in the area
  - LA 42 corridor will be recommended for elimination; significant milestone for the project; traffic volume concerns also warranted LA 42 elimination
  - Remaining corridors minimize environmental impacts
  - LA 431 corridor will also be recommended for elimination; this recommendation is from a culmination of public input
  - The east bypass recommended corridor will be shifted to the eastern side of the corridor along seam between growing developments and the floodplains and wetlands
  - Project Team is also taking into consideration a proposed subdivision in Ascension Parish; have worked diligently to balance impacts between development and environmental concerns
  - Southern end of east bypass will tie into LA 30 (Nicholson) and split between two recommended corridors
  - Two options: parallel existing LA 30 or existing power line; power line option will minimize impacts
- **South corridor details**
  - There are two possibilities
  - Mississippi River crossing south of Plaquemine will be recommended; this crossing would tie in on the east bank near St. Gabriel; there were initial traffic volume concerns but feel this route is still feasible
  - Respects Iberville Parish wish for bridge
  - Second option is to parallel corridor along existing LA 30 or on the west side of the railroad; local traffic would be maintained for free on frontage



roads; corridor would turn west near Gardere/GSRI area and across LSU Ag Center property

- **West corridor details (south of I-10)**
  - There are multiple river crossings shown in West Baton Rouge Parish
  - Project Team has discussed bridge crossings in greater detail with USCG and USACOE and will continue to do so in the next phase of the project
  - The Cinlaire river crossing will be eliminated; historical site
  - River crossing south of Addis will be eliminated as well as river crossing farther south in West Baton Rouge Parish
  - A new river crossing has been identified north of Addis and south of Brusly to connect with LA 30 on the east bank
  - West corridor would stretch from I-10 west of LA 415 south to proposed crossing and eastward across Mississippi River

**Bob Schmidt**, HNTB Corporation, thanked Monsour for his remarks and enthusiasm and passion for the project. Schmidt reviewed with the committee members the project schedule and transition from the Implementation Plan phase to the Tier 1 EIS phase. He explained the difference in outcomes between the Tier 1 EIS (corridor) and the Tier 1 EIS (alignment).

He reiterated that the Tier 1 EIS phase would be led by FHWA as the federal agency and the Capital Area Expressway Authority (CAEA) as the state authority. Schmidt noted that other agencies including LA DOTD and the USCG would participate as cooperating agencies.

In closing, he also noted that the Stakeholder Committee and Advisory Committee would remain an integral part of the process during the Tier 1 EIS phase.

Committee members were then encouraged to ask questions.

**A summary of questions/comments and answers follows:**

Are there concerns about using the existing US 190 bridge as a component of the project given known environmental issues near the bridge?

*A study of the site, should the bridge be utilized, will be needed.*

Will a spur at Juban Road exit be included?

*Potential spurs will be evaluated and discussed in the Implementation Plan report for further study in the Tier 1 EIS phase; a map of potential spurs will also be included*





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Stakeholder Committee & Advisory Committee Joint Meeting Summary  
04/10/2008



Would LA 447 be widened to help traffic flow to the loop?

*This example, and similar situations, will be examined in the next phase of the project.*

Is the new route near Port Vincent? Is Port Vincent back in the affected area?

*No; Port Vincent remains out of the proposed corridor*

Where is the project relative to the drawbridge in Livingston Parish?

*The project is upstream from the drawbridge.*

Will the remaining corridors still be 4000 feet wide?

*Yes. Most corridors remain 4000-5000 feet wide; the east bypass is approximately 1000-1500 feet wide to minimize impacts*

The new proposed crossing near Addis crosses a point bar on the east bank of the river; the soil may not be stable enough to support foundations.

*This is a concern that will be further evaluated.*

Maritime industry does not have problems with north route at Port Hudson; is concerned about the Addis crossing; completely objects to the a new bridge near US 190; has no concerns about a bridge crossing south of Plaquemine.

*Project Team is scheduled to tour proposed river crossing locations for further evaluation.*

Will these proposed routes be presented to the Executive Committee?

*Yes.*

There is little opposition in Iberville Parish to the proposed bridge crossing there; parish supports loop in Iberville.

Will there be a public information campaign to dispel myths and rumors about the project?

*Executive Committee plans to begin meetings with organizations in all parishes including chambers of commerce, etc. to seek endorsements and support of the project.*



Page 5 of 5  
Stakeholder Committee & Advisory Committee Joint Meeting Summary  
04/10/2008



What was timeframe for Austin toll facility?

*It took Austin 15 years; Baton Rouge hopes to complete the process in eight or nine years; public-private partnership will speed the process; Baton Rouge has benefited from technology and legislation*

What is timing of the chamber meetings?

*These meetings will start very soon; presentations will begin in April.*

What about independent utility?

*This must be constructed as an entire package; however, it will be phased in.*

Coordination with LA DOTD is essential to the success of the project; FHWA will continue to be involved but LA DOTD must be brought into the process.

*Technical agencies (FHWA and LA DOTD) will ultimately run this project; LA DOTD had a conflict with the meeting today and has been briefed on the project several times*

USCG would hate to be brought in on the back end and not involved and then have to tell the Project Team it will not work; agencies do not want to be a stumbling block to the project's success.

The meeting adjourned at approximately 12:00 p.m.



**Baton Rouge Loop**  
**Stakeholder & Advisory Committee Meeting**  
July 2, 2009

Welcome – Walter Monsour, Special Advisor to Mayor-President Kip Holden

Introductions

Walter Monsour

- Purpose of meeting: advise present group of the status of the Baton Rouge Loop
- Baton Rouge Area Chamber (BRAC) poll
  - Five impacted parishes
  - 1500 person sample size
  - 83 percent say Baton Rouge area needs a loop
  - Presented various parishes and poll results
  - If you get 60 percent acceptance on infrastructure projects, you are in good shape
  - Have been trying to build Capital Area region for some time
  - Synergy of five parishes is critical to overall regional economy; parishes are interdependent
  - Presented greatest benefits of the Baton Rouge Loop
  - 57 percent of respondents said all are important benefits
  - 87 percent of respondents asked funding be made top priority
  - Will speak later on funding status

Kip Holden, Mayor-President, East Baton Rouge

- Thanks to all for being here and your continuous participation
- Poll data demonstrates there is no doubt people of region would like to see Baton Rouge Loop started and completed
- We are not against I-10 and I-12 being widened
- There is not one solution; multiple are needed to deal with traffic volume
- Part of that solution is the Baton Rouge Loop
- We are driving the point across to the State and Washington to show what role the Baton Rouge Loop will play
- Hurricane evacuation as a benefit has not been talked about
- Medical emergencies during evacuation could happen
- Not here to pitch one group against another group
- Might want to bring Texas legislator who had to deal with opposition to Texas loop and demonstrate what he had to go through to get loop built
- We can also bring engineering firms and economic specialists to tell of transformation in Texas
- There were questions, growing pains, anxiety there too
- Once plan was made public in Texas, there is little opposition
- We are working to secure state and federal funds as well as public-private partnerships; like every other state building similar projects



- Let me address Central News story about my trip to China
- There was a story that appeared that said Mayor of Baton Rouge is trying to sell every farm in Central to the Chinese
- I do not play politics according to a person's nationality
- If people want to come to the table and put money in Baton Rouge, it will be vetted with all of you
- China is the United States' biggest debtor
- Don't take this project to a position that questions the nationality of people who want to step in and see this project accomplished
- Everything will be done in the open and through transparent process
- There are visions of where we want routes to go; this is natural
- We are here to build communities, not destroy communities; we are here to do what should have happened long ago
- Don't let false information dictate this process
- The public deserves better; the public is asking for better
- You can complain or step up and say this has to be done
- This is not fiction; this is a reality
- Growing hurts some times; sacrifices have to be made sometimes
- We went through this with the Green Light Plan; 50 families will be moved in Zion City to accomplish project
- There are unhappy people in these processes but we have to face reality
- Plead with you to keep an open mind so we accomplish something to help this region

Mike Bruce, ABMB Engineers

- Presented maps with various corridor alternatives (we project started and several iterations)
- Presented map at end of Implementation Plan; 80 percent reduction
- Environmental process has started under watchful eye of state and federal agencies
- Presented map with corridors taken into the NEPA process
- Where are we today?
- In NEPA process, some changes have been made; this is new
- Some widening and slight modifications have been made; broadened out a few corridors to allow for several options when alignment may be chosen
- Widening has occurred primarily on vacant lands
- Ultimate goal is to pick one route, one corridor at end of Tier 1 EIS process
- These corridors are 3000-5000 feet wide; will only need 400-500 feet
- The North has seen the most change
- Been working with people of Central, planners and Central government
- Central wanted to give input; ball is in their court now; asked Central to come back with their preference to move forward
- Latest analysis eliminates northernmost river crossing; not feasible
- Only northern bridge is near existing U.S. 190 bridge
- New route added to get back down to I-110 and to U.S. 190

**Question: Why has northernmost bridge been eliminated?**

- Navigation standpoint (pilots, mariners and U.S. Coast Guard)
- Environmental impacts



**Question: How close is new river crossing to existing U.S. 190 bridge?**

- Adjacent
- Will be new bridge
- South side of existing bridge is most likely location

Mike Bruce

- Bringing all routes to I-110 brings Baton Rouge Loop back to center of city
- Another green route on northeastern quadrant; still working to decide where the leg needs to be; shortens route somewhat and saves money
- These routes will be carried forth through Draft Tier 1 EIS
- Prime farmland issue has been added to NEPA analysis
- Presented map with corridors broken into segments

**Question: Where is new green route near Central?**

- Between Plank Road and Comite River

**Question: What has been done with Ascension and Livingston proposed expressway?**

- Looking for funding
- Not sure if it will affect us yet
- We are taking all of this into consideration
- It is a concept at this point

Mike Bruce

- Now underway in land use planning process
- John Fregonese and his group are now working on demographic data to begin process of planning
- Meetings will occur in October
- Process is fairly simple and straightforward: look at existing situation and then propose various scenarios
- Will solicit public input for roadmap of region
- Implementation elements are the hard part; will interact with all five parishes
- Very hard and very important job

Bob Schmidt, HNTB Corporation

- NEPA process in general and how we are utilizing this on the Baton Rouge Loop
- Critical part of this project
- Will then discuss schedule and how it can influence the project schedule
- NEPA defined; federally-mandated process
- Will look at impacts and quantify them; can then develop mitigation for impacts
- Extensive public input
- Extensive agency involvement
- Everyone has a chance to participate
- At the end of this process, we will have EIS document and then Record of Decision
- How are we using EIS process on the Baton Rouge Loop?
- Two key agencies working together: Federal Highway Administration (FHWA) and Capital Area Expressway Authority (CAEA); legislation created CAEA in 1997



- Some projects need only EIS; this project will employ two-tier EIS
- Tier 1 can be seen as a master plan; selection of very wide corridor (3000-5000 feet wide)
- Many elements go into maps shown earlier: Mississippi River Bridge locations (close coordination with the U.S. Coast Guard and mariners)
- Tier 1 EIS does not provide exact details of interchanges but will present overall plan for access to existing networks, etc.
- Tier 1 EIS will also look at toll revenue generation and overall project feasibility
- We also hope to look at project staging (what section is built first, second, third, fourth)
- This will take us into Tier 2
- Design features, ROW footprint, precise quantification of environment impacts
- This too will be very public process to reach Tier 2 EIS and Record of Decision
- River navigation to U.S. Coast Guard and mariners is key, particularly to northern bridge crossing
- At southern bridge crossing, there are also several constraints; stakeholders are interested in pier locations
- We are building new proposed bridges into computer model simulation to see real-life impacts of navigation
- We are also considering prime farmland issues in NEPA process

Bob Schmidt

- Presented overall project schedule (Implementation Plan, Tier 1 EIS, Tier 2 EIS)
- March 2008: official Tier 1 EIS process began with Notice of Intent published in Federal Register
- Tier 1 EIS is projected to be complete in June-July 2010
- Overlap with Tier 2 EIS to reach completion goal in fall 2011
- We are still on original schedule laid out for overall project
- Presented overall project calendar; to manage complexities of this project
- CAEA meetings, public meetings, other key milestones
- Upcoming public meetings in September 2009; second set in the Tier 1 EIS process
- Federal Highway Administration is holder of Record of Decision

Walter Monsour

- Before we move into funding, I would like to reiterate a few key points
- Want you to understand perspective of corridors vs. alignment
- Visual to use is end zone to end zone in Tiger Stadium
- Mayor mentioned Australian firm interested in this project
- Also two Fortune 500 U.S. firms are also interested
- This will ultimately be vetted by stakeholders
- We are interested in all prospects
- In land plan, we are all about smart growth; this is critical element of this project
- These projects are magnets for growth; both residential and commercial
- Extremely important we plan land around alignment
- This is new concept for Louisiana: proactive vs. reactive
- Decision makers are sitting in this room; you will have a say in what happens in our parishes; this will impact zoning for toll authority
- We are on time and on budget
- We are presently funded through mid-2010
- We did not get funding from legislature this year



- We are OK because we are funded through mid-2010; we will have to go to legislature next year
- We will have more defined corridor map
- Amount of ask will depend on Tier 1 EIS report
- Tier 2 funding from legislature next year
- East Baton Rouge seeded \$2 million; other parishes have not been asked for funds
- We will prioritize first segments for construction and then develop financing plan for construction
- Financing should be complete and construction should start in early 2012

Rannah Gray, Marmillion-Gray

- Next round of public meetings: September 15, 16, 17, 22 and 23
- Will work with parish presidents to juggle schedules and then select locations in each parish
- Will change format of public meetings slightly; will still have opportunity to talk to project team at large maps
- Want to provide more information about upcoming actions: NEPA process, land use, etc.
- For those who cannot attend public meeting in any parish, there will be an online public meeting
- Online public meeting: September 24
- Please complete comment sheets
- You each represent constituency; please get information to your group
- We will have another exchange between now and next round of public meetings
- All material will be posted on [www.brloop.com](http://www.brloop.com)
- If you are on the committee, please send us any comments (see form)
- Communicate with parish presidents on meeting venues; we often run into conflicts; will take suggestions with parking, large open space, recognizable location

**Question: On different routes, WBR crossing vs. Iberville crossing, what deciding factors are considered?**

- Toll revenue generation plays large role
- There will be political choices that need to be made when there are options
- Our job as the team is to put options to decision-makers and tell consequences of their decision
- This is done through sophisticated traffic modeling; data collected from FHWA, DOTD, MPO, etc.
- Decisions will be made by CAEA; information will come from stakeholders

**Question: It seems that if numbers do not work, corridor should be eliminated. Why would we spend more time and not eliminate sooner?**

- Those routes on map are those we are not yet comfortable in eliminating
- Final analysis will present information to investors
- Must consider which corridor will generate most revenue to get private investors
- Also have to look at traffic mitigation: which route will get you from Point A to Point B quicker?
- We do not have alternative route to I-10 and I-12; backs up surface streets
- We will grow in population; south Louisiana will continue to move north
- I-10/I-12 corridor will house 56-57 percent of state population in next several years
- New Orleans business economy is not responding as hoped
- This is a necessity



**Question: What is 86 mile figure being discussed?**

- Range is 80-90 miles
- Northern bypass is about 35 miles
- Northern bypass will be longest, have least environmental impacts and will generate most revenue
- 30 percent of traffic is moving through Baton Rouge
- When 70 percent of interstate traffic is local traffic, this only further demonstrates need for comprehensive land plan
- We want it to be aesthetically pleasing
- East Baton Rouge is soon to award comprehensive plan; one major component is mass transportation and how it is impacted coming into Baton Rouge and out of the city
- When planning, you cannot stop at political borders; this is not Capital Region

**Question: is there any estimate on legislative ask next year?**

- \$15-20 million
- As this becomes priority, we see this as minor ask for the Capital Region

**Question: Where is the DOTD representative today?**

- Invited, accepted
- Eric Kalivoda represents them; we have asked Sherri Lebas to join group
- We meet with them on regular basis on this project
- Secretary Ankner is member of CAEA
- Have regular coordination meetings with various agencies

Walter Monsour

- Thank you for attending

*END – 11:30 a.m.*





## Baton Rouge Transportation Corridor Planning Relative to the Baton Rouge Loop

Marmillion/Gray Media  
Focus Group Discussion Report  
Baton Rouge, Louisiana  
9/15/10 -9/16/10

Three focus groups were conducted over the span of two days in Baton Rouge, Louisiana, to determine attitudes, concerns and beliefs about the prospect of a new transportation project called the Baton Rouge Loop.

Participants were selected from East Baton Rouge, West Baton Rouge, Livingston, Ascension and Iberville Parishes. Participants were recruited by the focus group facility to match as closely as possible the parish demographics and represent a broad income range based on Census Bureau statistics.

These focus groups were announced to participants as being conducted to determine views about land use planning and transportation issues facing the region. Specifically, the groups were engaged in conversations about planning options and views about a proposed Loop for areas in or near the Baton Rouge metropolitan region.

Top of mind responses to the series of questions were encouraged along with a reminder that there were no right or wrong answers to the questions and that candid impressions and opinions were welcomed.

All focus groups started the discussions at the same place, with a discussion of issues and concepts for building a highway and putting the group at ease that it didn't matter if they were for or against building a Loop, although those opinions could be expressed. Participants were told that communities who face transportation challenges have numerous things to consider that we would discuss and that their feedback would be helpful to regional planners seeking to better understand what the public expects from transportation solutions in the future.

### I. GENERAL IMPRESSIONS

1. Do you feel that it is easy or hard to get around your community and surrounding area by car?

*In each of the focus groups, this question received immediate negative response. Phrases such as, "It's a nightmare," and "impossible during certain hours of the day," and "we plan our lives around traffic," were common. It is clear that respondents feel that their region is deficient in transportation access and mobility and the issue is a highly charged one.*

Quotes:



"If you have to rely on main arteries and the interstate, you're going to be late all the time, if you don't know the back streets."

"After 3 on a weekday I wouldn't dare try to get on the interstate and cross the bridge."

"They tend to expand the area and then they think about the roads or the infrastructure."

"We need more access crossing that river."

"After 3:00 pm on a weekday I wouldn't dare try to get on the interstate and cross the bridge."

2. How would you describe the current state of roads, highways, transportation problems and opportunities in your community?

*Mixed reactions were heard to this question; in the first group, which had EBR participants, the state of the surface roads raised concern but there was a degree of awareness that road improvement work is being done. In all three groups, the interchange at Bluebonnet and I-10 was pointed out as a project that keeps traffic moving and cited for its good design. All groups were concerned with the bottleneck nature of the road structures in the region where road expansion with lanes followed development and growth and was inadequate to meet demand.*

Quotes:

"The roads just aren't big enough."

"Good intersections? Siegen/Airline."

"It's really good on the interstate, and they're always doing construction on the interstate roads, but what will happen is, when you get to the communities, the roads are too small."

3. When you think of a highway, what comes to mind?

*No group considered interstates or freeways a highway in their descriptions. For the most part highways had four lanes, but in some parishes, roads like Route 1, with a two-lane structure were considered highways as they represented the primary thoroughfare for drivers and commuters. Respondents did feel that there were not enough highways to handle the region's load of traffic.*

Quotes:

"Interstates have exit ramps, highways have driveways."

"Two or more lanes for each side, whether it's has a median or not."

"Anything [with] greater [speed] than 50 mph [is a highway]."

"I would not consider the interstate a highway – that's an expressway."



4. What are the pluses and minuses of highways?

*Traffic was always a minus, citing Airline Highway as a road to avoid. Many described the traffic jams from highways that have been poorly designed in the region. On the plus side, most respondents said that they would do almost anything to avoid I-10 and I-12, which meant their need and desire for alternate routes was strong.*

Quotes:

"I worked for a long time helping people find jobs, and if they had to rely on public transportation, they weren't going to get a job. It's impossible to get around."

"I use the highways a lot. I use them more than the interstate."

"It's not that the highways aren't sufficient. The feeder roads and alternative roads are insufficient, so you almost have to get on the highway to go anywhere."

"I think a lot of people are using the interstate for quick off and on and when there is an accident BR just shuts down because everybody tries to get off the interstate to the feeder roads."

"One negative - take hwy 1 south, they have turn offs and they don't have turning lanes, so you're going 55 and you may have to slam your brakes on ... and they have the same thing on the right side."

"More highways are a plus; ease of getting from one place to another; less red lights and stuff once you get out of town."

5. Do you sense that the highways currently serving the region are adequate to keep the traffic moving and serve communities of the region?

*Following answers to the first series of questions, it is not surprising respondents feel that the region has poor transportation resources. When discussing alternate resources such as the use of bicycles for transportation there was an audible gasp at the thought of taking one's life into one's hands by bike riding on the roads of the region. Most considered it dangerous because of road rage or lack of education among the motoring community and clearly felt there has been poor planning around alternative transportation options, including inadequate bus options and a culture that sees public transportation as a stigma.*

Quotes:

"I time everything I do around which way traffic is going at the time. I time everything by the traffic."

"Traffic has always been bad in BR. I just think the infrastructure was poorly designed in the beginning. To be the capital, you've got to expect some growth to happen and I don't think in the beginning they planned for the growth they're now having."

"If you don't have a car you can't work. Not in Baton Rouge. It is hard to get a job in Plaquemine."



"I live 20 minutes away from my job but everyday I leave an hour early, so I'm not late. It's definitely not adequate."

"There aren't many options. Particularly on the West Bank."

"People have died in Plaquemine in the past year trying to get to the hospital. If you run into trouble on the bridge, you're out of luck."

6. I am going to read a list of what people often say may be important about planning for a community and would appreciate your comments about these ideas and how important they might be.

- Reducing travel distances to and from work
- Multiple routes to get places
- Attracting new businesses
- Promoting and supporting existing businesses
- Protecting natural/scenic areas
- Being able to park once and walk to multiple stores within a short distance
- Being able to buy most everything I need in one store
- Avoiding traffic/congestion
- Maintaining community character /way of life
- Being able to get around without getting on the highway for every trip
- Living in an attractive place
- Increasing property values
- Being able to park directly in front of where I live or shop or work
- Being able to walk to a store from where I live or work
- Trees/vegetation/landscaping
- Saving money on gas/transportation

*Respondents were unanimous among the three groups that avoiding traffic and congestion was a top priority. Not surprising, saving money on gas/transportation was also a priority for individuals, particularly those of West Baton Rouge Parish who said there were no options but the car and the bridge for their daily routines, which are costly and time consuming. Some in the groups didn't understand the concept of reducing traveling distances but were very animated in discussion about getting around without having to get on an interstate highway for every trip. There was support for the help that good transportation decisions would bring to business, increasing property values and the economy and mixed reaction to the questions on aesthetics and preserving natural spaces, although living in an attractive place brought positive responses along with concern of blight across the region. There seemed less desire among older and family participants to want to be able to walk to work or shopping, with some saying that families need yards and a belief that mixed-use development is for upper income or single dwellers. There were also differences of opinion on maintaining community character, with some respondents saying progress trumps character, leading to a sense that there was not a sense that the region's communities were strong on character.*

Quotes:

"Most important: avoiding traffic and congestion."



"I'll travel for 30 minutes rather than sit in traffic for 15."

"It's probably more important to be adaptable for the current needs of the community [than maintaining character]. Society changes so towns change with society. I don't think a roadway is really going to stop something or destroy it."

## II. THE LOOP

1. How many of you have heard about plans to build a Loop highway around Baton Rouge?

*The Loop has been planned for far too a long time, according to respondents in all groups. There was universal awareness of the Loop and near universal support for building it within the groups, with a few hold outs concerned about it either being in the wrong place, a waste of money, too late to do much good or NIMBY attitudes. Most blamed politics for the loop not being constructed and a high degree of cynicism was expressed about who might profit by the Loop; with a perception of that being a primary reason for its delay so that politicians could line up the winners and losers. While the groups enthusiastically supported building the Loop sooner than later, when asked if others supported it, the response was that the NIMBYs would win out and keep the Loop from being built. Overall the groups did feel that a Loop would address some of their immediate transportation concerns, particularly easing the volume of traffic on interstates and from heavy rigs that are particularly of concern. The groups thought that the Loop should be part of a package, however, that included widening of streets, new grid construction and public transportation.*

### Quotes:

"If they had done something way back then, it would be serving a good purpose now. They waited too long."

"Politics and money are the problem."

"If we had one (Loop) it would be tremendous."

"Nobody wants it in their backyard."

"They've been brainstorming. There hasn't been anything concrete."

"We've never put it in a situation where we could vote on it. It's never been on a ballot to say this is what the majority wants. I think if it got on a ballot, it would win."

2. Now, let's look at how a planner would view land use and access if a major highway is built. What comes to mind as you see the advantages and potential risks of building a new highway that is part of your community? What would worry you most about what you have heard? What do you feel would be the biggest advantage of what you have heard?

*These sets of questions provided a time for the participants to begin imagining the values of having or not having a new loop highway in the region. After reviewing various opportunities and challenges that a loop might present, all three focus groups decided that the opportunities outweighed the challenges. Perhaps most concern was expressed around the issue of barriers and separation that such a project might bring. In each*



*group, a lively discussion ensued about closed neighborhoods or those established as a grid with greater access. Respondents with children were concerned about traffic in a more open system, with older respondents raising the issue of crime that a grid system might allow. As a contradiction, creating additional access by the grid system was favored by a small majority of participants to the adding of lanes by widening and growing of major intersections.*

Quote:

"I think the risks can be fixed. It's a smaller thing."

III. ACCESS & LAND USE

- There are three issues that you should consider when planning for the use of the land and access to a new highway: Development Intensity, Arterial Design, and Connectivity.

*There was curiosity when presented with the three concepts but most participants grasped the concepts by relating the description to a recognizable experience or site. Overall, the grid design received high marks as a logical, usable way to integrate communities that might host a highway corridor. In particular the groups wanted a mix of designs throughout the corridor based on the appropriateness for such design in local areas. For example, there were approximately four locations on the map where respondents felt a community center would help to organize the region into more densely designed communities with mixed use assets. In some ways, having facilities such a Perkins Rowe spread throughout the region would offer welcomed options, even though respondents questioned the affordability of such developments and whether their placement would cause a split between haves and have-nots. It is clear that respondents are wedded to a home with a yard and parking away from commercial space, even if it means more drive time. Of particular concern is the relationship of families to mixed-use properties and the safety of the community that brings in more densely populated zones. However, when it came to a corridor placement creating barriers, a grid approach was preferred, perhaps due to the worry of moving on side streets to avoid historical congestion. A few respondents in the East Baton Rouge group were hopeful that environmentally sensitive areas would be preserved, a thought not particularly shared by others who see loss of such areas as a price paid for progress and not particularly useful projects for land that might serve other purposes. The group was not very responsive when asked to cite choices for certain types of development, with the exception of the west bank participants who had a sense that the river separated them from vital services and quality of life opportunities, along with decent choices for consumer activities of all types. West Bank and Iberville Parish participants were especially supportive of another bridge crossing, citing their lack of a hospital in their parishes and the necessity to reach emergency medical services via a river bridge that is at times very congested with traffic. Most felt development should be in areas where it currently works, but a specific request for green space or rural living was not expressed within the confines of the current corridor choices for a Loop.*

*Overall, if you judged by the enthusiasm and interest in the discussions in all three groups, one is left to conclude that a Loop is desired immediately and that there is high skepticism that politics and local pressures will allow planning to proceed. However, upon reviewing the expression of fatigue that participants have with their mobility and access to transportation options, the conclusion is that the region is primed for this*



*development and should proceed, as one participant pointed out to do what it takes to build this highway.*

Quotes:

“I like the arterial design because it gives the best access. It gives the neighborhoods access.”

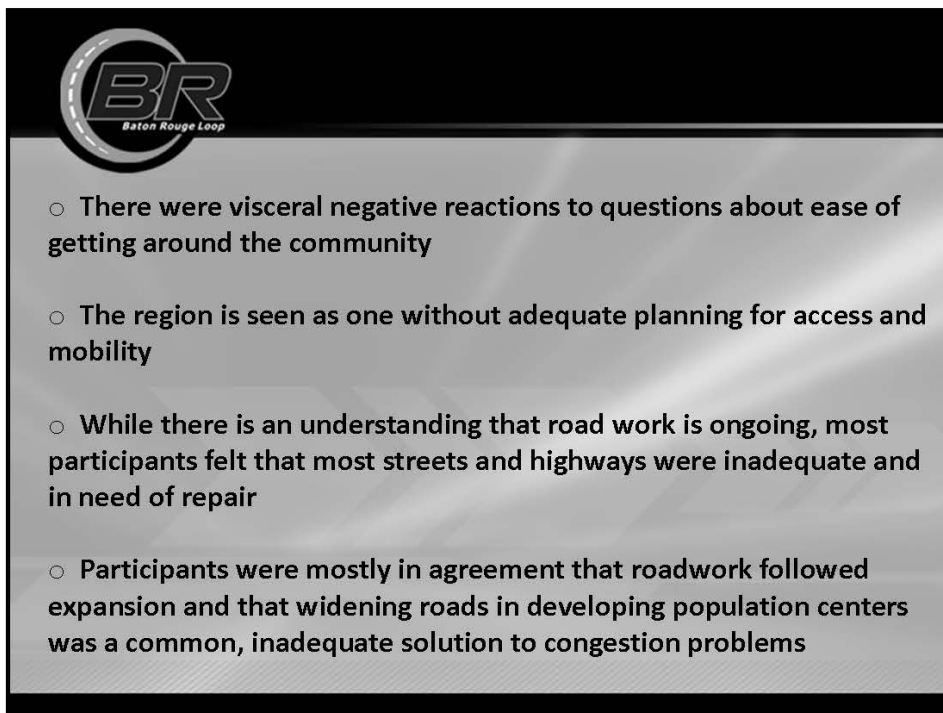
“Should neighborhoods be closed off or have access? It’s a personal preference.”

“We need dispersment of resources. College drive is a perfect example. Nothing moves because everything is right there.”

“As you get into the different areas if one design fits that area better go with that design. You may have different layouts in different areas.”

“The urban development would release us of some of that dependence on automobile transportation and be more economical as well as a little more stress free.”

“I like the arterial design because it gives the best access. It gives the neighborhoods access.”








- Where good planning was obvious, such as interchanges in the I-10 Bluebonnet interchange, reactions to highway development were positive
- Highways were mostly defined as major thoroughfares often with four lanes, with very few describing interstate roadways as highways
- It is felt that there are not enough highways in the region to handle the vehicular load
- Citing the need for more highways, participants described doing most anything to avoid I-10 and I-12 in getting around the area



- When discussing are highways, traffic was always seen as burdensome, leading many to use alternate routes to destinations
- Generally the region is seen as having poor transportation resources and poorly maintained infrastructure connected to highways such as sidewalks, crosswalks, markings
- The region receives poor marks for transportation modes other than use of automobiles, with most calling dangerous the use of bicycles or walking near roadways; bus transportation is viewed as inadequate or failing due to public stigma attached to bus ridership
- Road rage is seen as a much too common occurrence based on ignorance of the motoring public to rules of the road and frustration over constant traffic snarls



*"If you have to rely on main arteries and the interstate, you're going to be late all the time, if you don't know the back streets."*

*"After 3 on a weekday I wouldn't dare try to get on the interstate and cross the bridge."*

*"The roads just aren't big enough."*



*"Interstates have exit ramps, highways have driveways."*

*"Anything [with] greater [speed] than 50 mph [is a highway]."*

*"I would not consider the interstate a highway – that's an expressway."*

*"I worked for a long time helping people find jobs, and if they had to rely on public transportation, they weren't going to get a job. It's impossible to get around. "*

*"People have died in Plaquemine in the past year trying to get to the hospital. If you run into trouble on the bridge, you're out of luck."*



**What aspects of planning are viewed as most important?**

- ✓ **Avoiding traffic & congestion**
- ✓ **Saving money on gas & transportation**
- ✓ **Being able to get around without getting on a highway**
  - ✓ **Increase property values**
- ✓ **Supporting existing businesses and attracting new ones**
  - ✓ **Living in attractive places**
  - ✓ **Multiple routes to get places**



***What aspects of planning are viewed as less important?***

- ✓ ***Protecting natural and scenic areas***
- ✓ ***Maintaining community character and way of life***
- ✓ ***Being able to walk to a store from where one lives***
- ✓ ***Being able to park once and walk to multiple stores***



***"Most important: avoiding traffic and congestion."***

***"I'll travel for 30 minutes rather than sit in traffic for 15."***

***"It's probably more important to be adaptable for the current needs of the community [than maintaining character]. Society changes so towns change with society. I don't think a roadway is really going to stop something or destroy it."***



- **Most felt that a Loop around Baton Rouge has been too long in the planning.**
- **There is universal awareness and almost universal support for building a Loop.**
- **Some are concerns that it is too late for a Loop to do much good.**
- **There is a high degree of cynicism that NIMBY attitudes will prevail and that a Loop will not be built.**
- **Most blamed politics and politicians for the Loop not being built to-date. There is a sense that the delays have been due to greed and positioning for profit.**



- **Participants felt that a Loop around Baton Rouge would ease some of the traffic problems.**
- **Many felt that the Loop should be part of a larger package of transportation improvements, including widening of exiting roadways, new grid plans, and public transportation.**



*"If they had done something way back then, it would be serving a good purpose now. They waited too long."*

*"Politics and money are the problem."*

*"If we had one (Loop) it would be tremendous."*




*"Nobody wants it in their backyard."*

*"They've been brainstorming. There hasn't been anything concrete."*




*"We've never been put it in a situation where we could vote on it. It's never been on a ballot to say this is what the majority wants. I think if it got on a ballot, it would win."*



- Participants were optimistic that opportunities outweigh the challenges
- There is worry about barriers caused by a major highway that could divide the community and limit access
- Respondents with children were concerned about traffic and preferred a closed roadway structure as opposed to an open grid
- Older respondents raised concern about crime with a grid structure
- In most of the discussion, however, an open grid was preferred to the widening of roadways



- Overall, the grid system received high marks as a logical way to integrate communities that might host a new highway
- There was strong support for a mix of designs determined by appropriateness for a particular community, which was thought to allow greater choice in a community for residents to locate
- Developments such as Perkins Rowe were seen as desirable to be planned around a corridor but there was skepticism about affordability of such designs
- Most respondents are wed to a home and a yard with parking attached and away from commercial development, even if that means more driving time



- West Bank and Iberville Parish participants felt separated from vital and convenience services and were especially supportive of another bridge crossing, citing their lack of a hospital in their parishes and the necessity to reach emergency medical services via a river bridge that is at times very congested with traffic
- Upon reviewing the expression of fatigue that participants have with their mobility and access to transportation and living options, the conclusion is that the region is primed for planned development and should proceed, as one participant pointed out to do what it takes to build this highway



*“I like the arterial design because it gives the best access. It gives the neighborhoods access.”*

*“Should neighborhoods be closed off or have access? It’s a personal preference.”*

*“We need dispersement of resources. College drive is a perfect example. Nothing moves because everything is right there.”*

*“As you get into the different areas, if one design fits that area, better go with that design. You may have different layouts in different areas.”*

*“The urban development would release us of some of that dependence on automobile transportation and be more economical as well as a little more stress free.”*

INSERT QUICK TIME VIDEO







JAY DARDENNE  
LIEUTENANT GOVERNOR

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

CHARLES R. DAVIS  
DEPUTY SECRETARY  
  
PAM BREAUX  
ASSISTANT SECRETARY

16 April 2012

Noel Ardoin  
Environmental Engineer Admin  
Dept. of Transportation and Development  
PO Box 94245  
Baton Rouge, La 70804-9245

Re: Draft Report  
La Division of Archaeology Report No. 22-3987  
*Cultural Resources Assessment of the Baton Rouge Loop, Ascension, East Baton Rouge, Iberville,  
Livingston, and West Baton Rouge Parishes, Louisiana*

Dear Ms. Ardoin:

We acknowledge receipt of your letter dated 22 March 2012 and two copies of the above-referenced report. We have completed our review of this report and have only minor comments to offer. This report is a nice overview of the setting and known cultural resources within the proposed project areas. Our office is in general agreement with the recommendations provided in Section 5. One correction concerning the discussion of Pedestrian Survey (Section 5.2.3); since this document was prepared, the Division of Archaeology has modified its pedestrian survey standards to require shovel-testing along all survey transects. Visual inspection of the surface alone is not considered sufficient to meet these revised standards.

In reference to assessment of historic standing structures, the prescribed 50 and 100 meter survey boundaries, though adequate for potential archaeological discoveries, do not take into account those National Register of Historic Places eligible structures that would be adversely affected visually by the loop project. We recommend that DOTD consult with the Division of Historic Preservation on the merits of changing the survey boundary area. In reference to the use of the survey guidelines prescribed in National Register Bulletin #24, the Division of Historic Preservation's Louisiana Historic Resource Inventory survey form, database form and associated guidelines should also be used in conducting all future project standing structure surveys. In reference to National Register of Historic Places properties within the proposed North Corridor Loop, the Louisiana State Historic Preservation Office and DOTD have gone on record concurring that the U.S. 190 Mississippi Bridge and associated Bridge Administration Building are eligible for listing in the Register. Both should be listed with the other Register properties identified in the North Corridor study area.

We look forward to receiving two bound copies of the final report with the comments addressed as appropriate, along with a pdf of the report. If you have any questions, please contact Chip McGimsey in the Division of Archaeology by email at [cmcgimsey@crt.la.gov](mailto:cmcgimsey@crt.la.gov) or by phone at 225-219-4598, or Mike Varnado in the Division of Historic Preservation by email at [mvarnado@crt.la.gov](mailto:mvarnado@crt.la.gov) or by phone at 225-219-4596.

Sincerely,

Pam Breaux  
State Historic Preservation Officer  
PB:crm



**The HNTB Companies**  
Engineers Architects Planners

9100 Bluebonnet Centre  
Suite 301  
Baton Rouge, LA 70809

Telephone (225) 368-2800  
Facsimile (225) 368-2801  
www.hntb.com



May 3, 2012

Dr. Chip McGimsey  
State Archaeologist and Director  
Louisiana Division of Archaeology  
P.O. Box 44247  
Baton Rouge, LA 70804

Re: State Project No. H.005201 (700-96-0011)  
F.A.P. No. STP-9609(504)  
Baton Rouge Loop  
Tier 1 Draft Environmental Impact Statement  
Ascension, East Baton Rouge, Iberville, Livingston  
and West Baton Rouge Parishes

Dear Mr. McGimsey:

Please find enclosed two (2) hardcopies and a DVD of the revised final Cultural Resources Assessment report for your use and further handling.

If you have any questions or need additional information, please advise.

Sincerely,

HNTB Corporation

Suzanne McCain, P.E.  
Transportation Group Director

The Final Report has been reviewed and accepted. 22-3987  
*Pam Breaux* 15 May 2012  
Pam Breaux  
State Historic Preservation Officer

C: Ms. Noel Ardoin (w/attachment)





Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

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April 5, 2012

Marian Johnson  
Parish of Ascension  
Flood plain Administration  
P.O. Box 1659  
Gonzales, LA 70737

RE: **Baton Rouge Loop**  
**Louisiana State Project No. H.005201 (700-96-0011)**  
**Federal Aid Project No. STP-9609(504)**  
**Ascension, East Baton Rouge, Iberville,**  
**Livingston and West Baton Rouge**

Dear Ms. Johnson :

HNTB Corporation, on behalf of the Capital Area Expressway Authority, is preparing the Tier 1, Final Environmental Impact Statement (EIS) for the proposed construction of the new controlled access highway referenced above. The Baton Rouge Loop is proposed as a 90 to 105 mile long circumferential controlled access free-flow toll roadway around greater Baton Rouge, Louisiana with two new Mississippi River crossings. The proposed Project is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge.

The proposed Baton Rouge Loop would connect Interstate Highway (I) 12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, I-10 west of Baton Rouge to I-10 south of Baton Rouge, and I-10 south of Baton Rouge to I-12 east of Walker. Major interchanges are proposed at I-10, I-110, and I-12, and possibly U.S. 190, U.S. 61, and LA 1. Interchanges would also be provided at other state and local roadway locations as warranted.

The proposed Baton Rouge Loop would include two new Mississippi River crossings, one north of the existing US 90 bridge, and the second south of the existing I-10 bridge.

The Baton Rouge Loop would initially be constructed as a four-lane facility, two 12-foot lanes each direction, with the ability to add at least two additional lanes, in the median when traffic demands warrant. The proposed typical roadway section would also provide space within the average 400' right-of-way to add continuous frontage roads, if needed, with bike paths and transit potentially sharing the footprint. It is anticipated that project construction would be accomplished in phases.

To assist in the Tier 1 EIS evaluation and documentation, the Project study area was defined as specific geographic regions called Units. The three Project units are the North Unit, South Unit, and East Unit. The North Unit is north of I-12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, the South Unit is from I-10 west of Baton Rouge to I-10 south of Baton Rouge, and the East Unit is from I-10 south of Baton Rouge to I-12 east of Walker.

In each Unit there are various smaller areas called corridor sections (sections). Sections combine to form multiple Corridor Alternatives (alternatives) in each Unit.



Consultation with FHWA, LADOTD, and resource agencies determined that because of the location of the Baton Rouge Loop and the proposed build action there was a likelihood of significant environmental impacts. Because of this potential significant affect on the environment, the National Environmental Policy Act (NEPA) requires Federal agencies to prepare environmental impact statements.

For large, complex transportation projects, NEPA studies using the tiering of EISs is allowed under Council on Environmental Quality regulation (40 CFR 1508.28) and FHWA regulation (23 CFR 771.111g). Using a tiered approach, the first tier EIS focuses on broad issues such as general location, environmental resource presence, and land use implications of the alternatives. The second tier NEPA document addresses site-specific details on project impacts, costs, corridor preservation, and mitigation measures.

Much of the Project area is landscape dominated by "low-lying swampland, natural and man-made levees. Much of the area once consisted of almost entirely of bottomland hardwood deciduous forest, mixed hardwood forest, and cypress swamps. Major waterways within the Project area have a sizeable floodplain extending the length of the waterway. Other waterways, such as the Mississippi River, have manmade levees to protect adjacent areas that would be subject to recurring inundation. The 100-year floodplain is an area where there is a one percent chance of flooding in any given year.

The regulations for floodplain management were designed to minimize highway encroachments within the 100-year floodplain and to avoid land use development inconsistent with floodplain values. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species.

The digital 100-year floodplain from Flood Insurance Rate Maps and Flood Hazard Boundary Maps were obtained and put into the Geographic Information System (GIS) database. This data combined with a map showing all of the streams in the Project area were overlaid with the various Unit corridor sections and 100-year floodplain area by section was calculated. A summary of all 100-year floodplain density for each corridor is shown in the tables below.

North Unit Corridor Alternative 100-Year Floodplain Acreage as Percent of Total Alternative Acreage					
	Corridor Alternative				
	NA	NB	NC	ND	NE
Total Acres Floodplain	4,491.2	4,997.5	5,502.2	5,325.1	5,946.9
Total Alternative Acreage	12,163.5	12,832.8	13,471.7	13,990.0	14,771.5
100-Year Floodplain Acreage as Percent of Total Acreage	36.9%	38.9%	40.8%	38.1%	40.3%

East Unit Corridor Alternative 100-Year Floodplain Acreage as Percent of Total Alternative Acreage			
Corridor Alternative	Total Acres Floodplain	Total Alternative Acreage	100-Year Floodplain Acreage as Percent of Total Acreage
EA	8,015.3	9,969.4	80.4%
EB	7,970.7	10,004.4	79.7%
EC	8,704.6	10,533.4	82.6%
ED	8,391.2	10,298.3	81.5%
EE	8,399.4	10,479.8	80.1%
EF	8,354.8	10,514.8	79.5%
EG	9,088.7	11,043.8	82.3%
EH	8,775.3	10,808.7	81.2%



South Unit Corridor Alternative 100 -Year Floodplain Acreage as Percent of Total Alternative Acreage			
Corridor Alternative	Total Acreage Floodplain	Total Alternative Acreage	100-Year Floodplain Acreage as a Percent of Total Acreage
SA	8,460.7	13,536.1	62.5%
SB	7,712.6	13,731.4	56.2%
SC	9,672.2	15,674.4	61.7%
SD	8,924.1	15,869.6	56.2%
SE	9,277.3	15,432.8	60.1%
SF	8,529.2	15,628.1	54.6%
SG	12,209.4	25,611.0	47.7%
SH	11,461.3	25,806.3	44.4%
SI	13,420.8	27,749.2	48.4%
SJ	12,672.7	27,944.5	45.3%
SK	13,025.9	27,507.7	47.4%
SL	12,277.8	27,702.9	44.3%
SM	10,132.8	16,324.3	62.1%
SN	9,384.7	16,519.6	56.8%
SO	11,344.3	18,462.5	61.4%
SP	10,949.4	18,220.9	60.1%
SQ	10,596.1	18,657.8	56.8%
SR	10,201.2	18,416.2	55.4%

Detailed modeling will be performed as part of the future Tier II EIS for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for Ascension Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 27, 2012.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience. Thank you for assistance in this regard.

Sincerely,  
**HNTB Corporation**

Suzanne McCain, P.E.  
 Transportation Group Director

Attachment  
 c: Bryan Harmon, P.E., CAEA  
 Noel Ardoin, DOTD  
 Bob Mahoney, FHWA



**Capital Area Expressway Authority**  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

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April 5, 2012

Jim Ferguson, P.E.  
Parish of East Baton Rouge  
Flood plain Administration  
P.O. Box 1471  
Baton Rouge, LA 70821

**RE: *Baton Rouge Loop***  
**Louisiana State Project No. H.005201 (700-96-0011)**  
**Federal Aid Project No. STP-9609(504)**  
**Ascension, East Baton Rouge, Iberville,**  
**Livingston and West Baton Rouge**

Dear Mr. Ferguson :

On behalf of the Capital Area Expressway Authority, the project team is following up with your office in regards to the Tier I Draft EIS for the Baton Rouge Loop project submitted in October 2011 for your review and comment. The Baton Rouge Loop is proposed as a 90 to 105 mile long circumferential controlled access free-flow toll roadway around greater Baton Rouge, Louisiana with two new Mississippi River crossings. The proposed Project is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge.

The proposed Baton Rouge Loop would connect I-12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, I-10 west of Baton Rouge to I-10 south of Baton Rouge, and I-10 south of Baton Rouge to I-12 east of Walker. Major interchanges are proposed at I-10, I-110, and I-12, and possibly U.S. 190, U.S. 61, and LA 1. Interchanges would also be provided at other state and local roadway locations as warranted.

The proposed Baton Rouge Loop would include two new Mississippi River crossings, one north of the existing US 90 bridge, and the second south of the existing I-10 bridge.

The Baton Rouge Loop would initially be constructed as a four-lane facility, two 12-foot lanes each direction, with the ability to add at least two additional lanes, in the median when traffic demands warrant. The proposed typical roadway section would also provide space within the average 400' right-of-way to add continuous frontage roads, if needed, with bike paths and transit potentially sharing the footprint. It is anticipated that project construction would be accomplished in phases.

To assist in the Tier 1 EIS evaluation and documentation, the Project study area was defined as specific geographic regions called Units. The three Project units are the North Unit, South Unit, and East Unit. The North Unit is north of I-12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, the South Unit is from I-10 west of Baton Rouge to I-10 south of Baton Rouge, and the East Unit is from I-10 south of Baton Rouge to I-12 east of Walker.

In each Unit there are various smaller areas called corridor sections (sections). Sections combine to form multiple Corridor Alternatives (alternatives) in each Unit.



Consultation with FHWA, LADOTD, and resource agencies determined that because of the location of the Baton Rouge Loop and the proposed build action there was a likelihood of significant environmental impacts. Because of this potential significant affect on the environment, the National Environmental Policy Act (NEPA) requires Federal agencies to prepare environmental impact statements.

For large, complex transportation projects, NEPA studies using the tiering of EISs is allowed under Council on Environmental Quality regulation (40 CFR 1508.28) and FHWA regulation (23 CFR 771.111g). Using a tiered approach, the first tier EIS focuses on broad issues such as general location, environmental resource presence, and land use implications of the alternatives. The second tier NEPA document addresses site-specific details on project impacts, costs, corridor preservation, and mitigation measures.

Much of the Project area is landscape dominated by "low-lying swampland, natural and man-made levees. Much of the area once consisted of almost entirely of bottomland hardwood deciduous forest, mixed hardwood forest, and cypress swamps. Major waterways within the Project area have a sizeable floodplain extending the length of the waterway. Other waterways, such as the Mississippi River, have manmade levees to protect adjacent areas that would be subject to recurring inundation. The 100-year floodplain is an area where there is a one percent chance of flooding in any given year.

The regulations for floodplain management were designed to minimize highway encroachments within the 100-year floodplain and to avoid land use development inconsistent with floodplain values. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species.

The digital 100-year floodplain from Flood Insurance Rate Maps and Flood Hazard Boundary Maps were obtained and put into the Geographic Information System (GIS) database. This data combined with a map showing all of the streams in the Project area were overlaid with the various Unit corridor sections and 100-year floodplain area by section was calculated. A summary of all 100-year floodplain density for each corridor has been included in the Tier I DEIS and is shown in the tables below.

North Unit Corridor Alternative 100-Year Floodplain Acreage as Percent of Total Alternative Acreage					
	Corridor Alternative				
	NA	NB	NC	ND	NE
Total Acres Floodplain	4,491.2	4,997.5	5,502.2	5,325.1	5,946.9
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100-Year Floodplain Acreage as Percent of Total Acreage	36.9%	38.9%	40.8%	38.1%	40.3%

East Unit Corridor Alternative 100-Year Floodplain Acreage as Percent of Total Alternative Acreage			
Corridor Alternative	Total Acres Floodplain	Total Alternative Acreage	100-Year Floodplain Acreage as Percent of Total Acreage
EA	8,015.3	9,969.4	80.4%
EB	7,970.7	10,004.4	79.7%
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EF	8,354.8	10,514.8	79.5%
EG	9,088.7	11,043.8	82.3%
EH	8,775.3	10,808.7	81.2%



South Unit Corridor Alternative 100 -Year Floodplain Acreage as Percent of Total Alternative Acreage			
Corridor Alternative	Total Acreage Floodplain	Total Alternative Acreage	100-Year Floodplain Acreage as a Percent of Total Acreage
SA	8,460.7	13,536.1	62.5%
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SC	9,672.2	15,674.4	61.7%
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SG	12,209.4	25,611.0	47.7%
SH	11,461.3	25,806.3	44.4%
SI	13,420.8	27,749.2	48.4%
SJ	12,672.7	27,944.5	45.3%
SK	13,025.9	27,507.7	47.4%
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SN	9,384.7	16,519.6	56.8%
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SP	10,949.4	18,220.9	60.1%
SQ	10,596.1	18,657.8	56.8%
SR	10,201.2	18,416.2	55.4%

Detailed modeling will be performed as part of the future Tier 2 EIS for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for East Baton Rouge Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 27, 2012.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience at [smccain@hntb.com](mailto:smccain@hntb.com) or 225-368-2822. Thank you for assistance in this regard.

Sincerely,

Suzanne McCain, P.E.  
 Project Manager

Attachment

- c: Bryan Harmon, P.E., CAEA
- Noel Ardoin, DOTD
- Bob Mahoney, FHWA





Capital Area Expressway Authority  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

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April 5, 2012

David Dupont,  
Parish of Iberville  
Flood plain Administration  
P.O. Box 389  
Plaquemine, LA 70765

**RE: *Baton Rouge Loop***  
**Louisiana State Project No. H.005201 (700-96-0011)**  
**Federal Aid Project No. STP-9609(504)**  
**Ascension, East Baton Rouge, Iberville,**  
**Livingston and West Baton Rouge**

Dear Mr. Dupont:

On behalf of the Capital Area Expressway Authority, the project team is following up with your office in regards to the Tier I Draft EIS for the Baton Rouge Loop project submitted in October 2011 for your review and comment. The Baton Rouge Loop is proposed as a 90 to 105 mile long circumferential controlled access free-flow toll roadway around greater Baton Rouge, Louisiana with two new Mississippi River crossings. The proposed Project is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge.

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SQ	10,596.1	18,657.8	56.8%
SR	10,201.2	18,416.2	55.4%

Detailed modeling will be performed as part of the future Tier 2 EIS for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for Iberville Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 27, 2012.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience at [smccain@hntb.com](mailto:smccain@hntb.com) or 225-368-2822. Thank you for assistance in this regard.

Sincerely,

Suzanne McCain, P.E.  
 Project Manager

Attachment

c: Bryan Harmon, P.E., CAEA  
 Noel Ardoin, DOTD  
 Bob Mahoney, FHWA



**Capital Area Expressway Authority**  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

---

April 5, 2012

Livingston Parish  
Flood plain Administration  
P.O. Box 998  
Livingston, LA 70754

**RE: *Baton Rouge Loop***  
**Louisiana State Project No. H.005201 (700-96-0011)**  
**Federal Aid Project No. STP-9609(504)**  
**Ascension, East Baton Rouge, Iberville,**  
**Livingston and West Baton Rouge**

On behalf of the Capital Area Expressway Authority, the project team is following up with your office in regards to the Tier I Draft EIS for the Baton Rouge Loop project submitted in October 2011 for your review and comment. The Baton Rouge Loop is proposed as a 90 to 105 mile long circumferential controlled access free-flow toll roadway around greater Baton Rouge, Louisiana with two new Mississippi River crossings. The proposed Project is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge.

The proposed Baton Rouge Loop would connect I-12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, I-10 west of Baton Rouge to I-10 south of Baton Rouge, and I-10 south of Baton Rouge to I-12 east of Walker. Major interchanges are proposed at I-10, I-110, and I-12, and possibly U.S. 190, U.S. 61, and LA 1. Interchanges would also be provided at other state and local roadway locations as warranted.

The proposed Baton Rouge Loop would include two new Mississippi River crossings, one north of the existing US 90 bridge, and the second south of the existing I-10 bridge.

The Baton Rouge Loop would initially be constructed as a four-lane facility, two 12-foot lanes each direction, with the ability to add at least two additional lanes, in the median when traffic demands warrant. The proposed typical roadway section would also provide space within the average 400' right-of-way to add continuous frontage roads, if needed, with bike paths and transit potentially sharing the footprint. It is anticipated that project construction would be accomplished in phases.

To assist in the Tier 1 EIS evaluation and documentation, the Project study area was defined as specific geographic regions called Units. The three Project units are the North Unit, South Unit, and East Unit. The North Unit is north of I-12 east of Baton Rouge near Walker to I-10 west of Baton Rouge, the South Unit is from I-10 west of Baton Rouge to I-10 south of Baton Rouge, and the East Unit is from I-10 south of Baton Rouge to I-12 east of Walker.

In each Unit there are various smaller areas called corridor sections (sections). Sections combine to form multiple Corridor Alternatives (alternatives) in each Unit.



Consultation with FHWA, LADOTD, and resource agencies determined that because of the location of the Baton Rouge Loop and the proposed build action there was a likelihood of significant environmental impacts. Because of this potential significant affect on the environment, the National Environmental Policy Act (NEPA) requires Federal agencies to prepare environmental impact statements.

For large, complex transportation projects, NEPA studies using the tiering of EISs is allowed under Council on Environmental Quality regulation (40 CFR 1508.28) and FHWA regulation (23 CFR 771.111g). Using a tiered approach, the first tier EIS focuses on broad issues such as general location, environmental resource presence, and land use implications of the alternatives. The second tier NEPA document addresses site-specific details on project impacts, costs, corridor preservation, and mitigation measures.

Much of the Project area is landscape dominated by "low-lying swampland, natural and man-made levees. Much of the area once consisted of almost entirely of bottomland hardwood deciduous forest, mixed hardwood forest, and cypress swamps. Major waterways within the Project area have a sizeable floodplain extending the length of the waterway. Other waterways, such as the Mississippi River, have manmade levees to protect adjacent areas that would be subject to recurring inundation. The 100-year floodplain is an area where there is a one percent chance of flooding in any given year.

The regulations for floodplain management were designed to minimize highway encroachments within the 100-year floodplain and to avoid land use development inconsistent with floodplain values. During periods of high water, floodplains serve to moderate flood flow, provide water quality maintenance, and serve as temporary habitat for a number of plant and animal species.

The digital 100-year floodplain from Flood Insurance Rate Maps and Flood Hazard Boundary Maps were obtained and put into the Geographic Information System (GIS) database. This data combined with a map showing all of the streams in the Project area were overlaid with the various Unit corridor sections and 100-year floodplain area by section was calculated. A summary of all 100-year floodplain density for each corridor has been included in the Tier I DEIS and is shown in the tables below.

North Unit Corridor Alternative 100-Year Floodplain Acreage as Percent of Total Alternative Acreage					
	Corridor Alternative				
	NA	NB	NC	ND	NE
Total Acres Floodplain	4,491.2	4,997.5	5,502.2	5,325.1	5,946.9
Total Alternative Acreage	12,163.5	12,832.8	13,471.7	13,990.0	14,771.5
100-Year Floodplain Acreage as Percent of Total Acreage	36.9%	38.9%	40.8%	38.1%	40.3%

East Unit Corridor Alternative 100-Year Floodplain Acreage as Percent of Total Alternative Acreage			
Corridor Alternative	Total Acres Floodplain	Total Alternative Acreage	100-Year Floodplain Acreage as Percent of Total Acreage
EA	8,015.3	9,969.4	80.4%
EB	7,970.7	10,004.4	79.7%
EC	8,704.6	10,533.4	82.6%
ED	8,391.2	10,298.3	81.5%
EE	8,399.4	10,479.8	80.1%
EF	8,354.8	10,514.8	79.5%
EG	9,088.7	11,043.8	82.3%
EH	8,775.3	10,808.7	81.2%



South Unit Corridor Alternative 100 -Year Floodplain Acreage as Percent of Total Alternative Acreage			
Corridor Alternative	Total Acreage Floodplain	Total Alternative Acreage	100-Year Floodplain Acreage as a Percent of Total Acreage
SA	8,460.7	13,536.1	62.5%
SB	7,712.6	13,731.4	56.2%
SC	9,672.2	15,674.4	61.7%
SD	8,924.1	15,869.6	56.2%
SE	9,277.3	15,432.8	60.1%
SF	8,529.2	15,628.1	54.6%
SG	12,209.4	25,611.0	47.7%
SH	11,461.3	25,806.3	44.4%
SI	13,420.8	27,749.2	48.4%
SJ	12,672.7	27,944.5	45.3%
SK	13,025.9	27,507.7	47.4%
SL	12,277.8	27,702.9	44.3%
SM	10,132.8	16,324.3	62.1%
SN	9,384.7	16,519.6	56.8%
SO	11,344.3	18,462.5	61.4%
SP	10,949.4	18,220.9	60.1%
SQ	10,596.1	18,657.8	56.8%
SR	10,201.2	18,416.2	55.4%

Detailed modeling will be performed as part of the future Tier 2 EIS for this project, including backwater and scour analyses for proposed bridge structures, to provide designs that will accommodate 100-year flood flows and that will maintain floodway crossings free of hydraulic obstructions to the maximum extent possible.

As the designated Floodplain Administrator for Livingston Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 27, 2012.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience at [smccain@hntb.com](mailto:smccain@hntb.com) or 225-368-2822. Thank you for assistance in this regard.

Sincerely,

Suzanne McCain, P.E.  
 Project Manager

Attachment

- c: Bryan Harmon, P.E., CAEA
- Noel Ardoin, DOTD
- Bob Mahoney, FHWA



**Capital Area Expressway Authority**  
9100 Bluebonnet Centre Boulevard, Suite 301  
Baton Rouge, Louisiana 70809

---

April 5, 2012

Sonia Morales  
Parish of West Baton Rouge  
Flood plain Administration  
P.O. Box 757  
Port Allen, LA 70767

**RE: *Baton Rouge Loop***  
**Louisiana State Project No. H.005201 (700-96-0011)**  
**Federal Aid Project No. STP-9609(504)**  
**Ascension, East Baton Rouge, Iberville,**  
**Livingston and West Baton Rouge**

Dear Ms. Morales:

On behalf of the Capital Area Expressway Authority, the project team is following up with your office in regards to the Tier I Draft EIS for the Baton Rouge Loop project submitted in October 2011 for your review and comment. The Baton Rouge Loop is proposed as a 90 to 105 mile long circumferential controlled access free-flow toll roadway around greater Baton Rouge, Louisiana with two new Mississippi River crossings. The proposed Project is located in the parishes of Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge.

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As the designated Floodplain Administrator for West Baton Rouge Parish, we request your comments regarding the consistency of the proposed project with local floodplain protection standards and floodplain management programs under your jurisdiction. Please advise regarding the need for a floodplain permit or floodplain-related approval that will be required prior to project construction. We request that you provide any comments by April 27, 2012.

Should you have questions concerning potential project-related floodplain impacts, please contact me at your earliest convenience at [smccain@hntb.com](mailto:smccain@hntb.com) or 225-368-2822. Thank you for assistance in this regard.

Sincerely,

Suzanne McCain, P.E.  
 Project Manager

Attachment  
 c: Bryan Harmon, P.E., CAEA  
 Noel Ardoin, DOTD  
 Bob Mahoney, FHWA



**OFFICE OF COMMUNITY  
PLANNING & DEVELOPMENT**

**THE HONORABLE  
RILEY "PEE-WEE" BERTHELOT  
PARISH PRESIDENT**

**KEVIN DURBIN, PE, AICP**  
Director of Public Works  
Office Coordinator  
Building Official  
Zoning Administrator  
Complaint Investigator  
Floodplain Administrator

**LYNN CLINE**  
Asst. Coordinator for Planning,  
Subdivision and Zoning Matters  
Secretary, Planning & Zoning  
Commission  
Grass Cutting Complaint Investigator

**MELANIE PARKER**  
Building Permit Technician  
Public Service Contact

**CHRIS VENTRE**  
Building Permit Technician  
Special Projects (GIS)

**HUEY MARANTO**  
Chief Building Inspector

**JIMMY TALBOT**  
Building Inspector

**880 N. Alexander Ave.  
P.O. Box 757  
Port Allen, LA 70767**

**(225) 336-2434  
(225) 336-1840 (Fax)**

**Office Hours:  
M - Th 8:00 - 5:00  
F 8:00-12:00**

- ZONING
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- 
- BUILDING PERMITS
- 
- PREMISE COMPLAINTS
- 
- FLOODPLAIN MANAGEMENT

May 17, 2012

Ms. Suzanne McCain, PE  
Project Manager, Baton Rouge Loop  
Capital Area Expressway Authority  
9100 Bluebonnet Centre Blvd., Suite 301  
Baton Rouge, LA 70809

**RECEIVED  
MAY 24 2012  
HNTB CORPORATION**

Ms. McCain:

I am in receipt of your request for comments dated April 5, 2012. For whatever reason, I did not receive the actual letter until the beginning of May and – due to workload backlog – I am just now getting a chance to respond. I apologize for that.

Thank you for providing statistics on the project and on the potential floodplain impacts of the project. This is valuable information to have. I have had the privilege of working with the Loop project closely over the last few years and I look forward to working with you and the CAEA as the need arises in the future.

You asked about WBR Parish floodplain requirements. I want to point you to the West Baton Rouge Parish Code of Ordinances, Chapter 103 – Floodplain Management and Chapter 111 – Administration & Enforcement. These sections were adopted back in 1973 in order for our Parish to comply with the NFIP regulations as well as to participate in the Community Rating System program.

Section 103-3 lists "(m)inimize damage to public facilities...such as...streets and bridges" as one of the purposes for the ordinance. In order to meet the objectives of the ordinance, a floodplain development permit is required in Chapter 103 and the rules for administering the permit are given in Chapter 111.

I have enclosed copies of Chapter 103 and Chapter 111, Article III for your review. I look forward to working with you further as the Loop project proceeds.

Sincerely,

*Kevin Durbin*

Kevin Durbin, PE, AICP  
Director of Public Works / Floodplain Administrator  
West Baton Rouge Parish

- Enclosures:
- (1) WBR Code, Chapter 103 – Floodplain Management
  - (2) WBR Code, Chapter 111, Article III
  - (3) WBR Form #007a – Floodplain Development Permit Application

*CC: BR Loop FILE, w/c ENCLOSURES*



## APPENDIX F: DATA SOURCES AND TECHNICAL INFORMATION

### Resource/Study Area Data Sources

Resource/Study Area Data Sources	
Resource	Source
Land Cover	National Oceanic and Atmospheric Administration (NOAA) 2005 land cover data
Prime Farmland	(SSURGO) databases for Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge parishes Natural Resource Conservation Service, National Cooperative Soil Survey, Web Soil Survey 2.1
Socio Economics	1990 U.S. Census Data: SF1 Table: P001; U.S. Census 2000 Data: SF1 Table: P1; U.S. Census Data: Population Estimates Program Data 2007 Tables: States, Counties, and Cities & U.S. Census 2000 SF1 Table P8, (1) - Combines Census Table P8 categories 'Some other race alone' and 'Two or more races', (2) - Small area Census geographies are named by their FIPS codes (State FIPS-County FIPS-Tract FIPS-Block group FIPS & Block FIPS). Source: U.S. Census 2000 SF3 Table P52, P53, (1) Small area Census geographies are named by their FIPS codes (State FIPS-County FIPS-Tract FIPS-Block group FIPS & Block FIPS).
Cultural resources	See information following this table
Parks	Ascension Parish recreation BREC GIS dataset Livingston Parish Iberville Parish West Baton Rouge Parish
Community Facilities	LA DHH/Health Standards Section - Hospitals LOSCO - Marinas LA Department of Education - Schools US GNIS - Cemeteries US GNIS - Churches ESRI - Police, Fire, Post Office
Floodplains	FEMA digital 100-year floodplain from Flood Insurance Rate Maps and Flood Hazard Boundary Maps
Waterbodies	1:24,000 Scale USGS Digital Raster Graphics (DRG) 7.5 minute Quadrangle Maps; 1:24,000 Scale USGS Digital Line Graphics (DLG) 7.5 minute Quadrangle Maps; Natural and Scenic Rivers System Louisiana Scenic Rivers Act Acts 1988, No. 947 eff. July 27, 1988; Louisiana Natural Resources Conservation Service (NRCS) State Office Conservation Service, USGS 12 Digit Watershed data, 2008; U.S. Geological Survey, Water Supply Paper 2294, Hydrologic Unit Maps 1994.
Wetlands	NOAA 2005 Landcover; NRCS West Baton Rouge Parish Soil Survey, 1977; NRCS East Baton Rouge Parish Soil Survey, 1968; NRCS Iberville Parish Soil Survey, 1977; NRCS Ascension Parish Soil Survey, 1978; NRCS Livingston Parish Soil Survey, 1993; NRCS online Web Soil Survey ( <a href="http://websoilsurvey.nrcs.usda.gov/app/">http://websoilsurvey.nrcs.usda.gov/app/</a> ); National and State Hydric Soil database ( <a href="http://soils.usda.gov/use/hydric/">http://soils.usda.gov/use/hydric/</a> ); Louisiana Department of Wildlife and Fisheries, 2005. Comprehensive Wildlife Conservation Strategy.
Threatened & Endangered Species	U. S. Fish and Wildlife Service Louisiana Department of Wildlife and Fisheries, Louisiana Natural Heritage Program Louisiana Department of Wildlife and Fisheries, Louisiana Natural Heritage Program, Rare Species and Habitats by Parish
Waste Sites	USEPA - National Priority List (NPL) LDEQ CERCLIS - Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Sites Resource Conservation and Recovery Information System (RCRIS) database Solid Waste Facilities: LDEQ Landfills: LDEQ sanitary land fills and industrial landfills list State Hazardous Waste Sites: LDEQ/Remedial Services Division LUST Sites: LDEQ Active Facilities: LDEQ EDMS Oil and Gas Wells and Registered Oil and Gas Pits: LDNR



**Previous Cultural Resource Studies**

**Louisiana Department of Culture, Recreation and Tourism**

**2010a Section 106 of the National Historic Preservation Act Environmental Review for the Built Environment.** Electronic Document accessed 6-3-10.

<http://www.crt.state.la.us/hp/Section106.aspx>

**2010b Cemeteries and Burials.** Electronic Document accessed 6-3-10.

<http://www.crt.state.la.us/archaeology/burials.aspx>

North Unit - Previous Cultural Resource Studies			
Section	Report Number	Title	Author (Date)
N2	22-0023	State of Louisiana, Department of Highways, Intradepartmental Correspondence in Reference to State Project Nos. 19-02-22, 19-02-24	Rivet (1976)
N11, N12	22-0268	State of Louisiana, Department of Highways, Intradepartmental Correspondence in Reference to State Project No. 700-08-36	Rivet (1974)
N8, N10	22-0362	An Archaeological Survey of the Proposed Sewerage System Improvements in Sewer Districts 1 and 2, Livingston Parish, LA	Byrd (1978)
N11, N12	22-0797	The Cultural Resources Along Louisiana Highway 16 Between Watson and Amite: The Intensive Survey	Servello (1982)
N10, N12, N13, N14	22-0919	Cultural Resources Investigations Along Route La. 16 Between Watson and Amite	Kisatchie Regional Environmental Management Group (1982, 1984)
N3	22-1148	A Cultural Resources Survey of Beaver Bayou, East Baton Rouge Parish, Louisiana	Bryant (1985)
N10	22-1467	Literature Search and Research Design Amite River and Tributaries Project Ascension, East Baton Rouge, Louisiana	Goodwin, Hinks, Athens, Hewitt, and
N2	22-1668	Cultural Resources Survey of Exxon Pipeline Company's Proposed Pipeline Route, East Baton Rouge Parish and East Feliciana Parishes, Louisiana	Perrault (1993)
N3, N8	22-2467	Greenwell Springs Road Widening From Sullivan Road to Indian Mound Cultural Resources Investigations, East Baton Rouge Parish, Louisiana State Project Nos. 254-02-0039 and 254-02-0040	LeBoeuf and Hahn (2002)
N2	22-2683a	Cultural Resources Survey of the Bengal Pipeline Route in the Mississippi River Valley, Louisiana	Skinner and Craver (2004)
N2	22-2683b	Cultural Resources Survey of the Bengal Pipeline Route in the Mississippi River Valley, Louisiana	Durio and Calvit (2005)
N6	22-2989	Historic and Archaeological Investigation of Reported Human Graves in the Proposed Expanded Right-of-Way of Comite Drive, Baker, East Baton Rouge Parish	Shuman (2008)
N1, N2	22-3157	An Archaeological Survey of the Portions of the Proposed Denbury Onshore, LLC - 24 inch CO <sub>2</sub> Pipeline Project: USACE New Orleans District Section	Crow, Kauk, King and Maas (2009)



South Unit - Previous Cultural Resource Studies			
Section	Report Number	Title	Author (Date)
S13	22-0090	Cultural Resource Survey of the Pontchartrain Levee District Levee Enlargement and Concrete Slope Pavement, Item M-227 to 218-L	Shenkel (1976)
S12	22-0281	State of Louisiana, Department of Highways, Intradepartmental Correspondence in Reference to State Project No. 50-06-37	Rivet (1974)
S13	22-0374	An Archaeological Survey of the Proposed Sewerage System for the Town of Addis, West Baton Rouge Parish, Louisiana	Neuman (1978)
S12	22-0853	An Archaeological Survey of the Proposed Plaquemine Bend Revetment (M-204.9 to 201-R), Iberville Parish, Louisiana	Stuart and Greene (1983)
S12	22-0955	An Archaeological Survey of the Proposed St. Gabriel Levee Project (M-206.5 to 198.5-L) Iberville Parish, LA	Shafer, Clemensen, and Rhodes (1984)
S5, S6, S7	22-1021	Cultural Resource Survey: Louisiana Section of Proposed Pipeline Corridor from Weeks Island to Mississippi Border	McIntire (1981)
S5, S7, S8, S9, S10, S11	22-1188	A Level I Cultural Resources Survey of Proposed Telephone Cable Routes in Ascension and Livingston Parishes, Louisiana	Coastal Environments, Inc.(1987)
S11	22-1210	A Cultural Resources Survey of a Proposed 24-Inch Diameter United Gas Pipe Line Company Pipeline in Ascension, St. Charles, St. James, and St. John the Baptist Parishes, Louisiana.	Heartfield, Price, and Greene, Inc. (1987)
S12	22-1352	Cultural Resources Survey of Three Iberville Parish Levee Enlargement and Revetment Construction Items	Goodwin, Bruce, Hewitt, and Harris (1993)
S14	22-1442	Cultural Resources Survey of Missouri Bend and Plaquemine Bend Revetment Items, West Baton Rouge and Iberville Parishes.	Goodwin, Hinks, Athens, Wojtala, Armstrong, Cohen, McClay, and Morgan (1993)
S13	22-1468	A Cultural Resources Survey of Arlington Revetment and LSU Berm Levee Improvement Item, East Baton Rouge Parish, Louisiana	Jones, Mossa, Smith, Banta, Treffinger, Wiedenfeld, and Yakubik (1993)
S13	22-1660	Underwater Cultural Resources Survey for Contraction Dikes at Red Eye Crossing, Mississippi River, Baton Rouge to the Gulf of Mexico, Louisiana	Irion, Smith, Beard, and Heinrich (1993)
S3, S4, S7, S6, S9, S10, S12	22-1775	Cultural Resources Survey of the Proposed Route of a Liquid Hydrogen Pipeline in Ascension, East Baton Rouge, Iberville, and West Baton Rouge Parishes, Louisiana	Shuman, Jones, Wiedenfeld, and Lindemuth (1995)
S11	22-1926	A Cultural Resources Survey from Sorrento, Louisiana to Mont Belvieu, Texas	Skinner, Whorton, and Trask (1995)
S11	22-2017	Phase I Cultural Resources Survey of Portions of a Proposed Railroad Line in Ascension Parish, Louisiana	Shuman, Jones, Wiedenfeld, and Lindemuth (1997)
S3, S4, S6, S7	22-2161	Cultural Resources Survey of the Proposed Route of a Pipeline in Ascension, East Baton Rouge, Iberville, St. James, and West Baton Rouge Parishes, Louisiana	Jones, Shuman, Wells, and Goodwin (1998)
S3, S4	22-2254	A Phase I Cultural Resources Survey at the Woodstock Plantation Site (16EBR35) and Other Portions of the University Club Golf Course and Residential Community, East Baton Rouge Parish, Louisiana.	Jones, Shuman, Wells, and Goodwin (2000)
S12	22-2266	Cultural Resources Evaluation of the Lower Atchafalaya Backwater Area, South Louisiana	Kelley, Wells, Bowker-Lee, Weinstein, and
S13	22-2384	Phase I Cultural Resources Survey of the proposed Location of the Addis Cogeneration Facility, Addis, West Baton Rouge Parish, Louisiana.	Jones and Shuman (2001)
S12	22-2456	Intensive Cultural Resources Survey of Proposed DOW Pipeline Project, Assumption and Iberville Parishes, Louisiana	Smith, Gordon, Weed, Wilson, Gray, and Godzinski (2001)
S3, S7, S9, S11	22-2683a	Cultural Resources Survey of the Bengal Pipeline Route in the Mississippi River Valley, Louisiana	Skinner and Craver (2004)
S3, S7, S9, S11	22-2683b	Cultural Resources Survey of the Bengal Pipeline Route in the Mississippi River Valley, Louisiana	Durio and Calvit (2005)
S4, S12	22-2972	Cultural Resources Reconnaissance of the Proposed Location of a Cellular Communications Tower, St. Gabriel, Iberville Parish, Louisiana	Shuman (2007)
S12, S13	22-2977	Phase I Cultural Resources Survey for a Proposed Louisiana Aromatix 8-Inch Pipeline, West Baton Rouge and Iberville Parishes, Louisiana	Hunter (2007)
S3	22-3087	Phase I Cultural Resources Investigation of the Proposed Pinnacle Hotel - Casino Site, River Road at Gardere Lane, East Baton Rouge Parish, Louisiana	Hunter (2008)



<b>East Unit - Previous Cultural Resource Studies</b>			
<b>Section</b>	<b>Report Number</b>	<b>Title</b>	<b>Author (Date)</b>
E1	22-0011	The Big Three Industries Corridor - Geismar to Norco: Louisiana	Price (1977)
E7 & E9	22-0919	Cultural Resources Investigations Along Route La. 16 Between Watson and Amite	Environmental Management Group (1982, 1984)
E1	22-1018	Cultural Resources Investigations of a Proposed United Gas Pipeline Replacement in East Baton Rouge and Ascension Parishes, Louisiana	Heartfield, Price and Greene, Inc. (1985)
E7, E10	22-1021	Cultural Resource Survey: Louisiana Section of Proposed Pipeline Corridor from Weeks Island to Mississippi Border	McIntire (1981)
E1, E2, E3, E5, E6, E7, E9, E10	22-1188	A Level I Cultural Resources Survey of Proposed Telephone Cable Routes in Ascension and Livingston Parishes, Louisiana	Coastal Environments, Inc. (1987)
E1, E2, E3, E5, E7, E9, E10	22-1467	Literature Search and Research Design Amite River and Tributaries Project Ascension, East Baton Rouge, and Livingston Parishes, Louisiana	Goodwin, Hinks, Athens, Hewitt, and Morgan (1990)
E1	22-2017	a Proposed Railroad Line in Ascension Parish, Louisiana	Wiedenfeld, and Lindemuth (1997)



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### **Hydric Soil Descriptions**

#### **Sf – Sharkey clay**

Sharkey clay is level, poorly drained in intermediate and lower positions of natural levees along the Atchafalaya and Mississippi Rivers and their distributaries. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.

#### **Se – Sharkey silty clay loam**

Sharkey silty clay loam is level, poorly drained soil mainly in intermediate and low positions on natural levees along the Atchafalaya and Mississippi Rivers and their distributaries. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture and a small acreage is in native woodland.

#### **Sg – Sharkey clay**

Sharkey clay is level, poorly drained in intermediate and lower positions of natural levees along the Atchafalaya and Mississippi Rivers and their distributaries. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.

#### **CX – Convent and Robinsonville soils**

Convent soils are somewhat poorly drained, moderately permeable soils that are formed in loamy alluvium. Robinsonville soils are level to gently sloping formed in loamy alluvium. The soils are well-drained soils with moderate to rapid permeability subject to frequent flooding along the floodplain of the Mississippi River. Most of acreage is used for cultivated crops or pasture.

#### **Sb – Schriever clay**

Schriever clay consists of very deep, poorly drained in clayey alluvium. These soils are on lower positions of natural levees and backwater positions on the lower Mississippi River alluvial plain. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.



#### Gr – Gramercy silty clay loam

Gramercy silt clay loam consists of very deep, poorly drained soils formed over fine-silty alluvium. The soil is very slowly permeable subject to flooding along the lower parts of natural levees of the Mississippi River. Most of acreage is used for cultivated crops or pasture.

#### Cg – Carville and Robinsonville soils

Carville soils are somewhat poorly drained, moderately permeable soils that are formed in recent loamy alluvium. Robinsonville soils are level to gently sloping formed in loamy alluvium. The soils are well-drained soils with moderate to rapid permeability subject to frequent flooding along the floodplain of the Mississippi River. Most of acreage is used for cultivated crops or pasture.

#### Sd – Schriever clay

Schriever clay consists of very deep, poorly drained in clayey alluvium. These soils are on lower positions of natural levees and backwater positions on the lower Mississippi River alluvial plain. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.

#### FA – Fausse association

Fausse association consists of very deep, poorly drained in clayey alluvium. These soils are on lower positions of natural levees in ponded backwater areas on the lower Mississippi River alluvial plain. Water and air move at a very slow rate through this soil. Most of acreage is used for timber and wildlife habitat.

#### Ca – Calhoun silt loam

Calhoun silt loam consists of very deep, poorly drained soils formed over fine-silty alluvium. The soil is very slowly permeable subject to flooding along the lower parts of natural levees of the Mississippi River. Most of acreage is used for pasture and woodland.

#### Sc – Sharkey clay

Sharkey clay is level, poorly drained in intermediate and lower positions of natural levees along the Atchafalaya and Mississippi Rivers and their distributaries. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.

#### Sa – Sharkey silty clay loam

Sharkey silty clay loam is nearly level, poorly drained in intermediate and lower positions of natural levees along the Atchafalaya and Mississippi Rivers and their distributaries. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.



#### CRC – Convent and Robinsonville soils

Convent soils are somewhat poorly drained, moderately permeable soils that are formed in loamy alluvium. Robinsonville soils are level to gently sloping formed in loamy alluvium. The soils are well-drained soils with moderate to rapid permeability subject to frequent flooding along the floodplain of the Mississippi River. Most of acreage is used for cultivated crops or pasture.

#### SeA – Schriever clay

Schriever clay consists of very deep, poorly drained in clayey alluvium. These soils are on lower positions of natural levees and backwater positions on the lower Mississippi River alluvial plain. Water and air move at a very slow rate through this soil. Most of acreage is used for cultivated crops or pasture.

#### Cumulative and Indirect Impact References

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### **Supporting Documents and Technical Reports**

Traffic and Revenue Technical Memorandum (2010)  
Preliminary Geotechnical Report (2010)  
Phase 1A Cultural Resource Survey (2010)  
Preliminary Cost Estimate Report (2010)  
Overview Memorandum of the “Potential System-to-System Interchange Locations” (2010)  
Maritime Pilots Institute (MPI) Navigation Modeling and Simulation Report (2010)  
Seaman’s Church Institute (SCI) Navigation Modeling and Simulation Report (2010)  
Public Meeting Report – February/March 2008  
Public Meeting Report – March 2009  
Public Meeting Report – January 2010  
Public Hearing Report – December 2011

### **Implementation Plan Phase Documents (July 2008) - Also contained in Appendix G**

Implementation Plan Executive Summary  
Technical Memorandum No. 1: Corridors, Design Features, & Cost Estimates  
Technical Memorandum No. 2: Environmental Overview  
Technical Memorandum No. 3: Preliminary Traffic & Revenue Analyses  
Technical Memorandum No. 4: Preliminary Finance Assessment  
Technical Memorandum No. 5: Processes & Mechanisms for Implementation  
Technical Memorandum No. 6: Public & Agency Outreach  
A Project Technical File with the support technical documents is located at HNTB Corporation, 10000 Perkins Rowe, Suite 640, Baton Rouge, LA 70810. The Technical File is open for review by appointment Tuesday, Wednesday, and Thursday from 9am to 4pm. Copies of the documents are available for a nominal fee payable in cash. Call Suzanne McCain at 225 368-2800 to schedule an appointment.

### **Additional Need and Purpose Reference Documents**

- Capital Region Planning Commission. Transportation Improvement Program, Baton Rouge Metropolitan Planning Area, Fiscal Years 2006-2007, 2007-2008, 2008-2009, 2009-2010. Adopted January 16, 2007; technical adjustments April 17, 2007. Baton Rouge, Louisiana.
- Rust Environment & Infrastructure, Inc. in association with Sigma Consulting Group, Inc. and KPMG Peak Marwick LLP. June 1998. *I-10/I-12 Baton Rouge Bypass Major Investment Study*. Final Report. State Project No. 736-17-0306, F.A.P. No. LA-019-DEMO(113). Prepared for the Louisiana Department of Transportation and Development, Baton, Rouge, Louisiana.
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**CHAPTER 26. THE LOUISIANA TRANSPORTATION  
DEVELOPMENT ACT****§2020. Purpose; findings; determinations**

A. The development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, transitways, and other transportation facilities are essential to Louisiana's economic health and promote intermodalism and the ability of business and industry to compete cost effectively on a regional, national, and global scale in order to provide a high quality of life for the people of this state.

B. The expansion of local transportation facilities is vital to growth and development of the parishes and the state.

C. Public sources of revenues, including federal funding, to provide an efficient transportation system have not kept pace with the state's growing population and transportation needs, and all available alternative sources of funding should be utilized to supplement available public sources of revenues.

D. Because public funding sources are not providing the state with sufficient funds to meet all of its transportation needs, it is determined that parishes and municipalities should be encouraged to utilize public/private partnerships as a means to assist the state in financing improvements to the state highway system and meeting local transportation needs.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2021. Definitions**

Unless the text clearly indicates otherwise, the following words or phrases shall have the following meanings:

- (1) "Act" means the Louisiana Transportation Development Act.
- (2) "Authority" means any transportation authority formed pursuant to this Chapter or any successor thereto.
- (3) "Board" means the board of directors of an authority.
- (4) "Bonds" means bonds, notes, certificates, obligations, or any other evidence of indebtedness or evidence of borrowed money issued or entered into by an authority to finance a project.
- (5) "Department" means the Department of Transportation and Development of the state or any successor agency thereto.
- (6) "Municipal-related project" means any proposed capital project involving the acquisition of land for, or the acquisition, construction, reconstruction, improvement, installation, extension, development, or equipping of real property as part of a municipal street system or related facilities.
- (7) "Parish-related project" means any proposed capital project involving the acquisition of land for, or the acquisition, construction, reconstruction, improvement, installation, extension, development, or equipping of real property as part of a parish road system or related facilities.
- (8) "Project" means any capital project undertaken pursuant to this Chapter involving the acquisition of real property for, or the acquisition, construction, reconstruction, improvement, extension, installation, development, or equipping of a tollway which is a new roadway, path, highway, transitway, bridge, tunnel, or other paved surface or structure specifically designed as a land vehicle transportation route, or a substantial reconstruction of an existing route, related facilities, or any portion thereof, including a state-designated project.
- (9) "Project costs" means: all costs of acquisition and construction; the cost of acquisition of all land, rights-of-way, servitudes, property rights, easements, and interests acquired, or to be acquired, by an authority for such construction; the cost of demolishing or removing any buildings or structures on land so acquired, including the cost of acquiring any lands to which such buildings or structures may be moved; the cost of all machinery and equipment; financing charges, interest charges, interest prior to and during construction; cost of traffic estimates and of engineering and legal expenses; cost of plans, specifications, surveys; estimates of cost and of revenues; other expenses necessary or incidental to determining the feasibility or practicability of constructing a project; administrative expenses, and such other expenses as may be necessary or incidental to the construction of a project; and the financing of such construction and the placing of a project in operation. Any obligation or expenses hereafter incurred by the department, with the approval of an authority, for traffic surveys, borings, preparation of plans and specifications, and other engineering services in connection with the construction of a project shall be regarded as part of the cost of the project and shall be reimbursed to the department.
- (10) "Public utility facilities" means tracks, pipes, mains, conduits, cables, wires, towers, poles, and other equipment and appliances which are either publicly or privately owned.
- (11) "Real property" means lands, waters, rights in lands or waters, structures, franchises and interests in land, including lands under water, riparian rights, property rights in air space and/or subsurface space, and any and all other things and rights usually included within the said

term, including any and all interests in such property less than full title, such as easements and servitudes, rights-of-way, uses, leases, licenses, and all other incorporeal hereditaments and every estate, interest or right, legal or equitable, whether permanent or temporary.

(12) "Revenue" means:

(a) All income, revenues, tolls, and receipts derived or to be derived from a project owned, leased, maintained, operated or otherwise received by an authority from a project, or from contracts or agreements relating to a project, including but not limited to lease or sublease agreements, sale agreements, security agreements, loan agreements, pledge agreements, or other financing agreements between that authority and any entity, or from any other sources whatsoever.

(b) Monies generated by way of contract, pledge, donation, or bequest.

(c) Monies generated by taxes of a public entity which are authorized to be assessed and levied by the legislature or any electorate.

(13) "State" means the state of Louisiana.

(14) "State-designated project" means any proposed capital project involving the acquisition of land for, or the acquisition, construction, reconstruction, improvement, installation, extension, development, or equipping of real property as part of the state highway system or related facilities.

(15) "State highway system" means all roadways, highways, bridges, or tunnels which constitute the state highway system.

(16) "Toll" means any fee or charge for the use of a tollway.

(17) "Tollway" means any roadway, path, highway, transitway, bridge, tunnel, or other paved surface or structure specifically designed as a land vehicle transportation route for which a toll will be collected.

(18) "Transitway" means any fixed guide way facility involving the use of rail or dedicated transit lines.

Acts 1997, No. 1017, §1, eff. July 11, 1997.



§2022. Creation of authorities; jurisdiction

A. Any parish or municipality, or two or more contiguous parishes, municipalities, or any combination of contiguous parishes and municipalities are hereby authorized to form and incorporate an authority pursuant to and in accordance with the Louisiana Nonprofit Corporation Law (R.S. 12:201 et seq.). Each parish or municipality shall adopt an ordinance approving the drafting and execution of the articles of incorporation of such authority and shall act as an incorporator of the authority. The articles of incorporation shall be drafted and filed with the Louisiana secretary of state in accordance with the Louisiana Nonprofit Corporation Law, and shall also be filed in the official records of each parish within the territory of the authority so created.

B. Any authority created pursuant to this Chapter shall be a nonprofit corporation organized in accordance with the provisions of the Louisiana Nonprofit Corporation Law. In the event of any conflict between the provisions of this Chapter and the Louisiana Nonprofit Corporation Law, the provisions of this Chapter shall control. Any such authority created pursuant to this Chapter shall be considered and treated as a body politic and corporate established for the public purposes enumerated herein.

C. The boundaries of the authority shall be coextensive with the territorial boundaries of the parish or parishes or municipality or municipalities which establish such authority. The authority shall have the power to adopt bylaws containing such terms and provisions as the directors of the authority shall deem necessary or convenient to further carry out its purposes, provided that nothing therein may contravene any of the provisions of this Chapter.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2023. Liability**

Neither the state nor any state agency, parish, municipality, district, or any other political subdivision or other public entity shall be subject to any claims, liabilities, costs, expenses, or causes of action for any personal injury or damage to property arising out of the construction, operation, or maintenance of any project, or which may happen to occur on any tollway, if such incident giving rise thereto occurs prior to transfer and reversion of ownership of any project from an authority created hereunder to the state or appropriate parish or municipality in accordance with the provisions of this Chapter. Should any suit or other action be filed against an authority created hereunder prior to reversion of a project, such reversion shall be effected as provided in this Chapter but the authority so joined by such action shall continue in existence as provided in R.S. 48:2036(A). No individual member, officer, director, or employee of an authority shall be liable personally for any such claims, liabilities, costs, expenses, or causes of action in any event.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2024. Directors**

A. The board of the authority shall consist of such directors as are specified in the articles of incorporation of the authority, provided the board shall consist of at least five directors, including the secretary of the department or his designee, and, if any one or more of the parishes or municipalities are within the territorial jurisdiction of the metropolitan planning organization, the chairman of the metropolitan planning organization or his designee.

B. All directors, other than the secretary of the department and the chairman of the metropolitan planning organization, shall be appointed by the parish or municipality forming the authority, if there is only one. If more than one parish, municipality, or any combination of parishes and municipalities is involved in forming an authority, each parish or municipality shall appoint an equal number of directors.

C. An authority shall elect from its directors a chairman, a vice chairman, and a secretary-treasurer who shall serve one-year terms. Where more than one parish or municipality is involved in the formation of an authority, the chairmanship for each successive term shall be alternated among the representatives of all participating parishes and municipalities.

D. Any vacancy which occurs prior to the expiration of a term for which a member of the board has been appointed shall be filled by appointment in the same manner as the original appointment for the unexpired term as set forth in the articles of incorporation or bylaws of the authority.

E. Upon the effective date of an appointment, or as soon as practicable thereafter, each appointed member shall enter upon his duties. A member shall hold office until a successor has been appointed. Any member of the authority is eligible for reappointment.

F. All directors shall have equal status, and all directors shall have a vote.

G. The presence of a majority of the board shall constitute a quorum, and the vote of a majority present and voting shall be necessary for any action taken by the board.

H. A vacancy on the board shall not impair the right of a quorum to exercise a right or perform a duty of the board.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2025. Compensation of directors**

Directors of the board shall not be entitled to any salary for services, but each member shall be reimbursed for actual expenses necessarily incurred in the performance of all duties in connection with the business of an authority in compliance with Policy and Procedure Memorandum 49, as promulgated by the division of administration, as amended and revised and may, if authorized by the board, be entitled to a per diem when conducting official business, not to exceed seventy-five dollars per day.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

§2026. Conflict of interest; ethics code

Any authority created pursuant to this Chapter, and all directors and officers thereof, shall be subject to the Code of Governmental Ethics (R.S. 42:1101 et seq.).

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2027. Right of public agencies to material**

Any authority created pursuant to this Chapter shall be subject to and fully comply with the Public Records Law (R.S. 44:1 et seq.) and the Open Meetings Law (R.S. 42:4.1 et seq.) of the state. The proceedings and documents of an authority shall be public record. All reports, maps, or other technical documents produced in whole or in part by an authority may be utilized by the department or any other public agency in any manner that it deems necessary and advisable in the conduct of its duties.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

§2028. Establish feasibility; prior written approval

A. An authority created and established pursuant to this Chapter may only construct new additional highway toll and/or transitway toll facilities under the terms and conditions set forth in this Chapter, with the prior express written consent of the affected governing bodies within the geographic boundaries of the authority after public hearing. Said facilities must be part of the approved transportation plan and program of the department and the local metropolitan planning organization, where applicable.

B. Prior to the creation of the authority and the initiation of environmental impact statements, feasibility studies must first be conducted under sponsorship or approval of the department or the metropolitan planning organization, if applicable, to substantiate project need and justification.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2029. General grant of powers and duties**

In addition to having all of the powers granted it by virtue of its being a nonprofit corporation created pursuant to the Louisiana Nonprofit Corporation Law, each authority may exercise all additional powers necessary, appurtenant, convenient, or incidental to the carrying out of its purposes, including but not limited to the following rights and powers:

(1) To adopt and amend bylaws, regulations, and procedures for the governance of its affairs and the conduct of its business and to designate an official journal which shall be a newspaper of general circulation within the geographical boundary of the authority.

(2) To adopt, use, and alter at will an official seal.

(3) To construct, reconstruct, maintain, improve, install, extend, develop, equip, repair, operate, own, and lease projects within the geographic boundaries of the authority in the manner to be determined by the authority, including in segments, phases, or stages, and all rights-of-way and to pay all project costs in connection therewith.

(4) To sue and be sued in its own name, plead, and be impleaded; however, any and all actions at law or in equity\* against the authority shall be brought in the parish where the cause of action arises, and if land is involved, including condemnation proceedings, suit shall be brought in the parish where the land is situated.

(5)(a) To fix, revise, and adjust, from time to time, tolls, fees, and charges in connection with each project sufficient to pay all maintenance, operation, debt service and reserve or replacement costs, and other necessary or usual charges, and to regulate speed limits on the tollways consistent with state speed limits. In all cases, however, the amount of the toll charged to commercial vehicles shall be multiples of the two-axle rate such that an increase equal to approximately one-half the two-axle rate is realized for each axle over two.

(b) No toll shall be charged or collected from vehicles which will only travel over a portion of a tollway which was in existence as a non-toll route prior to construction of the tollway project and which was not substantially reconstructed by the tollway project.

(6) To contract with any person, partnership, association, or corporation desiring the use of any part of a project, including the right-of-way adjoining the paved portion, for placing thereon telephone, fiber optic, telegraph, electric light, or power lines, gas stations, garages, and restaurants, or for any other purpose, and to fix the terms, conditions, rents, and rates of charges for such use. Any utilities which are placed within the right-of-way shall be locatable by the one-call system and the utilities shall place locator strips on any buried objects. The contract or lease shall require the removal at the expense of the lessee of any utilities or other obstructions placed within the right-of-way at the request of such private utility owner when expansion of the toll facility requires such removal. Installation and removal of utility facilities shall be consistent with rules and regulations promulgated by the federal government and the Louisiana Department of Transportation and Development.

(7) To acquire, hold, and dispose of real and personal property in the exercise of its powers and the performance of its duties under this Chapter in accordance with existing state law.

(8) To acquire in the name of the authority by purchase, gift, transfer, foreclosure, lease, or otherwise, including rights or easements, or by the exercise of the power of eminent domain in the manner hereinafter provided, such public or private lands, including public parks, playgrounds or reservations, or parts thereof or rights therein, rights-of-way, property rights, easements, and interests, as it may deem necessary for carrying out the provisions of this



Chapter. Eminent domain shall be used for the sole purpose of constructing tollways and for the other public purposes set forth in this Chapter, and not for the exercise of, or accommodation for, private development interests, including but not limited to service stations, food marts, restaurants, truck stops, or other private enterprises.

(9) To hold, sell, assign, lease, or otherwise dispose of any real or personal property or any interest therein; to release or relinquish any right, title, claim, lien, interest, easement, or demand however acquired, including any equity or right of redemption in property foreclosed by it; to take assignments of leases and rentals; to proceed with foreclosure actions; or to take any other actions necessary or incidental to the performance of its corporate purposes.

(10) To designate the location, and establish, limit, and control points of ingress and egress for each project as may be necessary or desirable in the judgment of the authority to ensure the proper operation and maintenance of such project, and to prohibit entrance to such project from any point or points not so designated. Creation of new points of ingress and egress or substantial reconstruction or redesign of the same shall be made only after public hearing.

Where the state highway system is affected, the concurrence of the department shall be obtained for any such matters set forth in this Paragraph.

(11) In all cases where parish, municipal, or other public roads are affected or severed, the authority is hereby empowered and required to move and replace the same with equal or better facilities, and all expenses and resulting damages, if any, shall be paid by the authority.

(12) To enter, or authorize its agents to enter, upon any lands, waters, and premises within the geographic boundaries of the authority for the purpose of making surveys, soundings, drillings, and examinations as it may deem necessary or appropriate for the purposes of this Chapter, and such entry shall not be deemed a trespass or unlawful. The authority shall make reimbursement for any actual damages resulting to such lands, waters, and premises as a result of such activities.

(13) To procure liability, casualty, and other insurance in such amount or amounts appropriate to the size of the project, as determined by the board, insuring the authority against all losses, risk, and liability arising out of the construction, operation, maintenance, and ownership of any project.

(14) To apply for, receive, and accept subventions, grants, loans, advances, and contributions from any source of money, property, labor, or other things of value, to be held, used, and applied for its corporate purposes.

(15) To open accounts at financial institutions as necessary for the conduct of its business and to invest any funds held in reserves or sinking funds, or any funds not required for immediate disbursement in such investments as may be provided in any financing document relating to the use of such funds, or, if not so provided, as the board may determine, subject to compliance with state laws relative to investments by political subdivisions.

(16) To borrow money and issue bonds for any corporate purpose, including the development, construction, or financing of any project which the authority is authorized to acquire or construct, including all costs in connection with and incidental to such acquisition or construction and the financing thereof.

(17) To enter into contracts and agreements and execute all instruments necessary or convenient thereto for accomplishing the purposes of this Chapter. Such contracts and agreements may include, without limiting the foregoing, construction agreements, purchase or acquisition agreements, loan or lease agreements, partnership agreements, including limited

partnership agreements, joint venture, participation agreements, or loan agreements with leasing corporations or other financial institutions or intermediaries.

(18) To enter into agreements with a public or private entity, to permit the entity, independently or jointly with the authority, to construct, maintain, repair, and/or operate projects, and to authorize the investment of public and private money to finance such projects, subject to compliance with state law relative to use of public funds.

(19) To employ consultant engineers, attorneys, accountants, construction and financial experts, superintendents, managers, and such other employees and agents as may be necessary for the accomplishment of its corporate purposes, and to fix their compensation.

(20) To exercise the power of eminent domain in accordance with general law or, at the option of the authority, Part XVII of Chapter 1 of this Title, and the provisions relating to acquisition of property prior to judgment found therein, provided that any property so acquired by an authority which is not used for an authorized public purpose of the authority within three years of such acquisition shall be reconveyed by the authority to the prior owners thereof at current market value. Upon refusal or failure to accept reconveyance of such property by the prior owner, the authority may use or dispose of such property as provided for in this Chapter.

(21) To do all acts and things necessary or convenient for the powers granted to it by law.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

\*As appears in enrolled bill.

§2030. State-designated projects; department approvals

A. An authority may, upon obtaining the approval of the department, undertake a state-designated project as a project under this Chapter.

B. The department may, upon the request of an authority, in connection with any state-designated project, expend out of any funds available for the purpose such monies and make such use of its engineering and other staff as may be necessary and desirable, in the judgment of the department, for traffic surveys, borings, surveys, preparation of plans and specifications, estimates of cost, and other preliminary engineering and other studies. These expenditures shall be reimbursed to the department from the sale of bonds for the project and shall be considered a part of the project cost.

C. The department may serve as the agent for an authority for the purpose of constructing and completing improvements and extensions to a state-designated project. In such event, the authority shall provide the department with complete copies of all documents, agreements, resolutions, contracts, and instruments relating thereto; shall request the department to do such construction work, including the planning, surveying, and actual construction of the completion, extensions, and improvements thereto; and shall transfer to the credit of an account of the department in the state treasury the necessary funds therefor. The department shall thereupon proceed with such construction and use the funds for such purpose in the same manner as it is now authorized to use the funds otherwise provided by law for its use in the construction of roads and bridges.

D. Any portion of a project which would extend beyond the geographic boundaries of an authority, or interconnect with or otherwise directly affect the operation of any portion of the state highway system or any state-designated project, shall be subject to department approval.

E. Any portion of a project which would extend beyond the geographic boundaries of an authority shall have the approval of the metropolitan planning organization which has jurisdiction for reviewing projects for such parishes or municipalities.

F. Notwithstanding any other law to the contrary, specifically including but not limited to the Louisiana Expressway Law (R.S. 48:1251 et seq.), any authority organized pursuant to the provisions of this Chapter shall have full power to carry out all of the powers and duties set forth in this Chapter, without the necessity of obtaining the approval or consent of the state, or any state agency, political subdivision, district, authority, or other public entity except as expressly provided for in this Chapter.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2031. Acquisition of lands and property**

A. For the purposes of this Chapter, an authority may acquire private or public property and property rights, including rights of access, air, view, and light, by gift, devise, purchase, or condemnation by eminent domain proceedings, as the authority may deem necessary for any of the purposes of this Chapter, including but not limited to any lands reasonably necessary for securing applicable permits, areas necessary for management of access, borrow pits, drainage ditches, water retention areas, rest areas, placement access for landowners whose access is impaired due to the construction of a project, and replacement rights-of-way for relocated rail and utility facilities for existing, proposed, or anticipated transportation facilities in the transportation corridor designated by the authority.

B. In the acquisition of land and property, an authority may acquire an entire lot, block, or tract of land, if, by so doing, the acquisition costs to the authority will be equal to or less than the cost of acquiring only that portion of the property thereof necessary for the project. This Subsection is a specific recognition that this means of limiting the rising costs of such property acquisition is a public purpose and that, without this limitation, the viability of many public projects will be threatened. To that end, the provisions of R.S. 48:2029(20) regarding reconveyance of such excess portion shall not apply except in the case of the exercise of an authority of its right of eminent domain.

C. An authority may sell, lease, or otherwise dispose of all or any portion of a project, provided that the sale, lease, or other disposition of a state-designated project shall require department approval. Notwithstanding any law to the contrary, any surplus property may be sold in accordance with procedures adopted by the authority that maximize the price received for such property.

D. The right of eminent domain conferred by this Chapter must be exercised by each authority in the manner provided by state law.

E. When an authority acquires property for a project, it is not subject to any liability imposed by pre-existing conditions. This Subsection does not, however, affect the rights or liabilities of any past or future owners of the acquired property, nor does it affect the liability of any governmental entity for the results of its actions which create or exacerbate a pollution source. An authority and the Louisiana Department of Environmental Quality may enter into interagency agreements for the performance, funding, and reimbursement of the investigative and remedial acts necessary for property acquired by the authority.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2032. Public utilities**

A.(1) An authority shall have the power to make reasonable regulations, not inconsistent with rules and regulations promulgated by the federal government and the Department of Transportation and Development, for the installation, construction, maintenance, repair, renewal, relocation, and removal of any public utility, railroad, or pipeline company, in, on, along, over, or under a project.

(2) Whenever an authority shall determine that it is necessary that any public utility facilities which now are located in, on, along, over, or under a project should be relocated in such project, or should be removed from such project, or should be carried along or across the project by grade separation, the owner or operator of such facilities shall relocate or remove the same in accordance with the order of the authority; however, the cost and expenses of such relocation or removal or grade separation, including the cost of installing such facilities in a new location or new locations, and the cost of any land, or any rights or interest in lands, and any other rights acquired to accomplish such relocation or removal, and the cost of maintenance of grade separation structures, shall be paid by the authority as a part of the cost of operation of such project.

(3) In case of any such relocation or removal of public utility facilities, the owners or operators of the same, their successors or assigns, may use and operate such public utility facilities, with the necessary appurtenances, in the new location or new locations, for as long a period, and upon the same terms and conditions, as they had the right to maintain and operate such public utility facilities in their former location or locations.

B. Any utility allowed to exist on an authority's right-of-way at the request of the utility pursuant to R.S. 48:2029(6) shall be responsible for any cost of relocation, removal, or grade separation and all expenses related thereto.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2033. Contracts; construction and law enforcement**

A. All contracts of an authority for the construction, improvement, repair, or maintenance of any project shall be made and awarded under the same conditions, terms, requirements, and provisions as are provided by law with respect to contracts of the state for state-designated projects, or a parish for parish-related projects, or a municipality for municipal-related projects. In the making and awarding of such contracts, the authority shall be under the same duties and responsibilities with respect thereto as are now imposed by law, from time to time, including Part XIII of Chapter 1 of this Title, relative to the awarding of contracts for public works, provided that all contracts of an authority for the construction, improvement, repair, or maintenance of any state-designated project shall be made and awarded under the same conditions, terms, requirements, and provisions as are now provided for with respect to contracts of the department, and in the making and awarding of such contracts, the authority shall be under the same duties and responsibilities with respect thereto as are now imposed upon the department, including Part II of Chapter 10 of Title 38 of the Louisiana Revised Statutes of 1950, as amended.

B. Notwithstanding any law to the contrary, an authority may contract with a private entity to provide services for design, cost estimate, feasibility studies, operations, management, and construction management services, provided that any contract awarded for such services shall be awarded only after the authority drafts and uses a request for proposal seeking proposals from qualified providers. Notice of such request for proposals shall be published twice, once a week for two weeks, in the official journal of the authority and once in at least one trade journal.

Such notice shall give a brief description of the services sought where a complete request for proposal form may be obtained and the deadline for response to the proposal, which shall be no less than thirty days from the last publication in the official journal. Nothing in this Subsection shall be construed to allow contracts for the construction, improvement, repairs, or maintenance of tollways to be awarded in any manner other than as set forth in Subsection A.

C. Any authority created hereunder shall contract with either the state police, a law enforcement district, or municipal law enforcement agency for law enforcement and patrol functions.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2034. Bonds**

A. Without reference to any provision of the Constitution of Louisiana and the laws of Louisiana, and as a grant of power in addition to any other general or special law, any authority created pursuant to this Chapter may issue bonds for any corporate purpose and pledge revenues for the payment of the principal and interest of such bonds. An authority is further authorized, in its discretion, to pledge all or any part of any gift, grant, donation, or otherwise any sum of money, aid, or assistance from the United States, the state, or any political subdivision thereof, unless otherwise restricted by the terms thereof, all or any part of the proceeds of bonds, credit agreements, instruments, or any other money of the authority, from whatever source derived, for the further securing of the payment of the principal and interest of the bonds.

B. Bonds issued under the provisions of this Chapter shall not be deemed to constitute a pledge of the full faith and credit of the state or of any governmental unit thereof. All such bonds shall contain a statement on their face substantially to the effect that neither the full faith and credit of the state nor the full faith and credit of any public entity of the state are pledged to the payment of the principal of or the interest on such bonds. The issuance of bonds under the provisions of this Chapter shall not directly, indirectly, or contingently obligate the state or any governmental unit of the state to levy any taxes whatever therefor or to make any appropriation for their payment, other than obligations to make payments by the state and/or public entities to the authority arising out of contracts authorized under this Chapter.

C. Prior to the issuance of any bonds for a project, a business plan must be prepared detailing the estimated expenditures for and revenues from the operation of all capital improvements and the time schedule for such expenditures and receipts. The authority shall employ a financial advisor, and the plan must be recommended by the authority's financial advisor as fiscally sound and approved by the authority prior to the issuance of any bonds.

D. Bonds shall be authorized by a resolution of the board and shall be of such series, bear such date or dates, mature at such time or times, bear interest at such rate or rates, including but not limited to fixed, variable, or zero rates, be payable at such time or times, be in such denominations, be in such form, carry such registration and exchangeability privilege, be payable in such medium of payment and at such place or places, be subject to such terms of redemption prior to maturity at such price or prices as determined by the authority, and be entitled to such priority on the revenues as such resolution or resolutions may provide.

E. Bonds shall be sold by the authority at public sale by competitive bid or negotiated private sale and at such price or prices as the authority may determine to be in the best interest of the authority.

F. The issuance of bonds shall not be subject to any limitations, requirements, or conditions contained in any other law, and bonds may be issued without obtaining the consent of the state or any political subdivision, or of any agency, commission, or instrumentality thereof, except that the issuance of such bonds shall be subject to the approval of the State Bond Commission. The bonds shall be issued in compliance with the provisions of this Chapter.

G. For a period of thirty days after the date of publication of a notice of intent to issue bonds in the official journal of the authority authorizing the issuance of bonds hereunder, any persons in interest shall have the right to contest the legality of the resolution and the legality of the bond issue for any cause, but after that time no one shall have any cause or right of action to contest the legality of the resolution or of the bonds or the security therefor for any cause whatsoever. If no suit, action, or proceeding is begun contesting the validity of the resolution,

the bonds or the security therefor within the thirty days herein prescribed, the authority to issue the bonds and to provide for the payment thereof, the legality thereof, and of all of the provisions of the resolution authorizing the issuance of the bonds shall be conclusively presumed to be legal and shall be incontestable. Any notice of intent so published shall set forth in reasonable detail the purpose of the bonds, the security therefor, and the parameters of amount, duration, and interest rates. An authority shall designate any paper of general circulation in its geographical jurisdiction as its official journal. Any suit to determine the validity of bonds issued by the authority shall be brought only in accordance with the provisions of the Bond Validation Procedures Act (R.S. 13:5121 et seq.). In addition, the Bond Validation Procedures Act may also be used to establish the validity of any contract entered into pursuant to R.S. 48:2029(18).

H. All bonds issued pursuant to this Chapter shall have all the qualities of negotiable instruments under the commercial laws of the state.

I. Any pledge of revenues or other monies made by an authority shall be valid and binding from the time when the pledge is made. The revenues or monies so pledged and thereafter received by the authority shall immediately be subject to the lien of such pledge without any physical delivery thereof or further act, and the lien of any such pledge shall be valid and binding as against all parties having claims of any kind in tort, contract, or otherwise against the authority irrespective of whether such parties have notice thereof.

J. Neither the directors of the board nor any person executing the bonds shall be liable personally for the bonds or be subject to any personal liability or accountability by reason of the issuance thereof.

K. Bonds of an authority, their transfer, and the income therefrom shall at all times be exempt from all taxation by the state or any political subdivision thereof, and may or may not be exempt for federal income tax purposes. The bonds issued pursuant to this Chapter shall be and are hereby declared to be legal and authorized investments for banks, savings banks, trust companies, building and loan associations, insurance companies, fiduciaries, trustees, and guardians. Such bonds shall be eligible to secure the deposit of any and all public funds of the state and any and all public funds of municipalities, parishes, school districts, or other political corporations or subdivisions of the state. Such bonds shall be lawful and sufficient security for said deposits to the extent of their value.

L. Any authority organized pursuant to this Chapter is hereby authorized to provide by resolution for the issuance of refunding bonds of the authority for the purpose of refunding any bonds then outstanding and issued by the provisions of this Chapter, whether or not such outstanding bonds have matured or are then subject to redemption. The authority is further authorized to provide by resolution for the issuance of a single issue of bonds of the authority for the combined purposes of paying the costs of any project, and refunding bonds of the authority which shall then be outstanding, whether or not such outstanding bonds have matured or are then subject to redemption. The issuance of such refunding bonds, the maturities, and the other details thereof, the rights and remedies of the holders thereof, and the rights, powers, privileges, duties, and obligations of the authority with respect to the same, shall be governed by the foregoing provisions of this Chapter insofar as the same may be applicable.

M. An authority created hereunder shall have the authority to employ all professionals it deems necessary in the issuance of its bonds including but not limited to bond counsel, issuer counsel, a financial advisor, and fiduciaries.



N. An authority created hereunder shall be deemed to be a public entity for purposes of Chapters 13, 13-A, 14, 14-A, 14-B, and 15-A of Title 39 of the Louisiana Revised Statutes of 1950, as amended, which statutes shall apply to bonds of an authority, provided that in the event of a conflict with the provisions of this Chapter, the provisions of this Chapter shall control.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

§2035. Chapter supplemental; liberal construction; restrictions

A. The powers and rights conferred by this Chapter shall be deemed to provide an additional and alternative method for the doing of the things authorized thereby, and shall be regarded as supplemental and additional to powers conferred by other general laws and shall not be regarded as in derogation of any powers now existing. This Chapter does and shall be construed to provide a complete and additional method for the issuance of bonds. No proceeding, hearing, notice, or approval shall be required for the issuance of any bonds or any instrument as security therefor, except as provided herein. The provisions of this Chapter shall be liberally construed for the accomplishment of its purposes.

B. The provisions of this Chapter shall not be applicable in any manner to the Greater New Orleans Expressway Commission or its facilities or any projects or improvements related thereto.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

**§2036. Cessation of tolls; conveyance of project**

A.(1) When the bonds issued for any state-designated project and the interest thereon have been paid in full, or sufficient funds have been deposited in trust for that purpose, and the state-designated project is in a condition which meets department standards for structural condition and geometric design and is in a condition of maintenance satisfactory to the department, said project and any property acquired as part of project costs shall be transferred by the authority and shall thereby be conveyed in full ownership to the state of Louisiana; and the department shall assume jurisdiction and control of the project, which will then become part of the state highway system and be subject to maintenance, control, and operation of the department as an integral part of the state highway system, and the state, in its discretion, may provide that any toll or fee collected may be continued for the purpose of maintenance.

(2) Upon the later of payment in full of all bonds and the interest thereon, the deposit of funds in trust for such purpose, or the final resolution of any disputes or litigation pending against any authority on such transfer and conveyance date, the existence of the authority shall terminate. From the date of such transfer and conveyance of the project the authority shall continue to exist to dispose of any unresolved litigation not related to the day-to-day management of the project. If no such litigation is pending on the date the project transfers and conveys, the authority shall terminate on the transfer and conveyance date.

B.(1) When bonds issued for any parish-related project and the interest thereon have been paid in full, or sufficient funds have been deposited in trust for that purpose, and the parish project is in a condition of maintenance satisfactory to the parish, said project and any property acquired as part of project costs shall be transferred by the authority to and shall thereby be conveyed in full ownership to the respective parish; and the parish shall assume jurisdiction and control of the project, which will then become part of the parish road system and be subject to maintenance, control, and operation of the parish as an integral part of the parish road system, and the parish, in its discretion, may provide that any toll or fee collected may be continued for the purpose of maintenance.

(2) Upon the later of payment in full of all bonds and the interest thereon, the deposit of funds in trust for such purpose, or the final resolution of any disputes or litigation pending against an authority on such transfer and conveyance date, the existence of the authority shall terminate. From the date of such transfer and conveyance of the project the authority shall continue to exist to dispose of any unresolved litigation not related to the day-to-day management of the project. If no such litigation is pending on the date the project transfers and conveys, the authority shall terminate on the transfer and conveyance date.

C.(1) When bonds issued for any municipal-designated project and the interest thereon has been paid in full, or sufficient funds have been deposited in trust for that purpose and the municipal project is in a condition of maintenance satisfactory to the municipality, said project and any property acquired as part of the project costs shall be transferred by the authority to and shall thereby be conveyed in full ownership to the respective municipality; and the municipality shall assume jurisdiction and control of the project, which will then become part of the municipal road system and be subject to maintenance, control, and operation of the municipality as an integral part of the municipal road system, and the municipality, in its discretion, may provide that any toll or fee collected may be continued for the purpose of maintenance.

(2) Upon the later of payment in full of all bonds and the interest thereon, the deposit of funds in trust for such purpose, of the final resolution of any disputes or litigation pending

against an authority on such transfer and conveyance date, the existence of the authority shall terminate. From the date of such transfer and conveyance of the project the authority shall continue to exist to dispose of any unresolved litigation not related to the day-to-day management of the project. If no such litigation is pending on the date the project transfers and conveys, the authority shall terminate on the transfer and conveyance date.

D. A notice of transfer and reversion of ownership of any such project shall be published twice in the official journal of the state, parish, or municipality, as the case may be, to receive such ownership conveyance with the first publication to be made not more than one hundred eighty nor less than one hundred fifty days from the full bond principal and interest payment or date of deposit in trust therefor and the second not more than ninety nor less than sixty days therefrom.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

§2037. Privately owned and financed tollways

A. Should a private entity independently desire to own, plan, design, finance, construct, maintain, and operate a tollway on privately owned property or on leased property, any parish police jury, parish council, or other parish governing authority or municipality acting in its individual capacity may enter into a cooperative endeavor agreement as authorized by Article VII, Section 14(C) of the Constitution of Louisiana to facilitate the construction of such private tollway within the parish, without the approval or participation of an authority. Public funds may only be expended in connection with a privately owned tollway for improvements or expenses incurred outside the property lines of the privately owned tollway right-of-way. If not exclusive, no right shall be granted to another private entity allowing construction of a tollway within two miles of the tollway which is the subject of the cooperative endeavor agreement.

Such cooperative endeavor agreement shall be approved by ordinance of such parish governing authority or municipality and shall be executed prior to construction of the privately owned tollway and shall provide for but not be limited to the following:

(1) The right to construct, own, and operate the tollway and that such right shall be irrevocable, but need not be exclusive.

(2) The right to own the tollway and to set, fix, change, and collect tolls all in perpetuity.

(3) Rights of assignment and amendment.

(4) The duty of the private entity to provide for design and construction of the tollway and standards therefor.

(5) Provisions for maintenance and operation, liability, and other operational matters.

(6) Rights and duties of the parties regarding connecting roads, highways, streets, bridges, or transitways.


(7) Such other matters as shall be deemed appropriate or necessary.

B. In the event a private tollway is constructed on privately owned property or on leased property under the provisions of this Section, the provisions of Part I of Chapter 3 of this Title, shall not apply.

Acts 1997, No. 1017, §1, eff. July 11, 1997.

UNITED STATES OF AMERICA

State of Louisiana



Jay Dardenne  
 SECRETARY OF STATE

*As Secretary of State, of the State of Louisiana, I do hereby Certify that*  
 the Articles of Incorporation and Certificate of  
 Incorporation of

CAPITAL AREA EXPRESSWAY AUTHORITY, INC.


have been reinstated and the revocation of August 15, 2007,  
 is set aside and said Articles of Incorporation are  
 reinstated.

*In testimony whereof, I have hereunto set  
 my hand and caused the Seal of my Office  
 to be affixed at the City of Baton Rouge on,  
 November 16, 2007*



*Jay Dardenne*  
 ABA 35722531N 36589771  
 Secretary of State

UNITED STATES OF AMERICA

State of  Louisiana

**Jox McKeithen**  
**SECRETARY OF STATE**

*As Secretary of State, of the State of Louisiana, I do hereby Certify that*  
 a copy of the Articles of Incorporation of

**CAPITAL AREA EXPRESSWAY AUTHORITY, INC.**

Domiciled at BATON ROUGE, LOUISIANA,

Was filed and recorded in this Office on June 14, 2004,

And all fees having been paid as required by law, the corporation is authorized to transact business in this State, subject to the restrictions imposed by law, including the provisions of R.S. Title 12, Chapter 2.

*In testimony whereof, I have hereunto set  
 my hand and caused the Seal of my Office  
 to be affixed at the City of Baton Rouge on,  
 June 14, 2004*

*Jox McKeithen*  
 ABA 35722531N

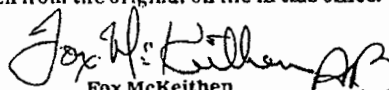
*Secretary of State*



STATE OF LOUISIANA

Office of the Secretary of State

I hereby certify that this is a true and correct copy,  
as taken from the original on file in this office.

  
Fox McKeithen  
Secretary of State

Date: JUN 14 2004

ARTICLES OF INCORPORATION OF

CAPITAL AREA EXPRESSWAY AUTHORITY, INC.

A NONPROFIT CORPORATION

STATE OF LOUISIANA

PARISH OF EAST BATON ROUGE

Before the undersigned Notary Public, duly commissioned and qualified, and in the presence of the undersigned competent witnesses, personally appeared:

1.Parish of West Baton Rouge herein represented by Riley Berthelot, its duly elected Parish President, 880 N. Alexander Ave  
Port Allen, Louisiana 70767- 0757

2.Parish of East Baton Rouge herein represented by Bobby Simpson, its duly elected Parish President, 222 St. Louis St.  
Baton Rouge, Louisiana 70802

3.Parish of Livingston herein represented by Mike Grimmer , its duly elected Parish President, 20180 Iowa St.  
Livingston, Louisiana 70754.

who declared, in the presence of the undersigned notary public and in the presence of the undersigned competent witnesses, that, availing themselves of the provisions of the Louisiana Nonprofit Corporation Law (Title 12, Chapter 2, Louisiana Revised Statutes 1950, as revised and codified by Acts 1968, No. 105, Legislature of Louisiana, and as thereafter amended) and as required by Act No. 1017 of the Legislature of Louisiana, Regular Session of 1997, they do hereby organize a nonprofit corporation in pursuance of those laws, under and in accordance with the following Articles of Incorporation.

ARTICLE 1  
NAME

The name of this corporation is CAPITAL AREA EXPRESSWAY AUTHORITY, INC. (the "Corporation").



**ARTICLE 2  
OBJECTS AND PURPOSES**

**SECTION 2.1:** The exclusive objects and purposes for which this corporation is formed are to engage in any lawful activity in which a nonprofit corporation organized as a transportation authority under Act No. 1017 of the Legislature of Louisiana, Regular Session of 1997 (the "Act"), may so engage by virtue of said Act No. 1017 or by general law, including but not limited to the development, acquisition, installation or equipping of tollways as defined in the Act, all in accordance with the directions received from its Board of Directors. The Board of Directors may state the mission of the corporation in the By-laws of the corporation.

**SECTION 2.2:** The Corporation shall have all of the powers granted it by the Louisiana Nonprofit Corporation Law and the Act (as such exists or may be amended hereafter).

**SECTION 2.3:** Notwithstanding any other provisions of these articles, the Corporation shall not carry on any other activities not permitted to be carried on by a Corporation exempt from federal income taxation under Section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provisions of any future United States Internal Revenue law).

**ARTICLE 3  
DURATION**

The duration of this Corporation shall be in perpetuity or such maximum period as may be authorized by the Act or by other law.

**ARTICLE 4  
THE CORPORATION**

**SECTION 4.1:** The Corporation shall be a nonprofit corporation and shall have no capital stock. Under no circumstances shall any of the net earnings or assets of the Corporation enure or be distributed to the benefit of its members, directors, officers or other type private persons, except that the Corporation shall be authorized and empowered to reimburse its members for actual expenses necessarily incurred in the performance of their duties in accordance with the Act. The Corporation is further authorized to pay reasonable compensation for services actually rendered on its behalf and to make payments and distributing in furtherance of the objects and purposes of the Corporation.

**SECTION 4.2:** The Board of Directors shall comprise the entire membership of the corporation.

**ARTICLE 5  
REGISTERED OFFICE**

The registered office of the Corporation shall be:

333 North 19th Street  
P.O. Box 3355  
Baton Rouge, Louisiana 70821-3355

**ARTICLE 6  
REGISTERED AGENT**

The full name and address of the Corporation's registered agent is:

Fred L. Chevalier  
8555 United Plaza Boulevard, 5<sup>th</sup> Floor  
Baton Rouge, Louisiana 70809

**ARTICLE 7  
INCORPORATORS**

The full names and addresses of the incorporators are:

Hon. Riley Berthelot, Parish President West Baton Rouge Parish	880 N. Alexander Ave Port Allen, Louisiana 70767-0757
Hon. Bobby Simpson, Parish President East Baton Rouge Parish	222 St. Louis St. Baton Rouge, Louisiana 70802
Hon. Mike Grimmer, Parish President Livingston Parish	20180 Iowa St. Livingston, Louisiana 70754

**ARTICLE 8  
BOARD OF DIRECTORS**

**SECTION 8.1:** All of the corporate powers of this Corporation shall be vested in and all of the business and affairs of the Corporation shall be managed by the Board of Directors.

**SECTION 8.2:** The Board of Directors shall consist of no less than five (5) members including the Secretary of the Louisiana Department of Transportation and Development, or his or her designee, the Chairman of the Metropolitan Planning Organization having jurisdiction

over one or more of the parishes or municipalities within the geographical boundaries of the Corporation, or his or her designee and one member appointed by each parish or municipality forming the Corporation. The number, meeting and voting procedures and powers and duties of the Board of Directors shall be as prescribed in the Act or, to the extent not in conflict therewith, the By-laws of the Corporation.

**SECTION 8.3:** The initial Board of Directors shall consist of five (5) Directors. The names and addresses of the initial Directors are:

Johnny Bradberry Secretary of Transportation State of Louisiana	1201 Capital Access Road P.O. Box 94245 Baton Rouge, Louisiana 70804-9245
Bobby Simpson Chairman Metropolitan Planning Organization	222 St. Louis Street Baton Rouge, Louisiana 70802
Michael A. Polito East Baton Rouge Parish	8940 Bluebonnet Baton Rouge, Louisiana 70810
J. Carter Wilkinson West Baton Rouge Parish	3200 North River Road Port Allen, Louisiana 70767
Donald Burgess Livingston Parish	20170 Ohio Street Livingston, Louisiana 70754

Thereafter, the numbers of Directors may be increased as set forth in the By-laws of the corporation. The initial Directors shall serve until such time as their successors are appointed and qualified in accordance with the By-laws of the corporation.

## **ARTICLE 9 OFFICERS**

The Officers of the Corporation shall be a Chairman, a Vice Chairman and a Secretary-Treasurer. The Officers shall be elected as set forth in the By-laws of the Corporation.

**ARTICLE 10  
VOTING; QUORUM**

**SECTION 10.1:** Each Director shall have one (1) vote [and voting by proxy shall not be permitted].

**SECTION 10.2:** The presence of a majority of the Directors shall constitute a quorum and the vote of a majority present and voting shall be necessary for any action taken by the Board of Directors. If such a quorum is not present at a duly assembled meeting, the majority of those present may adjourn the meeting from time to time, but may not transact any other business until such a quorum is secured. A vacancy on the Board of Directors shall not impair the right of a quorum to exercise a right to perform a duty of the Board of Directors.

**ARTICLE 11  
ASSETS OF THE CORPORATION**

**SECTION 11.1:** All dues, fees, assessments, grants, contributions and revenues collected by the corporation shall be used by it to carry out its objects and purposes.

**SECTION 11.2:** Upon the dissolution or final liquidation of the Corporation, any assets and funds of the corporation which exceed its outstanding liabilities shall be transferred, paid, distributed and conveyed to the governmental units as required by the Act. In no event shall the directors, officers or members of this Corporation receive any of the corporation's assets or funds upon its dissolution or final liquidation.

**ARTICLE 12  
AMENDMENTS AND DISSOLUTION**

**SECTION 12.1:** These Articles of Incorporation may be amended by a two-thirds (2/3) vote of the Board of Directors at a duly constituted meeting for such purpose. Notice of the subject matter of any proposed amendment shall be included in the notice of any meeting at which a proposed amendment is considered.

**SECTION 12.2:** Authorization of the voluntary dissolution or liquidation of the corporation shall be taken by a majority vote of the Board of Directors of the corporation and as otherwise provided by the

Act or in the By-laws of the corporation. [Upon dissolution of the Corporation, title to all property owned by the Corporation shall vest in the successor corporation created by the Louisiana State Legislature, if any, if such successor corporation qualifies under section 103 of the Internal Revenue Code of 1954, as amended, to issue obligations, the interest on which is exempt from federal income taxation. If no such successor corporation is created, title to such property shall rest in the State of Louisiana.]

**ARTICLE 13**  
**CORPORATE LIABILITY AND INDEMNIFICATION**

**SECTION 13.1:** No incorporator, director, officer, employee, member or agent of this corporation shall ever be held liable or responsible for the contracts, debts or defaults of the corporation, nor shall any mere informality in organization have the effect of rendering these Articles of Incorporation null or of exposing the incorporator, director, officer, employee, member or agent to any liability whatsoever.

**SECTION 13.2:** The corporation shall indemnify and hold harmless each incorporator, director, officer, employee, member or agent now or hereafter serving the corporation in accordance with the terms and conditions set forth in the By-laws of the corporation.

THUS DONE AND PASSED at Baton Rouge, Louisiana, on the 8<sup>th</sup> day of June, 2004  
in the presence of the undersigned Notary Public and competent witnesses.

**WITNESSES:**

Annie C. Normand  
Henry Douglas

**INCORPORATOR:**

[Signature]  
Riley L. Bittorf  
Mike Finmer


[Signature]  
NOTARY PUBLIC

**AFFIDAVIT OF ACCEPTANCE OF APPOINTMENT  
BY DESIGNATED REGISTERED AGENT**


To the Corporation Department of the Secretary of State,  
State of Louisiana

**STATE OF LOUISIANA  
PARISH OF EAST BATON ROUGE**

On this 11th day of June, 2004, before me, a Notary Public in and for the State and Parish aforesaid, personally came and appeared **Fred L. Chevalier** who is to me known to be the person, and who, being duly sworn, acknowledged to me that he does hereby accept appointment as the registered agent of **Capital Area Expressway Authority, Inc.**, a nonprofit corporation authorized to transact business in the State of Louisiana pursuant to the provisions of the Louisiana Nonprofit Corporation Law (Title 12, Chapter 2, Louisiana Revised Statutes of 1950, as revised and codified by Acts 1968, No. 105, Legislature of Louisiana) and Act No. 1017 of the Regular Session of the Legislature of Louisiana of 1997.

  
Fred L. Chevalier

**SWORN TO AND SUBSCRIBED** before me, this 11<sup>th</sup> day of June, 2004.

  
NOTARY PUBLIC  
Notary ID: 33411

**AMENDMENT TO ARTICLES OF INCORPORATION  
OF  
CAPITAL AREA EXPRESSWAY AUTHORITY, INC**

The undersigned, being the Chairman of Capital Area Expressway Authority, Inc. (the "Corporation"), acting in accordance with the unanimous consent of all of the members of the Board of Directors of the Corporation, hereby executes this Amendment to the Articles of Incorporation as follows:

WHEREAS, the Corporation was formed pursuant to the filing of its Articles of Incorporation (the "Articles") with the Louisiana Secretary of State on June 14, 2004;

WHEREAS, the Articles provide that the Board of Directors shall consist of no less than five members including the Secretary of the Louisiana Department of Transportation and Development, the Chairman of the Metropolitan Planning Organization having jurisdiction over one or more parishes or municipalities within the geographical boundaries of the Corporation, and one member being the appointed by each parish or municipality forming the Corporation; and

WHEREAS, the Board desires to change the membership of the Board to include the Parish President of each parish forming the Corporation.

NOW, THEREFORE, Article 8 is amended as follows:

**ARTICLE 8  
BOARD OF DIRECTORS**

SECTION 8.2: The Board of Directors shall consist of no less than five (5) members including the Secretary of the Louisiana Department of Transportation and Development, the Chairman of the Metropolitan Planning Organization having jurisdiction over one or more of the parishes or municipalities within the geographical boundaries of the Corporation, and one person appointed by each parish within the geographical boundaries of the Corporation who shall be the parish president. Should the Chairman of the Metropolitan Planning Organization also be one of the parish presidents, then such person shall only hold one seat on the Board of Directors of the Corporation.

This Amendment to the Articles of Incorporation is executed this 6<sup>th</sup> day of May, 2008.

CAPITAL AREA EXPRESSWAY  
AUTHORITY, INC.

By: Melvin Kip Holden  
Melvin "Kip" Holden, Chairman

**ACKNOWLEDGMENT**

STATE OF LOUISIANA

PARISH OF EAST BATON ROUGE

BEFORE ME, the undersigned authority, personally came and appeared:

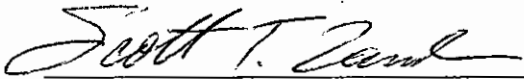
Melvin "Kip" Holden

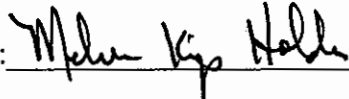
to me known to be the persons who signed the foregoing instrument on behalf of Capital Area Expressway Authority, Inc. and who, having been duly sworn, acknowledged and declared, in the presence of the undersigned witnesses, that he signed such instrument as his free act and deed for the purposes mentioned therein.

IN WITNESS WHEREOF, the Appearers, Witnesses and I have hereunto fixed our hands on this 6<sup>th</sup> day of May, 2008.

Witnesses:

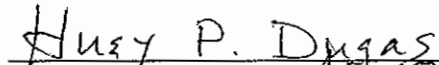
CAPITAL AREA EXPRESSWAY  
AUTHORITY, INC.

  
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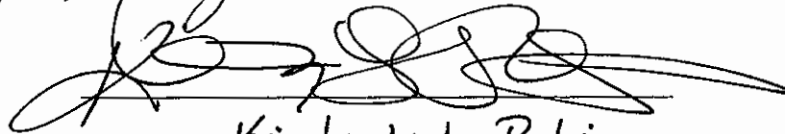
By:   
\_\_\_\_\_

Name: Scott T. Zander

Melvin "Kip" Holden, Chairman

  
\_\_\_\_\_

Name: Huey P. Dugas



Print Name: Kimberly L. Robinson

NOTARY PUBLIC

LA Bar Roll/Notary I.D. # 25768

Parish of East Baton Rouge, State of Louisiana

My commission is for life.