

H.013284

MRB South GBR:

LA 1 to LA 30 Connector

May 27, 2022

Project Progress Update to CARB-D



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT | CAPITAL AREA ROAD AND BRIDGE DISTRICT



www.dotd.la.gov

Project Team

➤ Prime Consultant:

- Atlas Technical Consultants, LLC

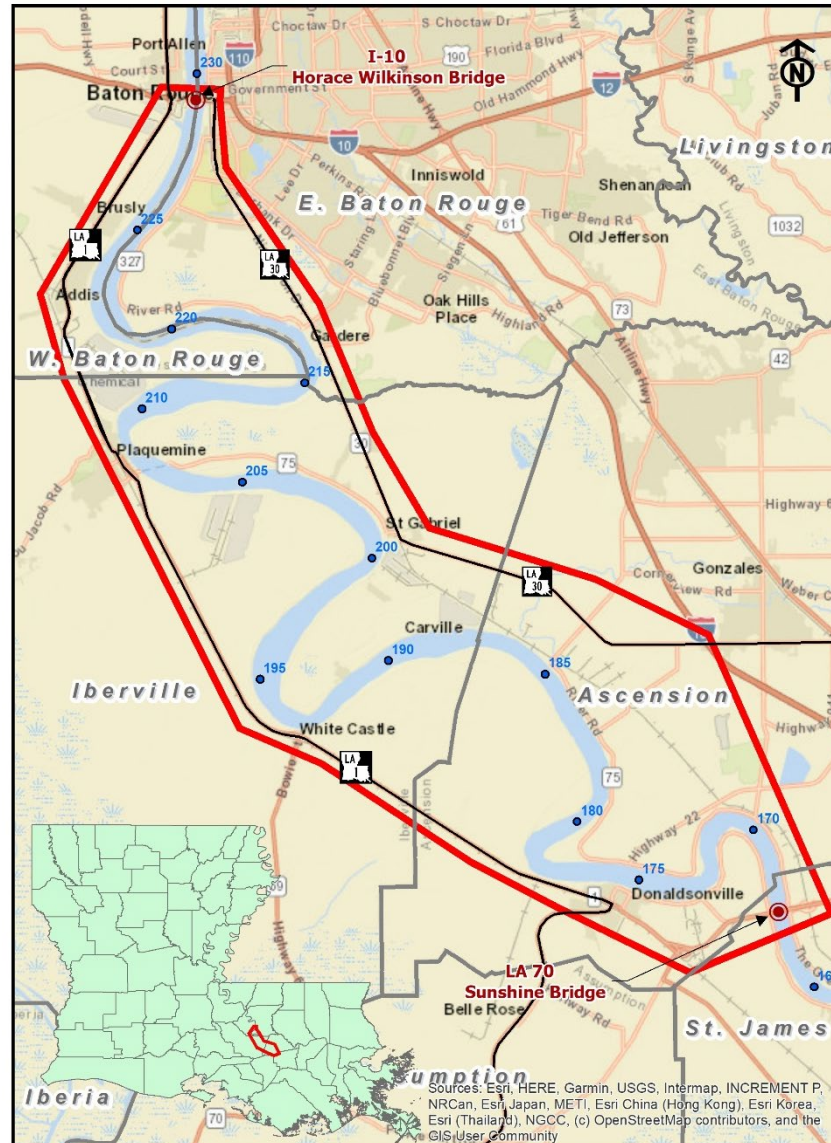
➤ Subconsultants:

- CDM Smith, Inc.
Travel Demand Model & Toll Analysis
- Neel-Schaffer, Inc.
Mesoscopic Model & Traffic Analysis
- INRO Consultants, Inc.
Mesoscopic Model Support
- Franklin Associates, LLC
Public Involvement
- FIGG Bridge Engineering, Inc.
Bridge Technical Concepts
- Shread-Kuyrkendall & Assoc., Inc.
Roadway Technical Concepts
- GIS Engineering, LLC
Navigational Considerations
- Providence Engineering & Environmental Group LLC
Environmental Inventory

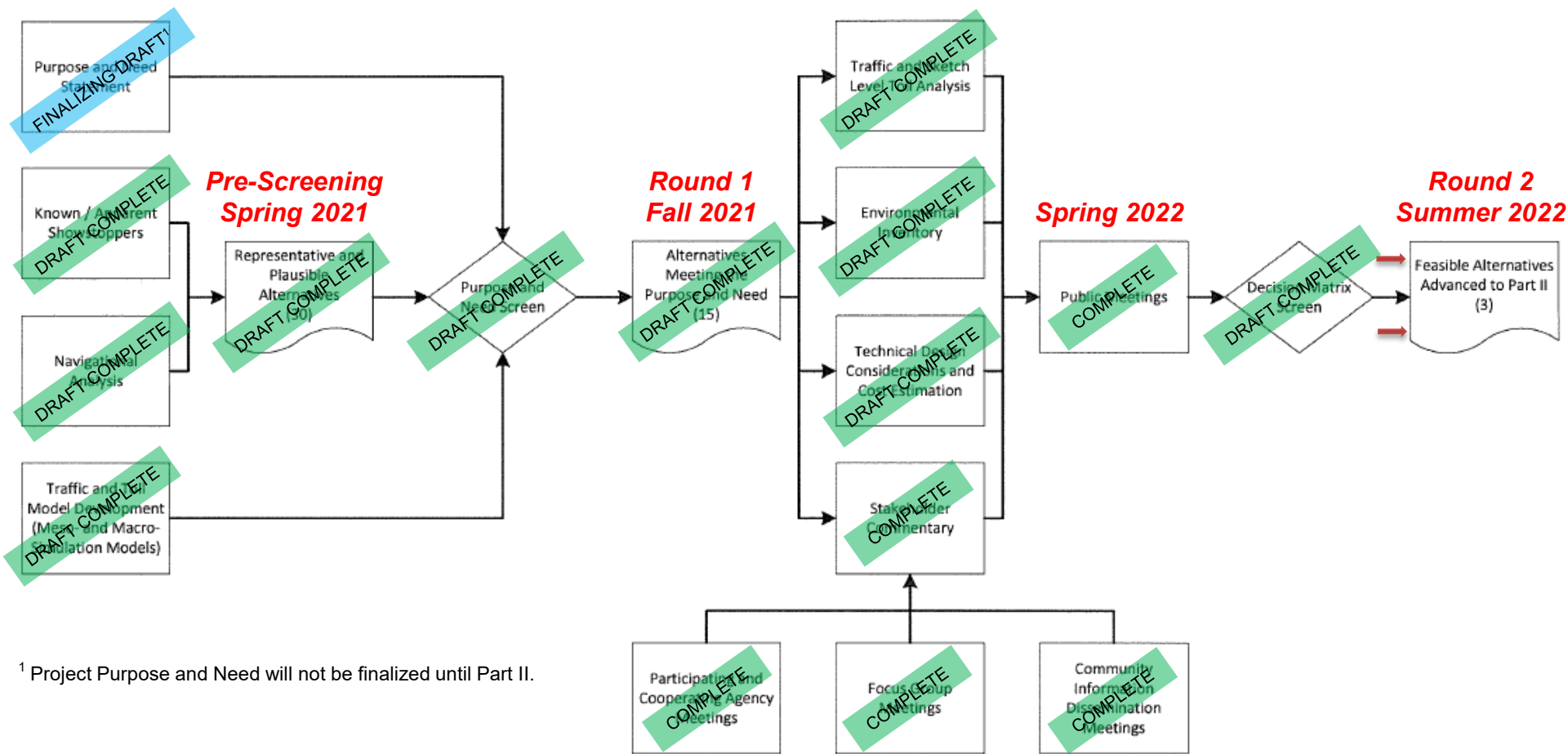
Project Overview

- Ultimate objective is to construct a new crossing of the Mississippi River in the Greater Baton Rouge Area
- **Part I: Enhanced Planning Study**
(July 2020 – Summer 2022)
- **Part II: Environmental Evaluation**
(Summer/Fall 2022 – Summer 2024)

Study Area



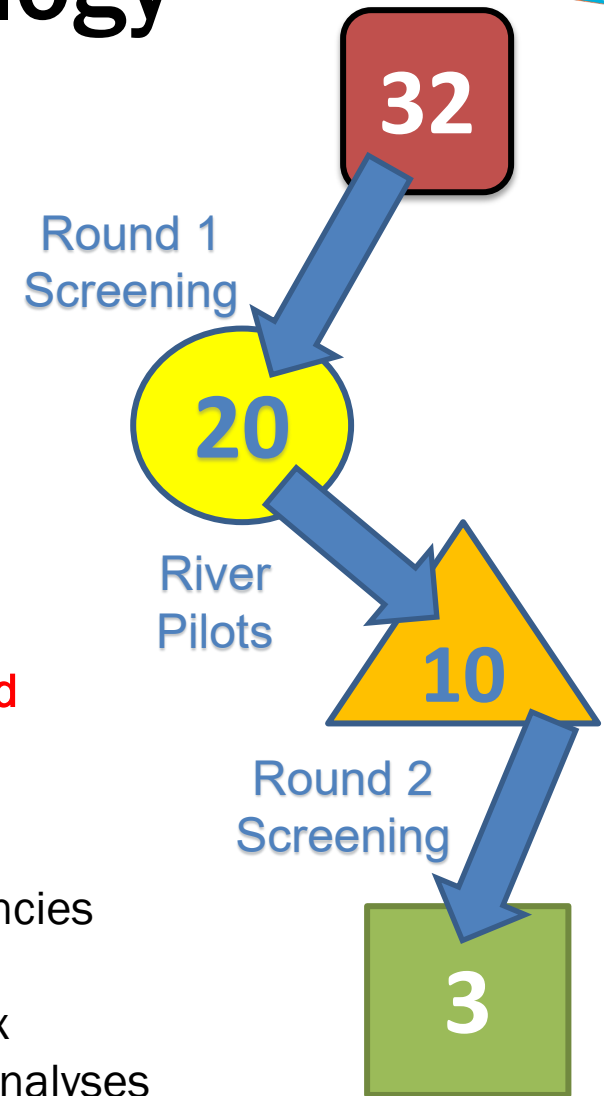
Project Workflow (Part I)



¹ Project Purpose and Need will not be finalized until Part II.

Screening Methodology

- ✓ Pre-Screening (Complete)
 - Established Plausible and Reasonable Alternatives
 - **32 Preliminary Alternatives Identified**
- ✓ Round 1 Screening (Complete)
 - Avoid Highly Sensitive Resources
 - Incorporate Travel Demand Information
 - Incorporate Technical Bridge Considerations
 - Stakeholder Engagement
 - **20 Preliminary Alternatives Retained**
 - River Navigation Issues eliminated 10 Preliminary Alternatives in early 2022; **10 Alternatives Retained**
- Round 2 Screening (March-May 2022)
 - Consider input from:
 - Stakeholders
 - State and Federal Agencies
 - Public Comments
 - Local Governments
 - Compare Preliminary Alternatives in Decision Matrix
 - Select **Preliminary Alternatives** to move into NEPA Analyses



Round 2 Screening – Evaluation Factors

- Travel Demand and Traffic Impacts
 - Average Daily Traffic / Vehicle Hours Traveled
- Property Impacts
 - Right-of-Way / Utility / LDEQ Permitted Facilities
- Bridge Impacts
 - Constructability / Navigability / Levees
- Cost Considerations
 - Estimated Construction Costs
 - Estimated Toll Revenue
- Environmental Impacts
 - Protected Species / Fish Habitat / Wetlands / Environmental Justice Communities

PRELIMINARY ALTERNATIVES SCREENING

ALTERNATIVES	APPROX. LENGTH IN MILES	NUMBER OF VEHICLES PER DAY ON TOLLED BRIDGE IN 2042 (ADT)	CHANGE IN AREA-WIDE TOTAL VEHICLE HOURS IN 2042 (VHT)		CHANGE IN I-10 TOTAL VEHICLE HOURS IN 2042 (LA 415 to I-10/12) (VHT)		PROPERTY IMPACTS ¹					BRIDGE/CONSTRUCTABILITY ISSUES ^{2,3}	PRELIMINARY ESTIMATED COST TO CONSTRUCT ⁴ (millions)	PRELIMINARY ESTIMATED 50-YEAR TOLL NET PRESENT VALUE ⁵ (millions)	ENVIRONMENTAL ^{6,7,8}				
			AM	PM	AM	PM	Acres	Structures							PIPELINES/POWER LINES (linear feet)	LDEQ PERMITTED FACILITIES	ESSENTIAL FISH HABITAT PRESENT (acres)	WETLANDS (acres)	
								R	B	P	I								O
C-5-II	8.0	20,500	-1.36%	-2.7%	1.0%	-8.0%	M	0	1	0	1	0	L	MODERATE	\$ 1,596	\$206	1	0	H
C-6-III	7.8	23,100	-1.51%	-2.4%	-6.1%	-12.9%	M	0	1	0	1	0	L	MODERATE	\$ 1,577	\$233	1	0	H
E-11-IV	7.7	24,600	-0.08%	-1.1%	2.7%	2.6%	L	14	3	0	0	10	L	MINOR	\$ 1,300	\$262	0	0	L
F-12-IV	8.3	23,400	-0.23%	-1.6%	2.6%	8.1%	H	12	3	0	4	9	H	MODERATE	\$ 1,554	\$251	1	0	H
F-13-IV	7.6	25,100	0.19%	-2.0%	2.9%	4.1%	L	14	3	0	5	10	M	MAJOR	\$ 1,430	\$269	1	0	M
F-14-V	6.9	23,300	-0.16%	-1.4%	-1.5%	3.9%	L	7	0	0	6	5	H	MAJOR	\$ 1,409	\$250	2	0	M
H-19-VII	8.5	22,200	0.35%	0.7%	2.0%	17.2%	H	0	0	0	0	3	H	MODERATE	\$ 1,940	\$240	0	0	M
K-22-VII	9.1	21,600	0.83%	1.7%	7.3%	13.3%	H	2	0	0	0	1	M	MINOR	\$ 1,399	\$246	0	0	M
K-23-VII	8.2	23,200	0.34%	1.7%	3.4%	21.2%	M	0	0	0	0	5	M	MODERATE	\$ 1,364	\$263	0	0	L
M-25-IX	8.1	24,500	4.18%	2.2%	3.7%	10.5%	M	5	0	0	0	2	M	MODERATE	\$ 1,293	\$281	1	30	L

TABLE NOTES:
 ADT – Average Daily Traffic, VHT – Vehicle Hours traveled, H – High, M – Moderate, L – Low, R – Residential, B – Business, P – Public, I – Industrial, O – Other, NPV – Net Present Value, LDEQ – Louisiana Department of Environmental Quality.
 Green represents the highest benefit, Yellow is of moderate benefit, Red is the least benefit or most problematic.

2042 Travel Demand (with toll):	ADT:	NPV (in millions):	Travel time change/VHT AM:	Travel time change/VHT PM:	I-10 travel time change/VHT AM:	I-10 travel time change/VHT PM:
L =	< 22,425	L = < \$242	L = 0.35% to 4.18%	L = 1.5% to 2.2%	L = 3.3% to 7.3%	L = 12.6% to 21.2%
M =	22,426 to 24,224	M = \$243 to \$262	M = -0.2% to 0.34%	M = -1.8% to 1.4%	M = 1.4% to 3.2%	M = 3.0% to 12.5%
H =	> 24,225	H = > \$263	H = -1.51% to 0.21%	H = -2.7% to -1.9%	H = -6.1% to 1.3%	H = -12.9% to 2.9%

Other Values:	Acres:	Pipeline/Power Lines (ft):	Wetlands (acres):	Preliminary Estimated Cost to Construct (in millions):
L =	< 580	L = < 3,256	L = < 194	L = < \$1,359
M =	581 to 617	M = 3,257 to 10,374	M = 195 to 345	M = \$1,360 to \$1,554
H =	> 618	H = > 10,375	H = > 346	H = > \$1,555

FOOTNOTES:
¹Acres are for mainline and interchange areas combined using a 300-foot buffer outside a 300-foot footprint for approximately 600 feet of ROW. This overall area also applies to pipeline/power line and wetland totals. Number of structures is shown.
²Constructability issues are minor, moderate, or major (relative to the alternatives listed) and consider the number of piers in the water, complexity of span arrangements, temporary access required, and exposure of temporary access to navigation traffic.
³Impacts to Navigation were addressed in Table 4-1, ten alternatives presented with high impacts to navigation and were removed from Round 2 Screening.
⁴Preliminary construction cost reflects the estimated cost to construct the bridge and roadway, estimated cost to acquire ROW acreage and structures, including the buffered areas, and estimated wetland mitigation cost, also including the buffered areas.
 The cost is based on 2022 dollars with a 2% inflation rate through 2030, representing either the construction midpoint date under a public private partnership/design build or a design-bid-build letting date.
 Cost does not reflect engineering design, operation and maintenance costs, financing cost, construction project management, noise mitigation, structure relocation, or utility relocation.
⁵Net Present Value represents the value of the entire toll revenue stream over a 50-year period in current dollars.
⁶ROW for Alternatives C-5 and 6 affect a pipe rack and infringe on Dow Chemical property. ROW for Alternatives F-12, 13, and 14 may affect Shintech's entry, substation, and pipe rack between two of their facilities.
 ROW for Alternative F-14 may affect a tank farm at Willow Glen on the east bank. M-25-IX is a property only impact to Rubicon.
⁷All alternatives involve a bridge over the Mississippi River, which supports the endangered pallid sturgeon.
⁸Environmental Justice (EJ) screening for all alternatives did not result in observation of impacts to EJ communities.

Public Involvement

➤ Meetings with Elected Officials

- Ascension, East Baton Rouge, Iberville, and West Baton Rouge Parishes
- City of St. Gabriel
- Office of Congressman Garret Graves
- Various Members of LA Legislature

➤ Meetings with Other Stakeholders

- Capital Region Industry for Sustainable Infrastructure Solutions (CRISIS)
- East Iberville Community Advisory Panel
- Baton Rouge Area Chamber
- Greater Baton Rouge Industry Alliance (GBRIA)
- Louisiana Motor Transport Association (LMTA)
- Representatives from Industry
- Representatives from Known Private Developments

Public Involvement

➤ Public Meetings

Monday, April 25, 2022 | 5-7pm

East Baton Rouge Parish
Bluebonnet Regional Branch Library
9200 Bluebonnet Blvd., Baton Rouge

Attendance: 341

Wednesday, April 27, 2022 | 5-7pm

West Baton Rouge Parish
Addis Community Center
7250 LA-1, Addis

Attendance: 136

Monday, May 2, 2022 | 5-7pm

Ascension Parish, East Bank
Lamar Dixon Expo Center Banquet Hall
9039 S. St. Landry Ave., Gonzales

Attendance: 67

Tuesday, April 26, 2022 | 5-7pm

Iberville Parish, East Bank
St. Gabriel Community Center
11400 Gordon Simon Leblanc Dr., St. Gabriel

Attendance: 258

Thursday, April 28, 2022 | 5-7pm

Ascension Parish, West Bank
Donaldsonville High School Gym
100 Tiger Dr., Donaldsonville

Attendance: 43

Tuesday, May 3, 2022 | 5-7pm

Iberville Parish, West Bank
Carl F. Grant Civic Center
24700 J Gerald Berret Blvd., Plaquemine

Attendance: 353

6 Open House Meetings

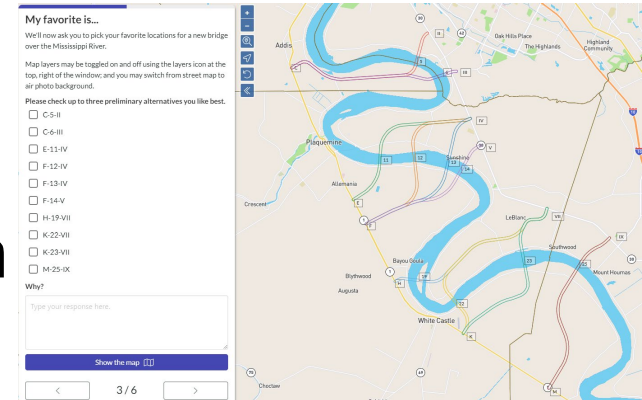
TOTAL ATTENDANCE = 1,198

Public Involvement

➤ Public Meetings

— Online Engagement Component

- Map-Based Virtual Mechanism (Maptionnaire Survey)
- Illustrate Alignment Alternatives
- Solicit Feedback on areas of concern (historic, recreational, faith-based, transportation items, etc.)



➤ Project Informational Website

<https://www.mrbsouth.com>

* All Public Meeting Materials and Exhibits can be found on the website


Public Involvement

➤ Public Input (April 25 – May 14)

- 257 Comment Forms
- 69 Emails
- 30 Voice Messages
- 1,876 Online Surveys
(Maptionnaire)

**TOTAL COMMENTS
RECEIVED = 2,232**

COMMENT FORM
PUBLIC MEETING – April 25 – May 3, 2022
MRB SOUTH
Mississippi River Bridge LA 1 to LA 30 Connector Project
 State Project H.013284
 East Baton Rouge, West Baton Rouge, Iberville and Ascension Parishes



Please submit your comments to one of the addresses at the bottom of this page or place your comment form in the comment boxes provided at this meeting. Comments must be **postmarked by May 14, 2022** in order to become part of the official transcript.

Date:	
Name:	
Address:	
Email:	

Please rank the alternatives presented today in order of your personal preference, noting your top 3 choices using 1 as your first choice, 2 as your second choice, and 3 as your third choice. You may also place an X next to any alternatives you would prefer not to see built. Additional comments may also be provided on this page.

ALTERNATIVE	RANK (1, 2, 3) or "X" if against
No Build	
Alternative C-5-II	
Alternative C-6-III	
Alternative E-11-IV	
Alternative F-12-IV	
Alternative F-13-IV	
Alternative F-14-V	
Alternative H-19-VII	
Alternative K-22-VII	
Alternative K-23-VII	
Alternative M-25-IX	

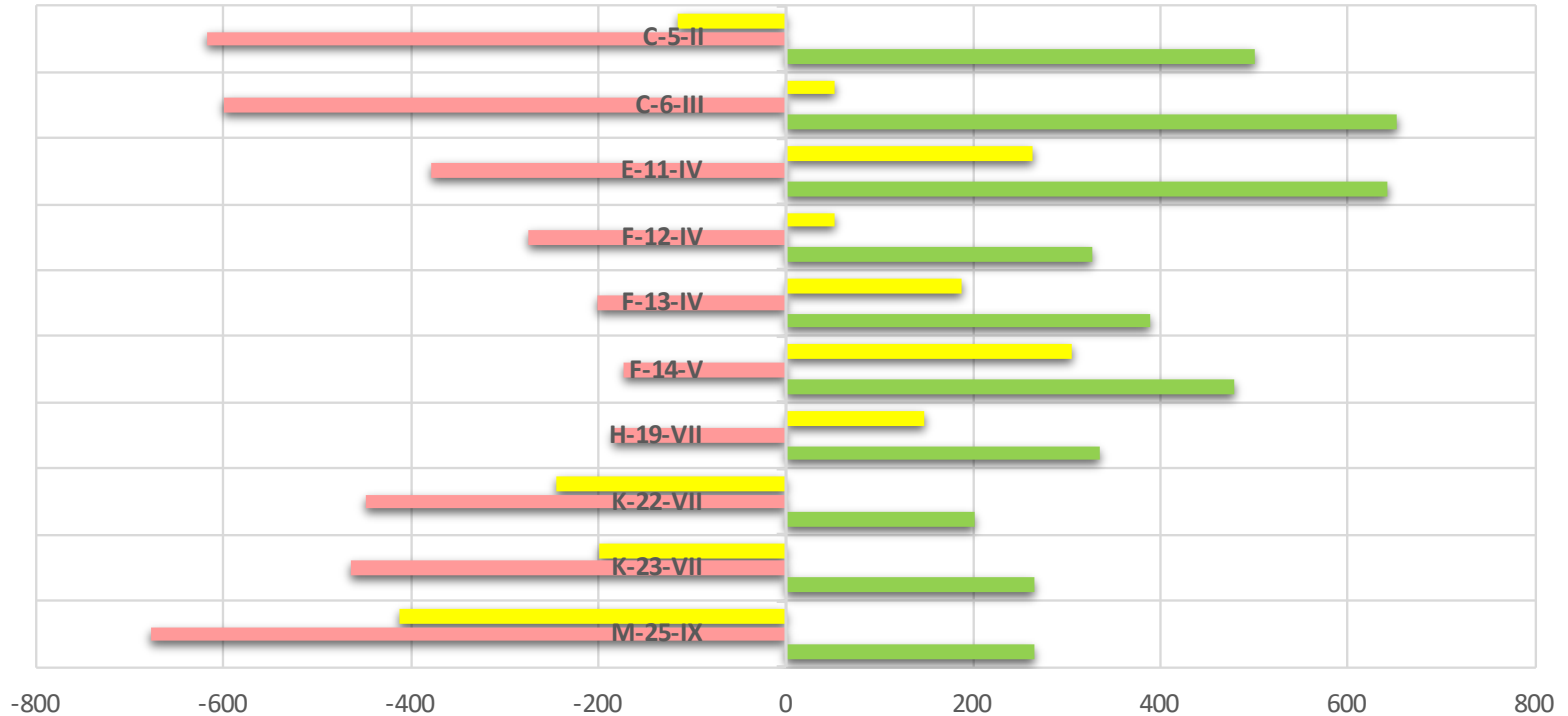
Please consider the following additional comments:

(Continue on back as required.)

Please return this form at the public meeting or using one of the following:
 Email: info@mrbssouth.com or Mail to: MRB South Project
 250 S. Foster Drive, Baton Rouge, LA 70806

Public Involvement

MRB Spring 2022 Public Input: Alternatives Preferences



	M-25-IX	K-23-VII	K-22-VII	H-19-VII	F-14-V	F-13-IV	F-12-IV	E-11-IV	C-6-III	C-5-II
Relative Preference Level	-413	-200	-246	148	305	187	51	263	52	-116
Dislikes	-678	-465	-448	-186	-173	-202	-276	-378	-599	-617
Likes	265	265	202	334	478	389	327	641	651	501

Round 2 Screening

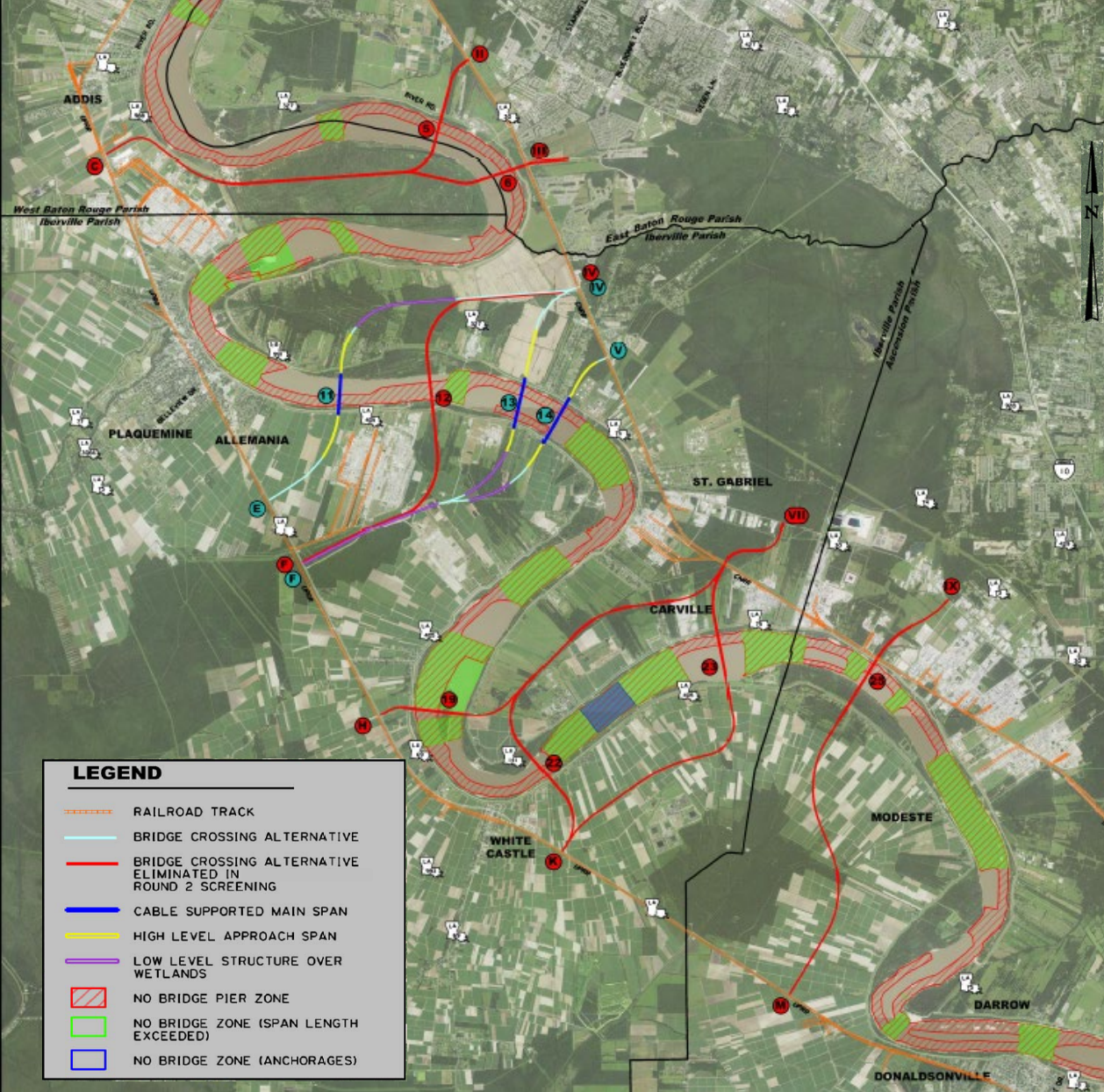
ALTERNATIVES	NUMBER OF VEHICLES PER DAY ON TOLLED BRIDGE IN 2042 (ADT)	CHANGE IN AREA-WIDE TOTAL VEHICLE HOURS IN 2042 (VHT)	BRIDGE/ CONSTRUCT- ABILITY ISSUES ¹	BRIDGE/ NAVIGATION ISSUES ²	PIPELINES/ POWER LINES (linear feet)	WETLANDS (acres)	PUBLIC/STAKEHOLDER OUTREACH	WEIGHTED AVERAGE (LOWER SCORES ARE BETTER)
		AM & PM						
<i>Weight Factor Contribution</i>	13%	20%	7%	7%	7%	13%	33%	
C-5-II	33%							0.00
C-6-III								0.00
E-11-IV								0.00
F-12-IV	33%							0.00
F-13-IV								0.00
F-14-V	34%							0.00
H-19-VII								0.00
K-22-VII								0.00
K-23-VII								0.00
M-25-IX								0.00

3 Sets of Data Used for Screening:

- VHT and ADT (to address Purpose and Need)
- Environmental (to address Permitting Issues)
- Public Involvement

Round 2 Screening Results

PRELIMINARY ALTERNATIVES	TRAFFIC		ENVIRONMENTAL & PERMITTING				PUBLIC COMMENT	WEIGHTED AVERAGE (LOWER SCORES ARE BETTER)
	NUMBER OF VEHICLES PER DAY ON TOLLED BRIDGE IN 2042 (ADT)	CHANGE IN AREA-WIDE TOTAL VEHICLE HOURS IN 2042 (VHT)	BRIDGE/ CONSTRUCT- ABILITY ISSUES ¹	BRIDGE/ NAVIGATION ISSUES ²	PIPELINES/ POWER LINES (linear feet) ³	WETLANDS (acres) ³	PUBLIC/STAKEHOLDER OUTREACH ⁴	
		AM & PM						
<i>Weight Factor Contribution</i>	13%	20%	7%	7%	7%	13%	33%	
C-5-II	2	1	2	1	1	3	3	2.29
C-6-III	1	1	2	2	1	3	2	1.86
E-11-IV	1	2	1	1	1	1	1	1.29
F-12-IV	1	2	2	1	2	3	2	2.07
F-13-IV	1	2	3	2	2	2	1	1.71
F-14-V	1	2	3	2	2	2	1	1.71
H-19-VII	2	3	2	1	3	2	1	2.00
K-22-VII	2	3	1	1	1	2	3	2.50
K-23-VII	1	3	2	1	1	1	3	2.29
M-25-IX	1	3	2	1	1	1	3	2.29

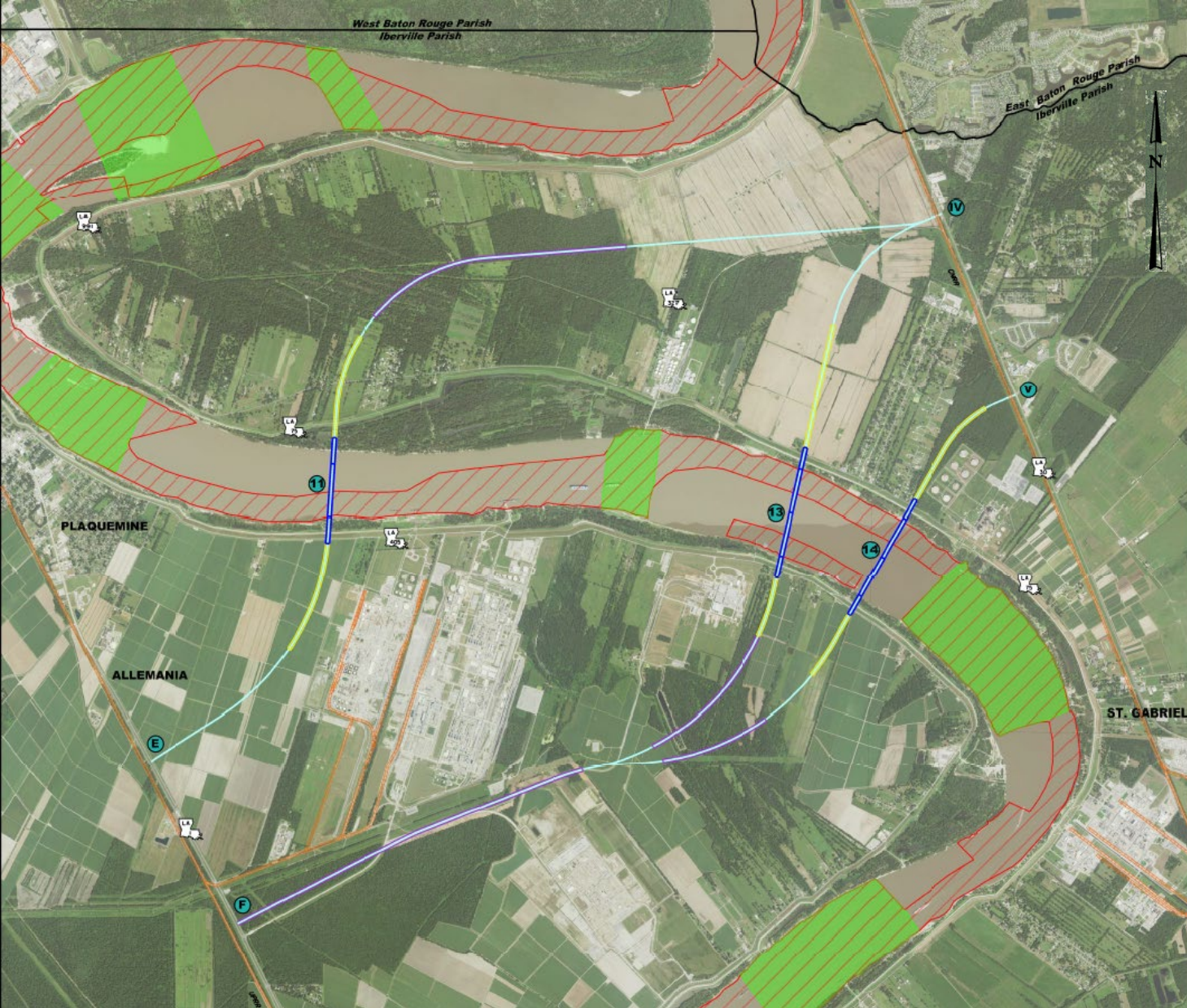


ALTERNATIVE	
	C-5-II
	C-6-III
	E-11-IV
	F-12-IV
	F-13-IV
	F-14-V
	H-19-VII
	K-22-VII
	K-23-VII
	M-25-IX



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

ATLAS



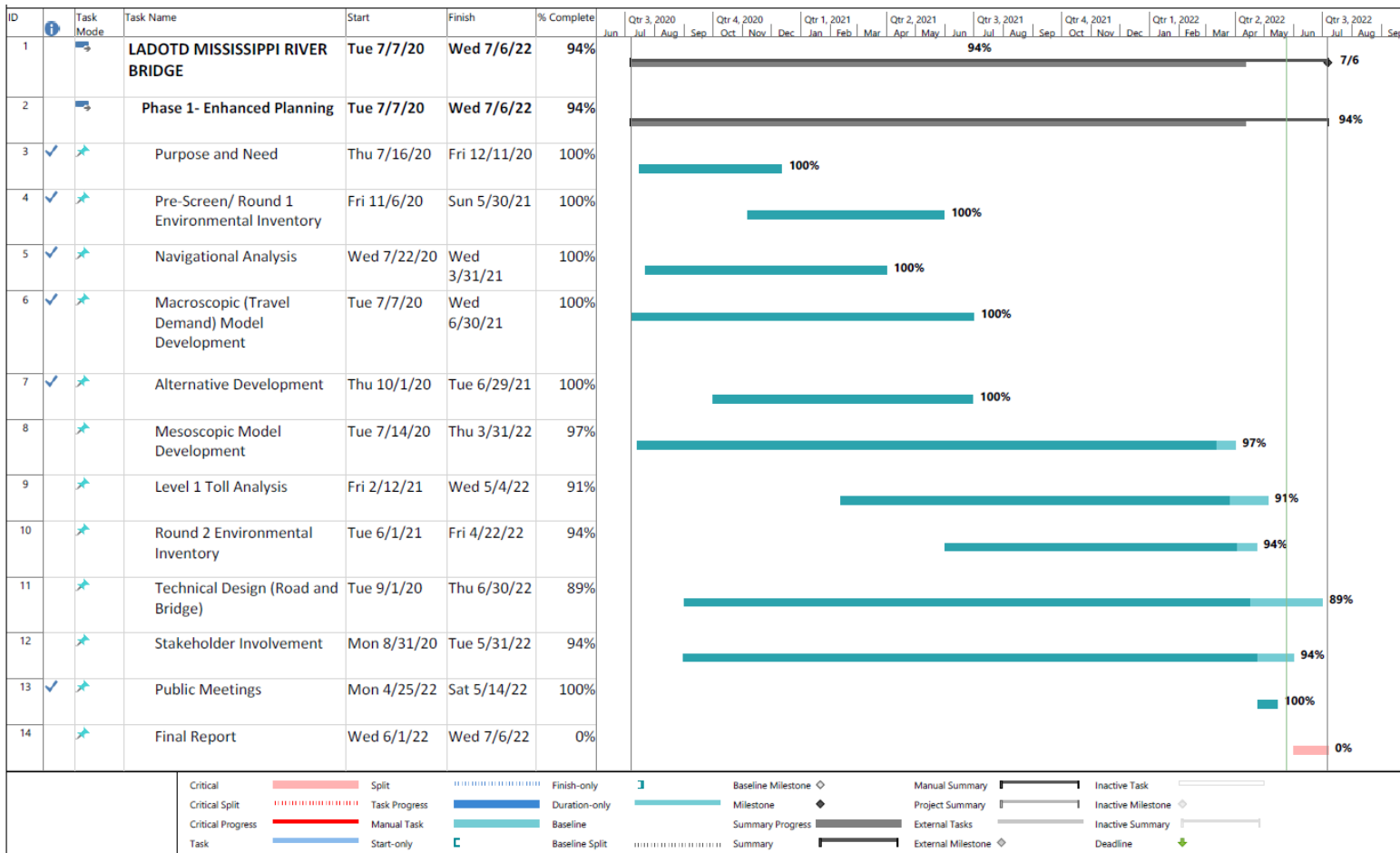
ROUND 2 ALTERNATIVES

E-11-IV
F-13-IV
F-14-V

LEGEND

- RAILROAD TRACK
- BRIDGE CROSSING ALTERNATIVE
- CABLE SUPPORTED MAIN SPAN
- HIGH LEVEL APPROACH SPAN
- LOW LEVEL STRUCTURE OVER WETLANDS
- NO BRIDGE PIER ZONE
- NO BRIDGE ZONE (SPAN LENGTH EXCEEDED)
- NO BRIDGE ZONE (ANCHORAGES)

Overall Progress (Part I)



➤ 94% Work Completed

➤ 94% Time Elapsed

➤ 61% Funds Dispersed

Looking Ahead...

- Finalize Part I Report / Proceed to Part II
Detailed Scoping and Contracting
- Refine Traffic and Revenue Analysis
- Develop Conceptual Linework (Line & Grade)
- Perform Environmental Field Work

Looking Ahead...

- Complete NEPA Process and Select a Preferred Alternative
- Obtain FHWA Approved Decision Document
- Anticipated Summer 2024

Thank You!