

I-10 & I-110 Traffic Solutions Proposal

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Identified Traffic Problems

Baton Rouge

- 1) One-Lane I-10 Bottleneck Eastbound at Merger with I-110
- 2) Southbound I-110 Cross-over Traffic trying to Exit at Washington St.
- 3) Two-Lane Bottleneck of Eastbound Traffic coming down I-10 Bridge
- 4) Two-Lane Bottleneck of Westbound Traffic going up I-10 Bridge
- 5) Westbound I-10 Cross-over Traffic entering from Washington St.

Port Allen

- 1) Two-Lane Bottleneck of Westbound Traffic coming down I-10 Bridge
- 2) Two-Lane Bottleneck of Eastbound Traffic going up I-10 Bridge
- 3) One-Lane I-10 Bottleneck Eastbound on Entrance Ramps to I-10 Bridge
- 4) One-Lane Entrance Ramp to Eastbound Traffic going up I-10 Bridge from Northbound LA-1

Phase 1 – Baton Rouge

(All within Existing Right-Of-Ways!)

1) Addition of Southbound I-110 Exit at Terrace St.

(First Alternative to Washington St. Exit)

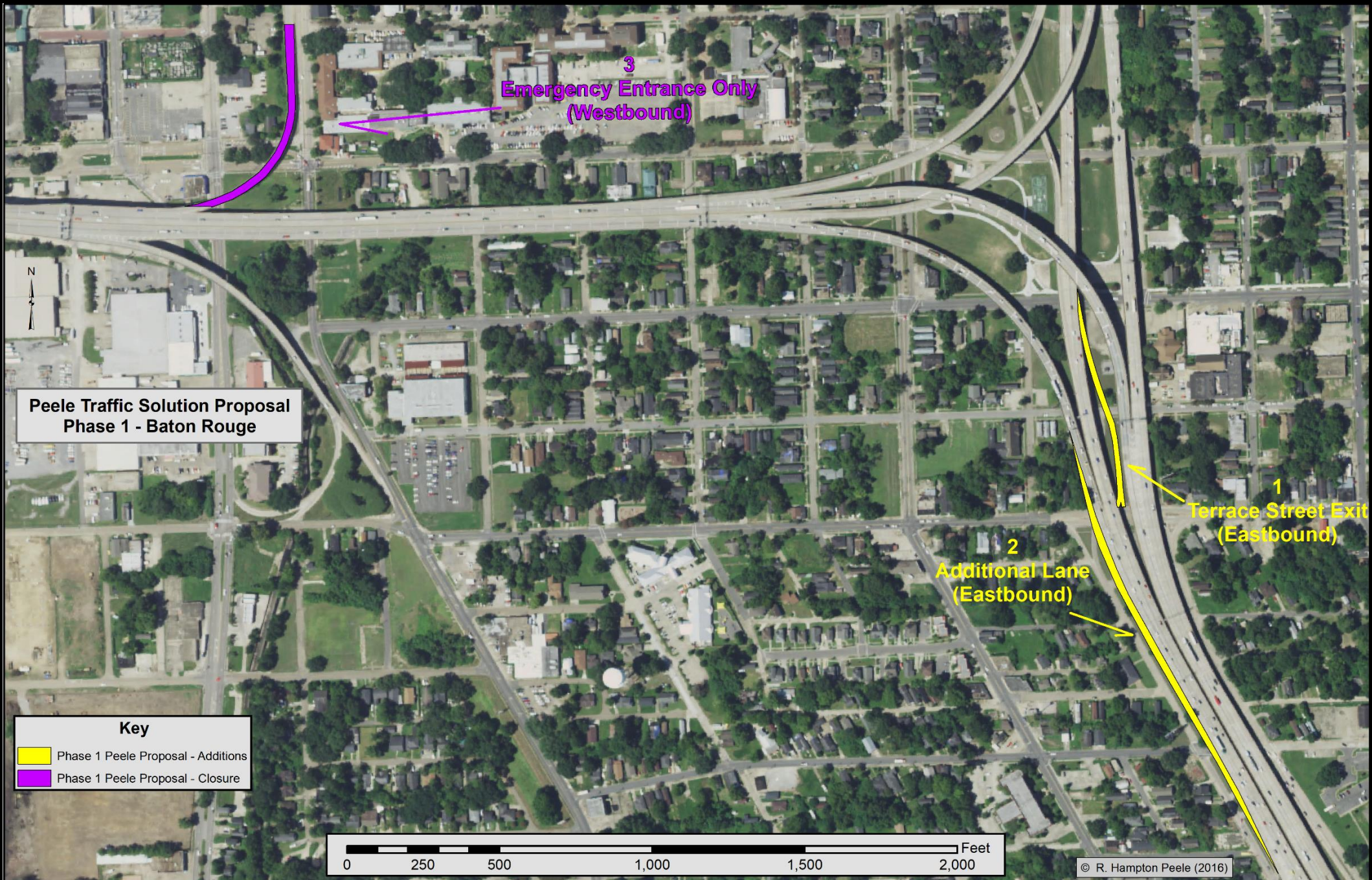
2) Addition of One Lane Eastbound I-10 at Merger with I-110 Southbound

(Eliminates One-Lane Bottleneck Eastbound I-10)

3) Closure of Nicholson Street Entrance Ramp to Westbound I-10

(Eliminates Slow-Moving Right-Lane Westbound Truck Traffic up Bridge)

(Alternative Entrance Ramps are at North Blvd. and Government St.)



Phase 2 – Baton Rouge

4) Addition of Two Lanes, Westbound I-110 Merging with I-10

(Eliminates Two-Lane Bottleneck Westbound coming up I-10 Bridge)

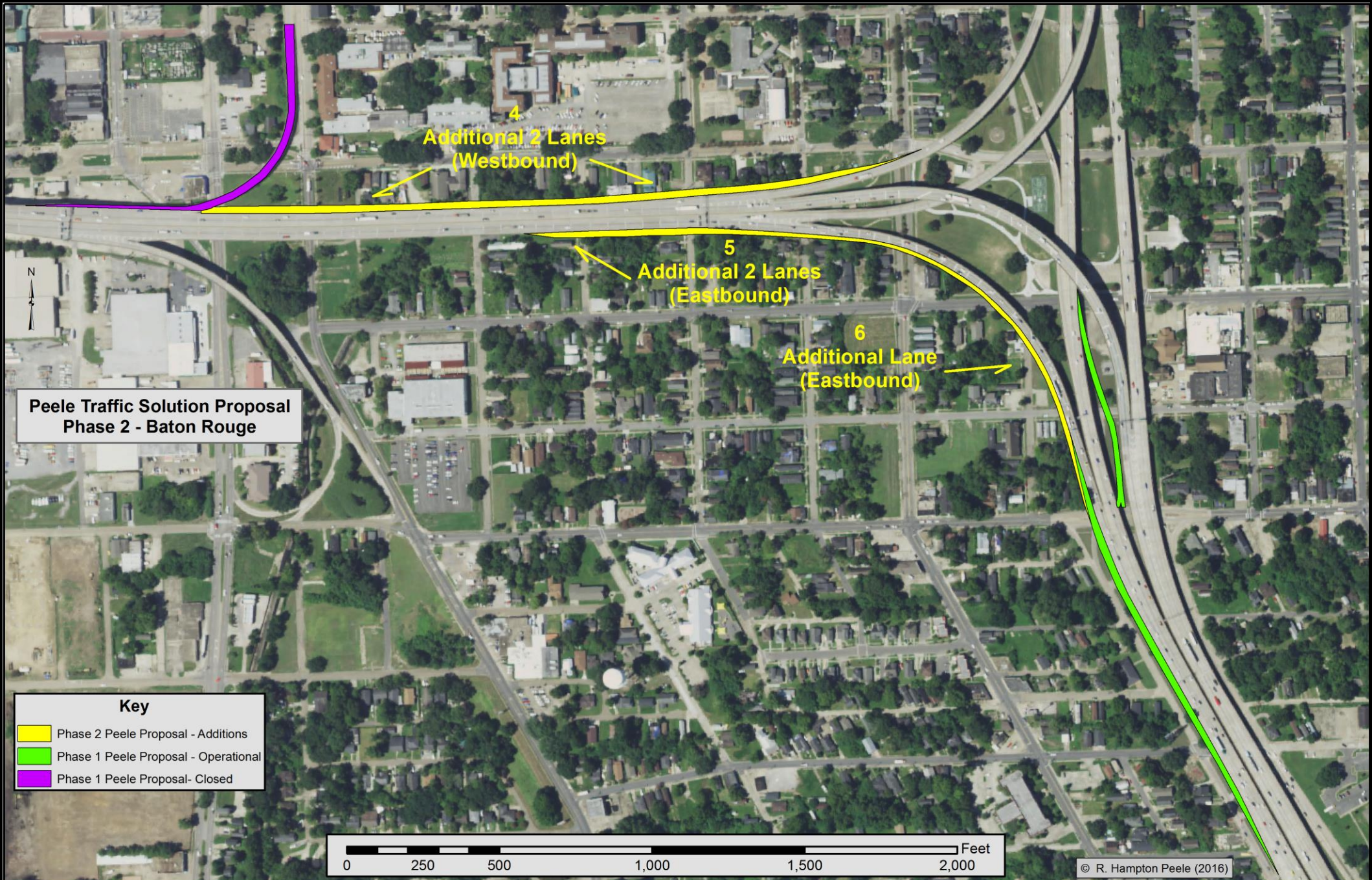
5) Addition of Two Lanes, Eastbound I-10 at Foot of Bridge

(Increases Traffic Flow Eastbound to Three Lanes at Foot of Bridge)

6) Addition of One Lane, Eastbound I-10 approaching Merger with I-110 Southbound

(Increases Traffic Flow Eastbound to Three Lanes)

(Within Existing Right-Of-Way!)



Phase 2 – Port Allen

7) Addition of Two Lanes, Westbound I-10 going down I-10 Bridge

(Eliminates Two-Lane Bottleneck Westbound going down I-10 Bridge)

(Provides Dedicated Right-Hand Port Allen Exit Lane)

8) Addition of Two Lanes, Eastbound going up I-10 Bridge

(Eliminates One-Lane Bottleneck Eastbound on Entrance Ramps to I-10 Bridge)

(Increases Traffic Flow Eastbound to Three Lanes)



Phase 3 – Baton Rouge

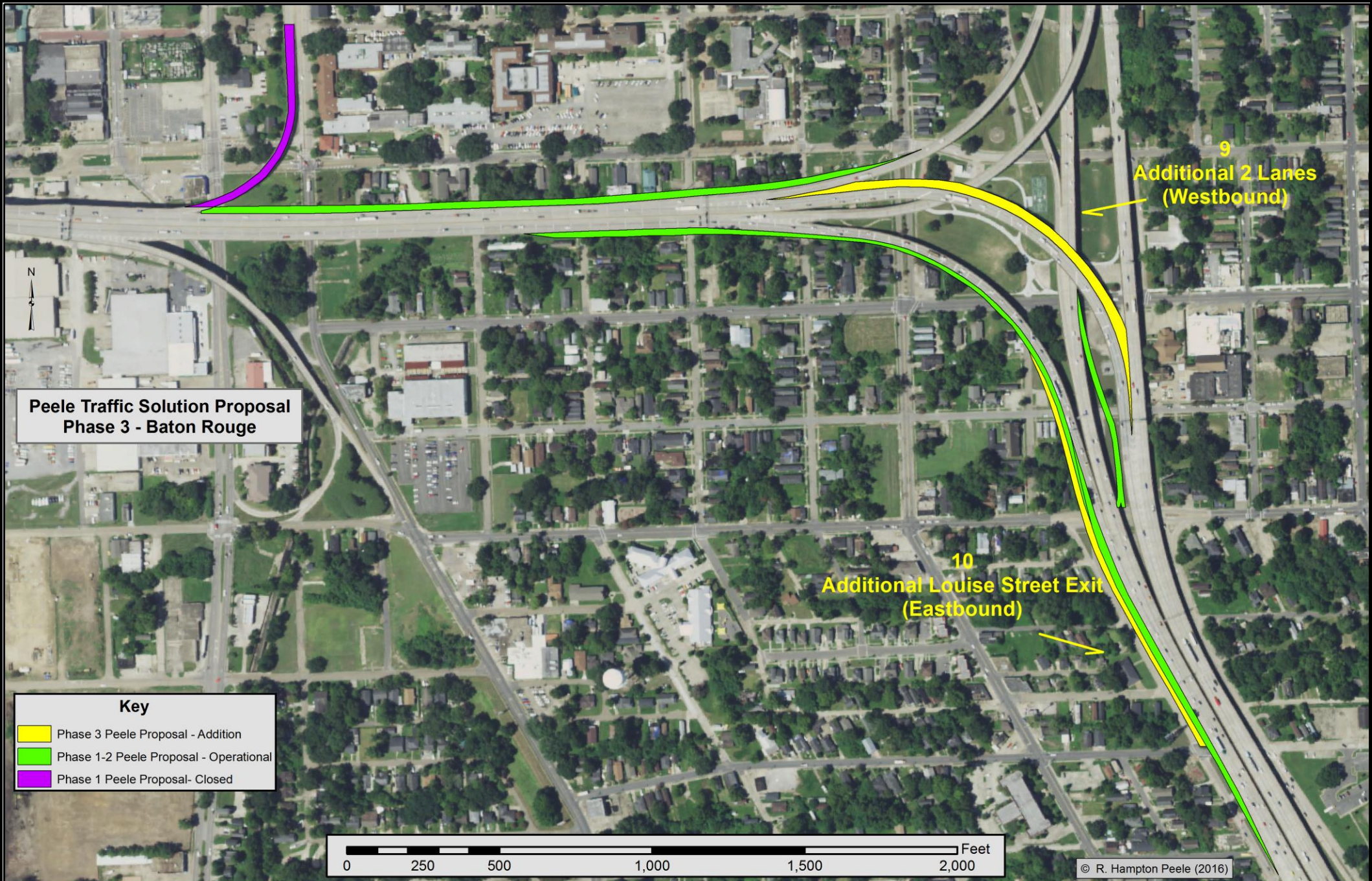
9) Addition of Two Flyover Lanes, Westbound I-10, curving toward Bridge

(Increases Traffic Flow Westbound to Three Lanes, plus a Wider Safety Shoulder)

10) Addition of Louise St. Exit Ramp with Dedicated Exit Lane, Eastbound I-10

(Second Alternative to Washington St. Exit)

(Within Existing Right-Of-Way!)



Phase 3 – Port Allen

11) Addition of One Lane to Eastbound Entrance Ramp to I-10 Bridge

(Provides Two-Lane Entrance Ramp Eastbound Traffic going up I-10 Bridge from Northbound LA-1)



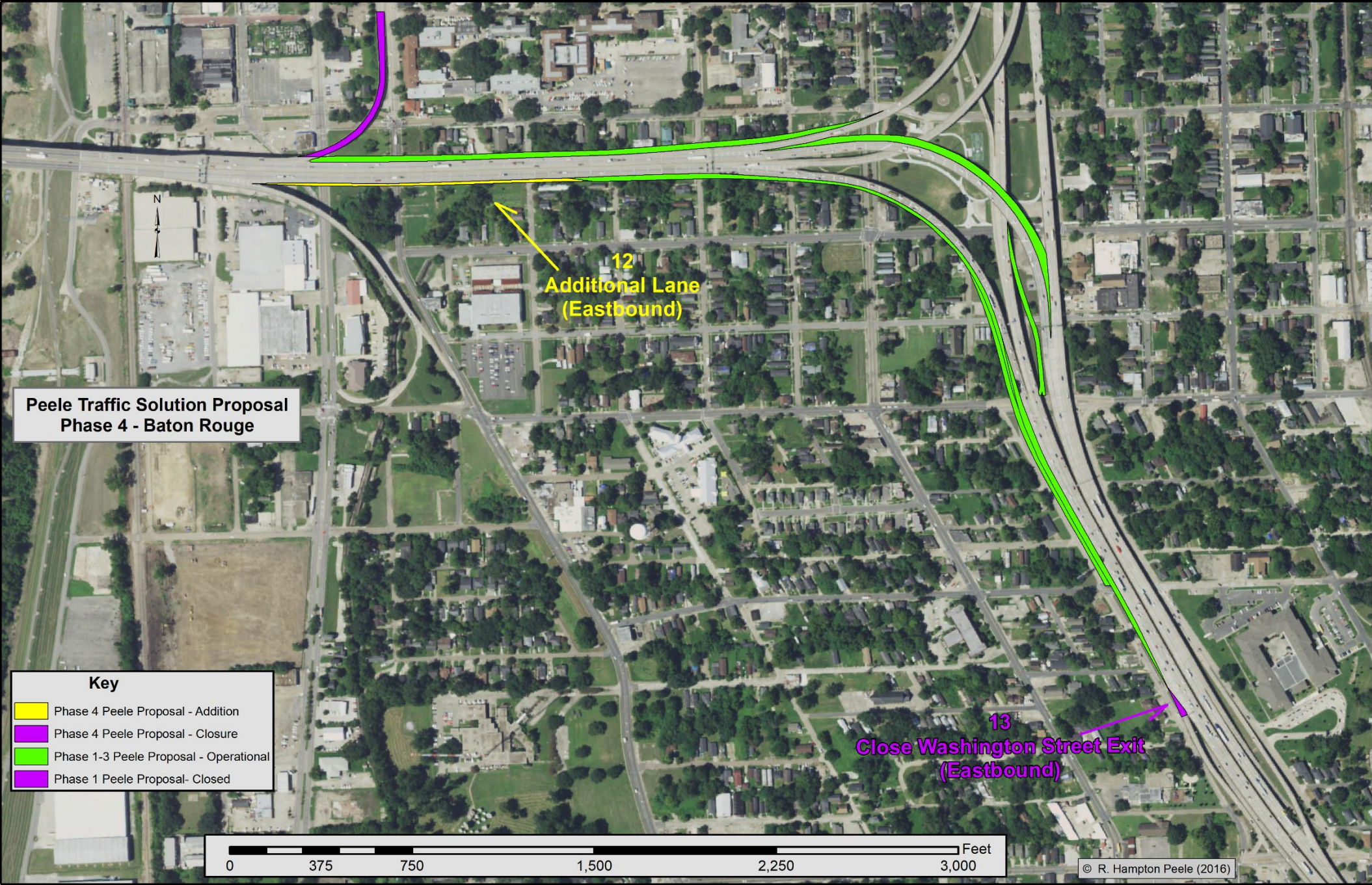
Phase 4 – Baton Rouge

12) Addition of One Lane, Eastbound I-10, coming down Bridge

(Increases Traffic Flow Eastbound to Three Lanes)

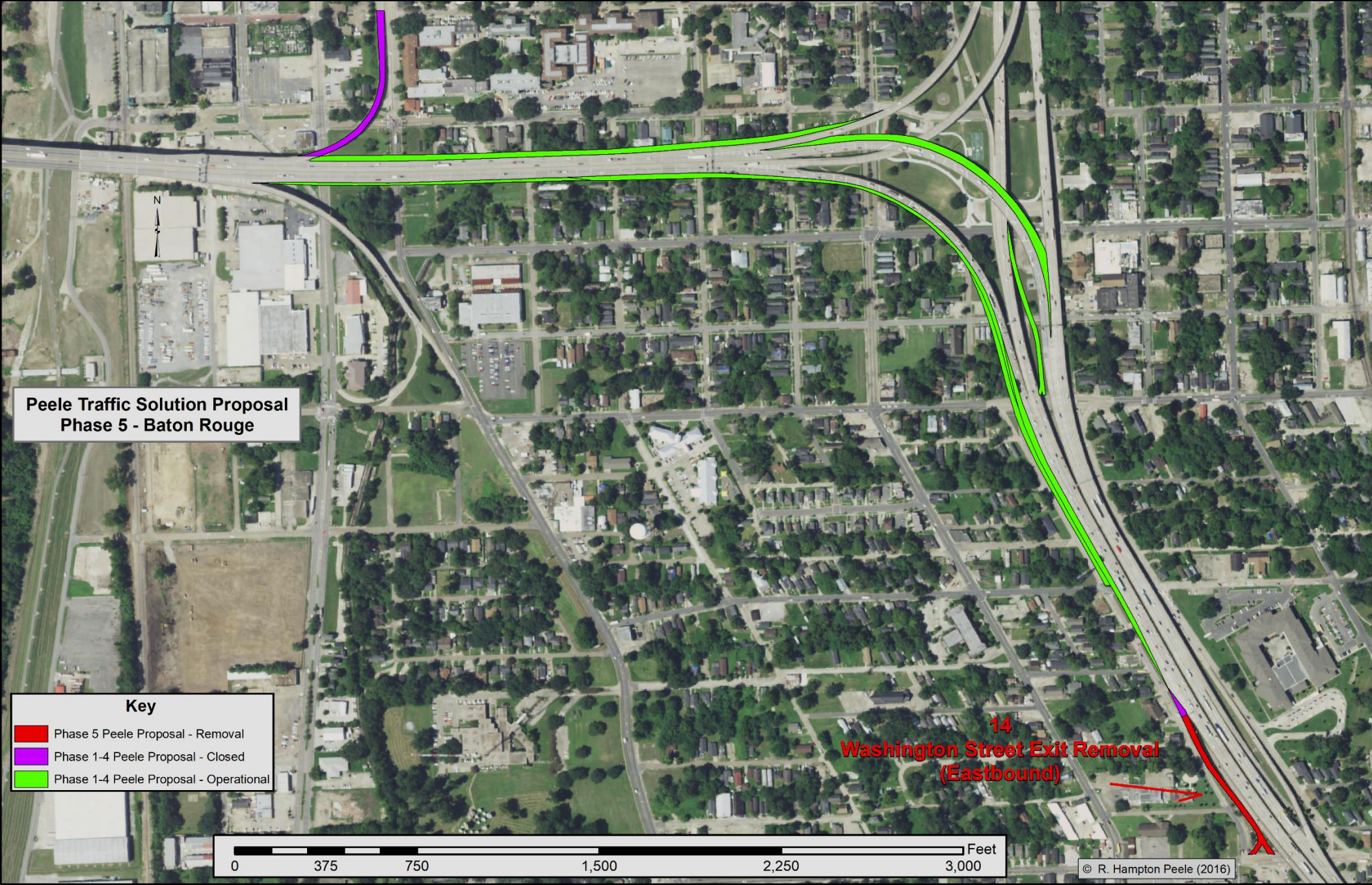
13) Closure of Washington St. Exit Ramp

(Eliminates use of Washington St. Exit!)



Phase 5 – Baton Rouge

- 14) Removal of Washington St. Exit Ramp
(Eliminates use of Washington St. Exit permanently!)**



Phase 6 – Baton Rouge

15) Addition of Westbound I-10 raised “Flyover” Entrance lane from Washington St.

(Intended to provide a dedicated safer I-10 approach to the Mississippi River Bridge for Westbound I-10 traffic from Washington St. by eliminating crossover traffic.)

(This proposed solution would be very expensive and therefore should be optional. If it is not constructed the Westbound I-10 Washington St. Entrance should be removed and Solution 16 should serve as the only Washington St. Westbound Entrance.)

16) Addition of Northbound I-110 Entrance ramp from Washington St. and Louise St.

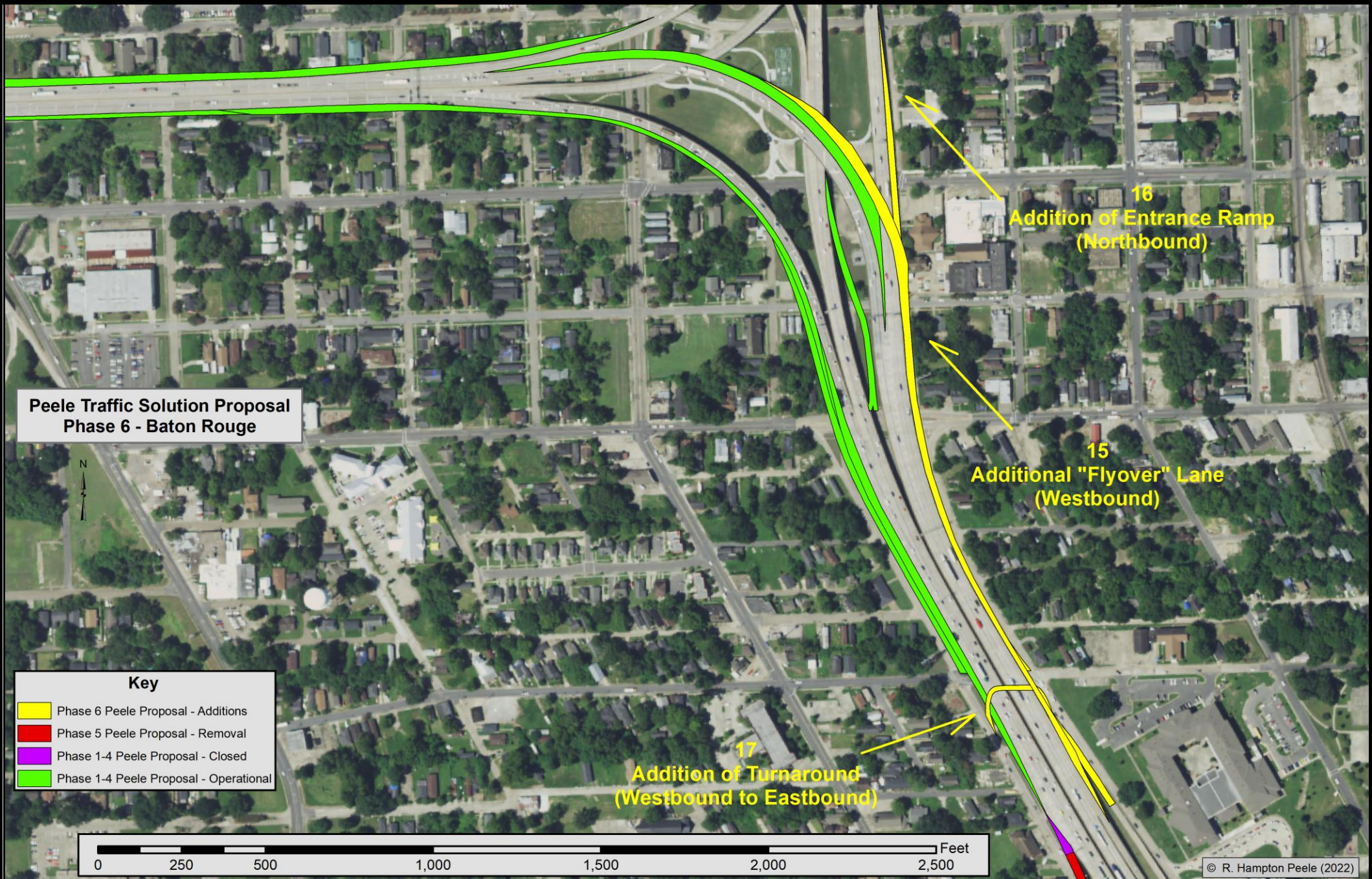
(Beneath the proposed Westbound I-10 raised “Flyover” Entrance lane from Washington St.).

(Intended to provide a dedicated safer I-110 Northbound Entrance for Washington St. and Louise St. traffic)

17) Addition of a Westbound I-10 Turnaround between Washington St. and Louise St.

(Underneath the raised highway)

(Intended to provide a dedicated safer I-10 Eastbound Entrance for Dalrymple St. and Washington St. traffic)



Phase 7 – Baton Rouge

18) Addition of Northbound I-110 Exit lane and turnaround at Government St.

(Intended to provide safer approach to the I-10 Mississippi River Bridge for Westbound Louise St. traffic)

19) Addition of Westbound I-10 Entrance lane at Government St.

(Intended to provide two (outer) dedicated lanes for safer approach to the I-10 Mississippi River Bridge servicing Hwy 30 Westbound truck traffic and Westbound Louise St. traffic.)

(Note: The existing inside lane will become dedicated to Southbound I-110 and Eastbound I-10 traffic)

**Peele Traffic Solution Proposal
Phase 7 - Baton Rouge**

19
Additional Lane
(Westbound Entrance)

18
Additional Lane and Turnaround
(Northbound Exit)

Key

- Phase 7 Peele Proposal Additions
- Phase 5 Peele Proposal - Removal
- Phase 1-4 Peele Proposal - Closed
- Phase 1-6 Peele Proposal Operational

0 350 700 1,400 2,100 2,800 3,500 Feet

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Phase 8 – Baton Rouge

20) Modification and Extension of I-10 Entrance at Perkins Road

(Intended to provide safer merging with I-10 traffic for Westbound Perkins traffic)

21) Modification and Extension of I-10 Entrance at Perkins Road

(Intended to provide safer merging with I-10 traffic for Westbound Acadian traffic)

Peele Traffic Solution Proposal
Phase 8 - Baton Rouge

21
Modification and Extension of
Westbound Acadian Entrance

20
Modification and Extension of
Westbound Perkins Entrance

Key

- Phase 8 Peele Proposal Additions
- Phase 5 Peele Proposal - Removal
- Phase 1-4 Peele Proposal - Closed
- Phase 1-6 Peele Proposal Operational



Closing Thoughts

- 1) The suggested traffic solutions above are offered in hopes that they may contribute to a safer, more efficient flow of Interstate traffic through the heart of Baton Rouge.
- 2) This Baton Rouge resident is concerned that the expansion of the I-10 corridor through Baton Rouge at great expense will lock us in to a future expansion of the Mississippi River Bridge in its current location and create major disruption for years to come! The money saved should go to a new bridge.
- 3) I suggest that constructing a new bridge somewhere north or south of Baton Rouge can divert much of the existing Interstate traffic away from the heart of Baton Rouge and help to preserve much of the existing community treasures found in this area. This would be a smarter use of major investments and not consume so much of our inner city!
- 4) I am neither a highway civil engineer, nor a traffic engineer. I am a mapping scientist, and a resident of Baton Rouge since 1977. These suggested solutions to our Interstate traffic problems are my own; and I offer them to governmental leaders and our highway engineers for further consideration. All solutions are in GIS format and will be made available for their consideration upon request. Phases 1– 5 were given to LDOTD in 2016 at their public meetings.

Thank you for your consideration!