

## Capital Area Road and Bridge District Meeting Minutes

**Time/Date:** 2:00 PM, December 14th

**Location:** Senate Committee Room E, State Capitol

**Members Present:** Chairman J. H. Campbell, Jr., Governor's Appointee  
John Diez (representing Parish President Clint Cointment), Ascension Parish  
Fred Raiford (representing Mayor-President Sharon Broome), E. B. R. Parish  
Parish President Riley Berthelot, West Baton Rouge Parish  
Dr. Shawn Wilson, Secretary, DOTD

**Members Absent:** Parish President Layton Ricks, Livingston Parish  
Parish President Mitch Ourso, Iberville Parish

### Minutes:

- ❖ Chairman Campbell called the meeting to order at 2:00 p.m.
- ❖ Minutes from the September 28, 2020 meeting were approved.
- ❖ Chairman Campbell gave brief financial update
  - One expense paid from the appropriation to Dr. Scott for the Economic Impact Study
  - Balance in CARB-D account is \$463,267.36 with \$6,655.85 of earned interest-Unfortunately, the Interest rate has gone down significantly.
- ❖ An update on the progress being made by DOTD and Atlas Technical Consultants, LLC, since the last meeting on the Bridge project and its identified tasks and timelines was given by Ms. Kara Moree of Atlas Technical Consultants, LLC and DOTD Project Manager Paul Vaught
- ❖ Ms. Moree provided a listing of the members/companies that are part of the Project Team
  - Prime Consultant: Atlas Technical Consultants
  - Sub-consultants:
    - 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
  - Objective – Constructing a new crossing/bridge of the Mississippi River

- Purpose & Need - critical to the project and will be carried throughout alternative development and into the NEPA process
  - Part I – Enhanced Planning Study – Projected time frame: July 2020 – Summer 2022
  - Part II – Environmental Evaluation (National Environmental Policy Act (NEPA) Process & Document) – Summer/Fall 2022 – 2024
- ❖ Study Area
- Northern Boundary - The existing I-10 (Horace Wilkinson Bridge) in Baton Rouge south to the LA 70 (Sunshine Bridge) south of Donaldsonville. And connecting LA 1 (west bank of the MS River) to LA 30 on the east bank. Roughly 62 River Miles within the Study Area.
- ❖ Deliverables – Part I – Enhanced Planning Study
- Travel Demand Model
  - Mesoscopic Traffic Model
  - Traffic Analysis
  - Level 1 “Sketch” Toll Analysis
  - Navigational Analysis
  - Environmental Inventory
  - Preliminary Range of Alternatives
  - Public Engagement Plan
  - Part I Technical Report
  - Most Feasible Alternatives Advance to Part II
- ❖ Workflow & Timeline – Part I - Enhanced Planning Study
- Spring 2021 – Maximum of 30 Plausible Alternatives Screened
  - Fall 2021 – Maximum of 15 Alternatives meeting the Purpose and Need start screening process
  - Spring 2022 – Public Meetings
  - Summer 2022 – Up to 3 Feasible Alternatives Advance to Part II – Environmental Eval. (NEPA)
- ❖ Work in Progress
- Many studies under review in draft format.
- ❖ Agency Stakeholder letters went out in early November. Purpose and Need, Public Engagement Plan, Project Work Plan, Environmental Avoidance and Navigation Mapping, Data Collection Report and Traffic Modeling underway. Project Specific Website being developed as well as on-going agency and stakeholder coordination.
- ❖ Navigation Analysis was a critical piece with an extensive coordination effort required with stakeholders from trade and industry groups, and various regulatory agencies to solicit input for “no-pier” avoidance mapping within the MS River.
- ❖ 3 Different Traffic Components being worked on:
- ❖ Macroscopic Model (Travel Demand Model) – Typically the CRPC Regional Travel Demand Model is obtained and used; however, for a project of this magnitude, a project-specific (MRB Project Model) had to be created. Components of this model will be used in the Mesoscopic Model and the Traffic and Revenue Model.
- ❖ Mesoscopic Traffic Model – more typical type of traffic models in Planning and Feasibility Studies and incorporates a much larger study area than our “project study area”

- ❖ Traffic and Revenue Model (Toll Model) – Provides transaction and toll revenue streams (30-year period) for short listed alignments (15 alignments).
- ❖ Overall Progress
- ❖ Invoice 3 currently under review (through end of October) – Approximately 14 % time elapsed and 14% expended of the appropriated funds from the Legislature.
- ❖ Mr. Vaught explained the NEPA process and the procedures that guide it and then commented that the original schedule of 24 months was well planned and that the timeline to provide a thorough document is considered to be reasonable. Ms. Moree explained that previous studies (that had other main objectives rather than just a river crossing) have been taken into consideration and will be built upon when coming up with the preliminary alternatives.
- ❖ There was no new business and there were no public comments.
- ❖ The meeting was adjourned at 2:43

Secretary of CARB-D

---

Riley Berthelot, President of West Baton Rouge Parish

Attest:

---

J.H. Campbell, Jr., Chairman of CARB-D