

H.013284

MRB South GBR:

LA 1 to LA 30 Connector



September 26, 2022

Project Progress Update to CARB-D



Project Team

➤ Prime Consultant:

- Atlas Technical Consultants, LLC

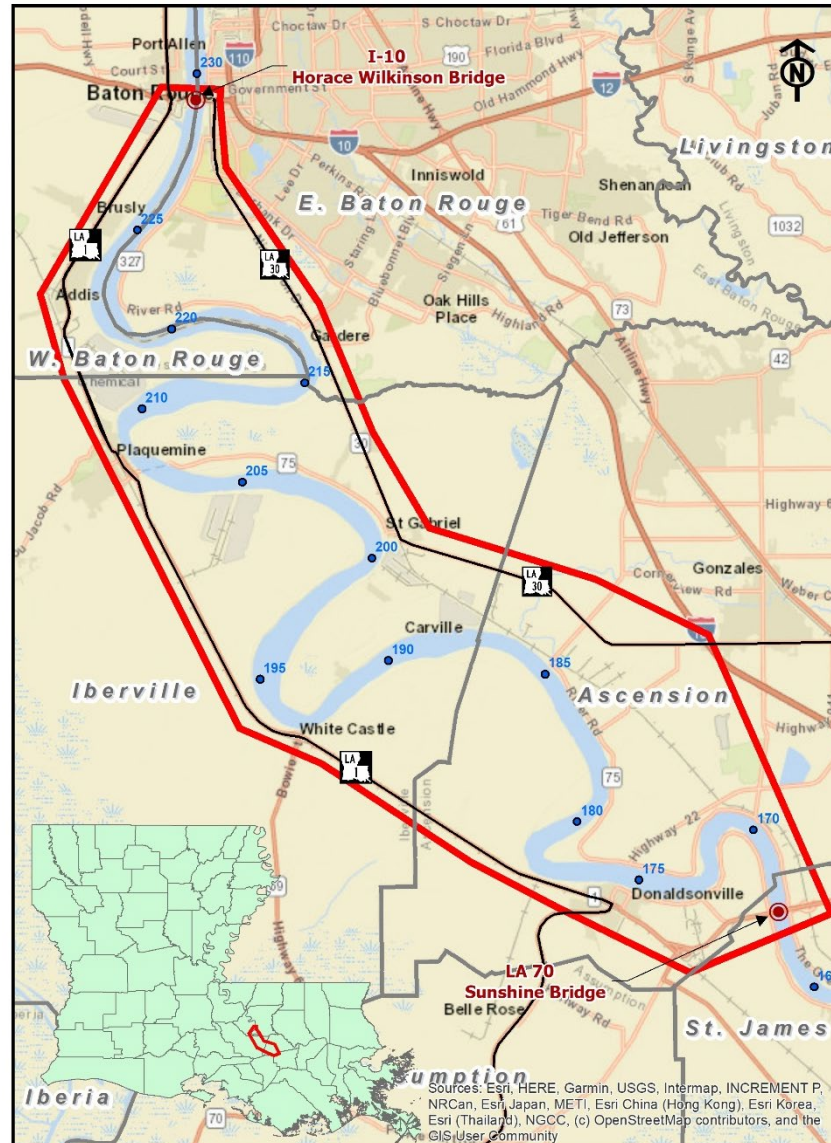
➤ Subconsultants:

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

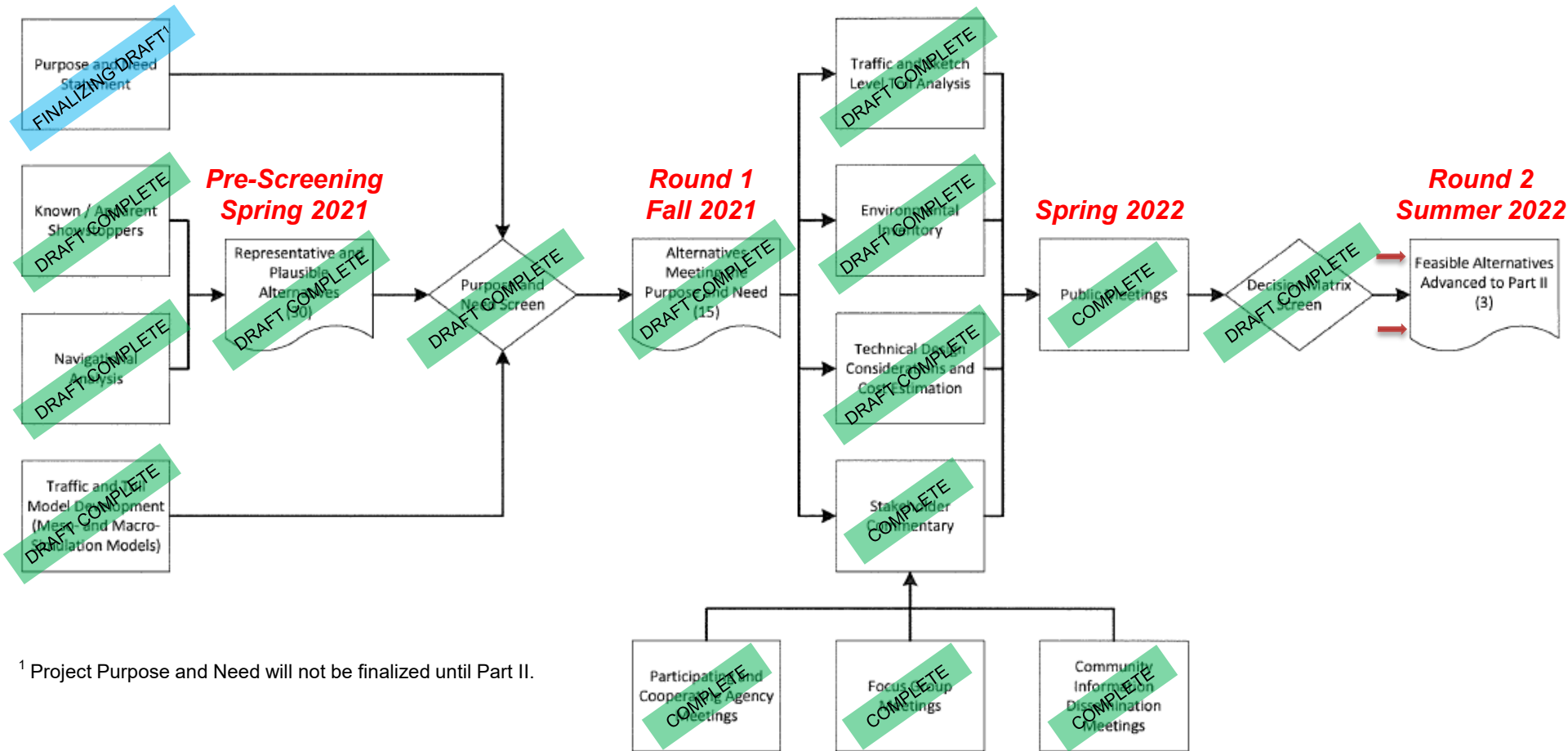
Project Overview

- 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)

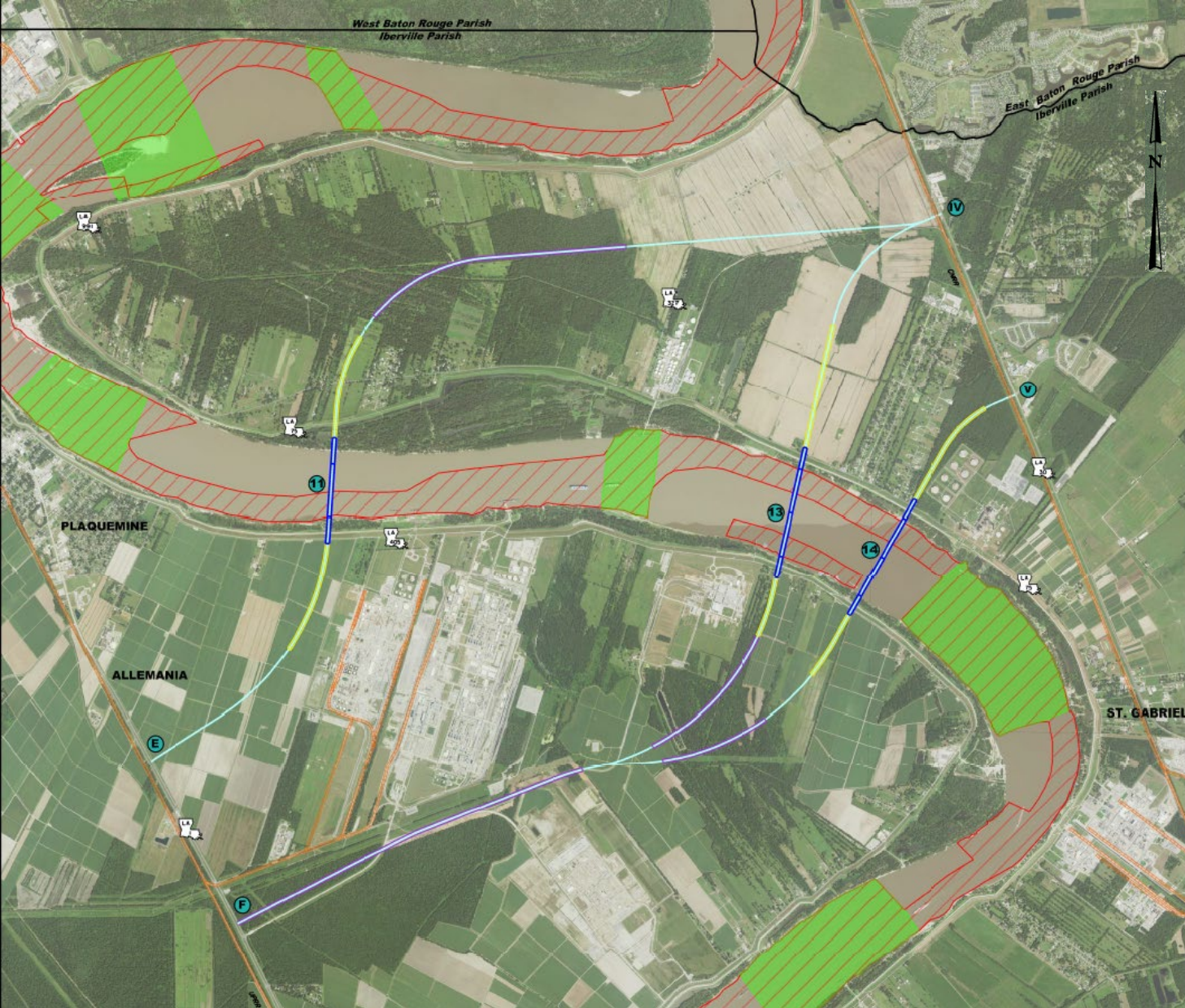
Study Area



Project Workflow (Part I)



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



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)

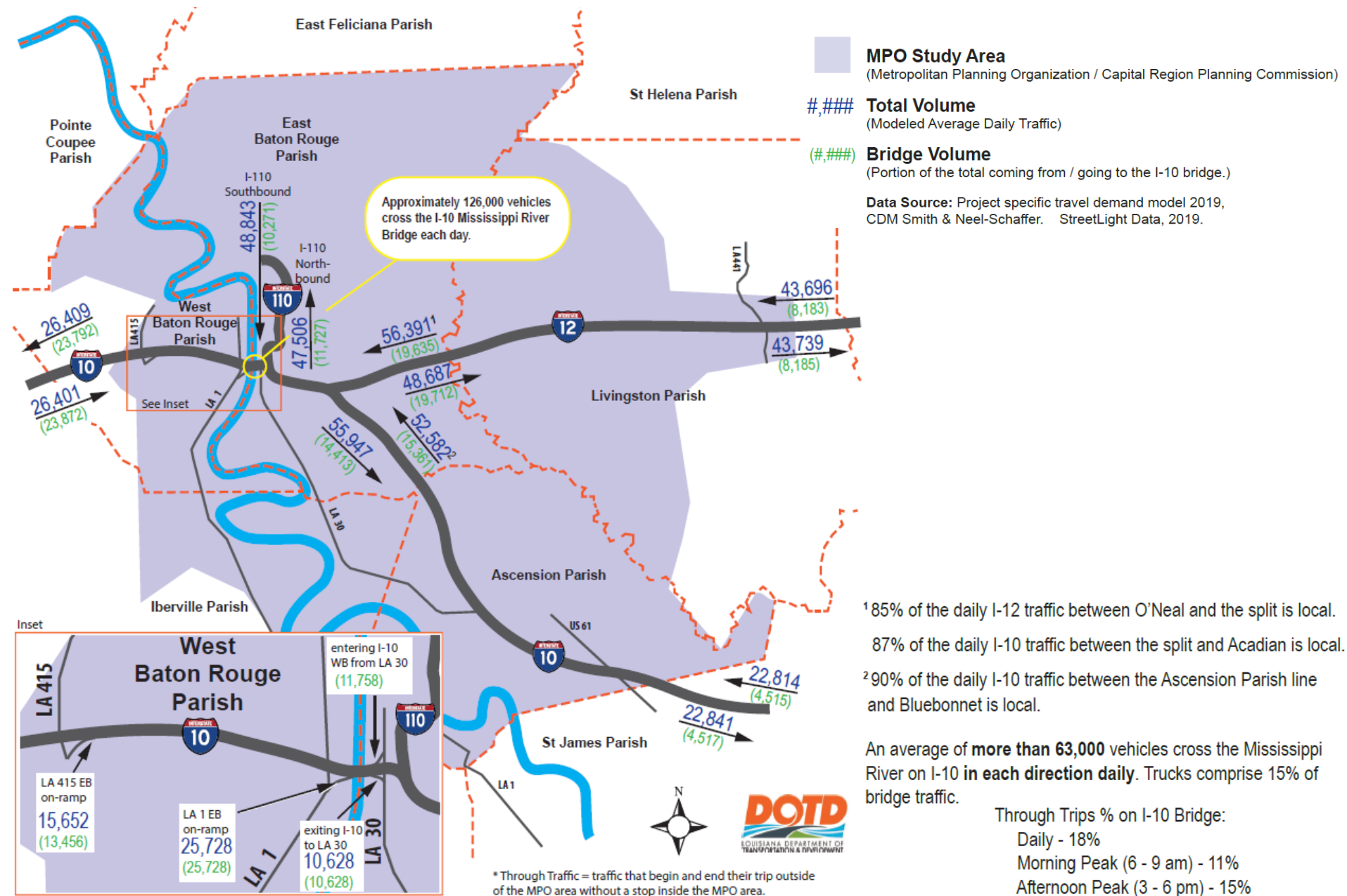
Questions for the Group

- How many vehicles per day cross the Mississippi River on I-10?
- Of those vehicles, how many do not stop within the Baton Rouge Metro Area?
Take I-12? Take I-10?
- What percentage of vehicles crossing the I-10 MS River Bridge are trucks?

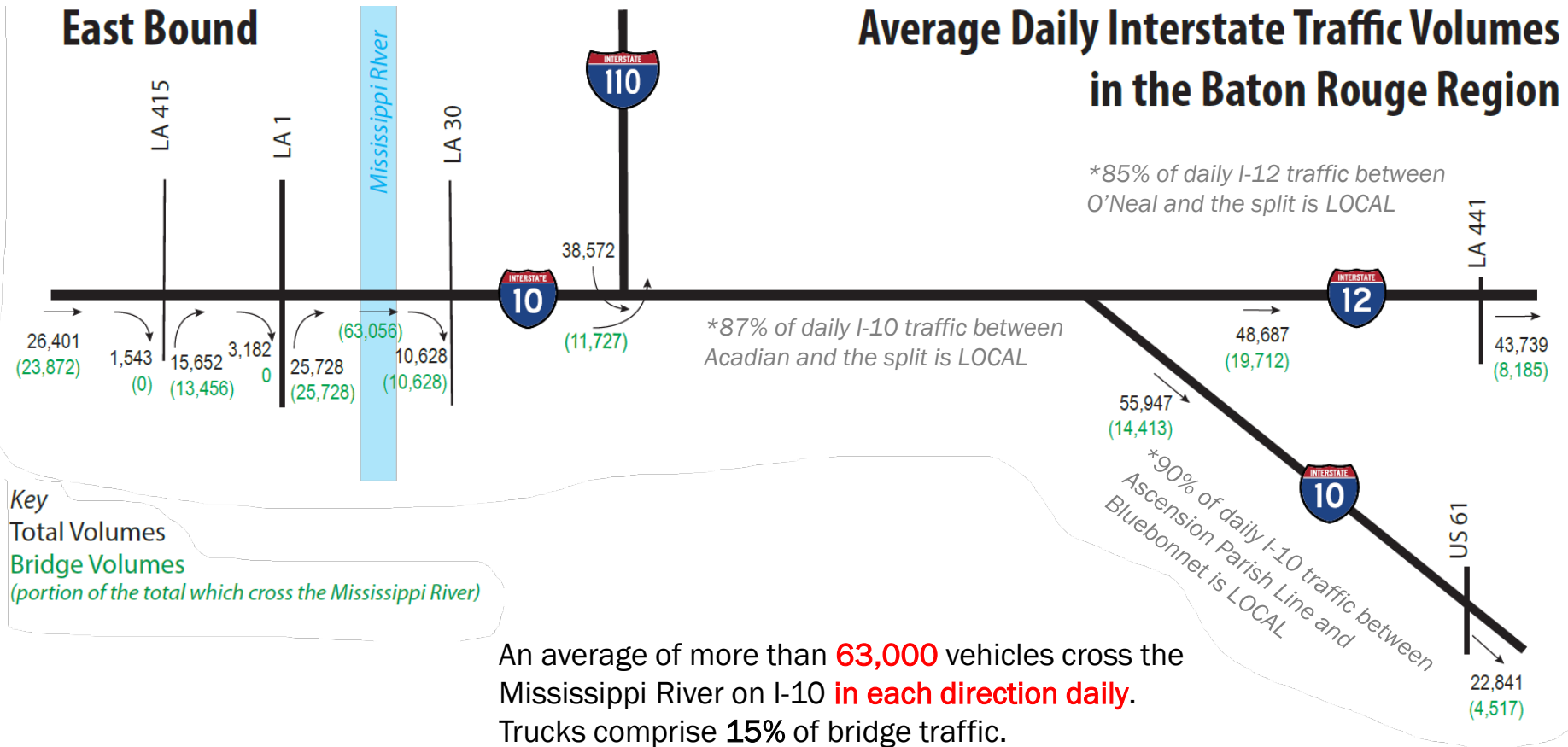
Our Interstates Primarily Serve Local Traffic

Interstate Traffic Movements Within and Through our 5-Parish Area

Produced August 2022



EAST BOUND TRAFFIC



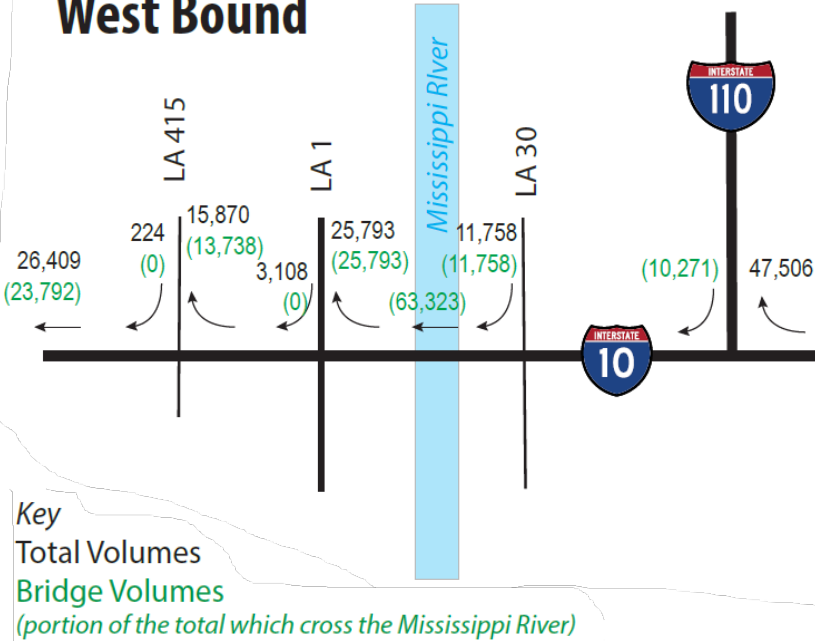
* Percentages shown are for both EB and WB

Through Trips % on I-10 Bridge:

- Daily – 18%
- Morning Peak (6 – 9 am) – 11%
- Afternoon Peak (3 – 6 pm) – 15%

WEST BOUND TRAFFIC

West Bound



Average Daily Interstate Traffic Volumes in the Baton Rouge Region

*85% of daily I-12 traffic between O'Neal and the split is LOCAL

*87% of daily I-10 traffic between Acadian and the split is LOCAL

*90% of daily I-10 traffic between Ascension Parish Line and Bluebonnet is LOCAL

An average of more than **63,000** vehicles cross the Mississippi River on I-10 **in each direction daily**. Trucks comprise **15%** of bridge traffic.

* Percentages shown are for both EB and WB

Through Trips % on I-10 Bridge:

- Daily - 18%
- Morning Peak (6 - 9 am) - 11%
- Afternoon Peak (3 - 6 pm) - 15%

Lessons Learned

- Approximately **80%** of Greater Baton Rouge Traffic is made up of **local drivers**
- Local Drivers Use I-10 like a Surface Street
- **Truck Traffic** comprises only about **15%** of daily traffic on the I-10 Horace Wilkinson Bridge
- Out of 63,000+ vehicles crossing the I-10 MRB in the East Bound direction:
 - ~62% of the Volume comes from LA 1 and LA 415
 - 4,517 are I-10 Through Traffic
 - 8,185 are I-12 Through Traffic

Benefits of a new River Crossing

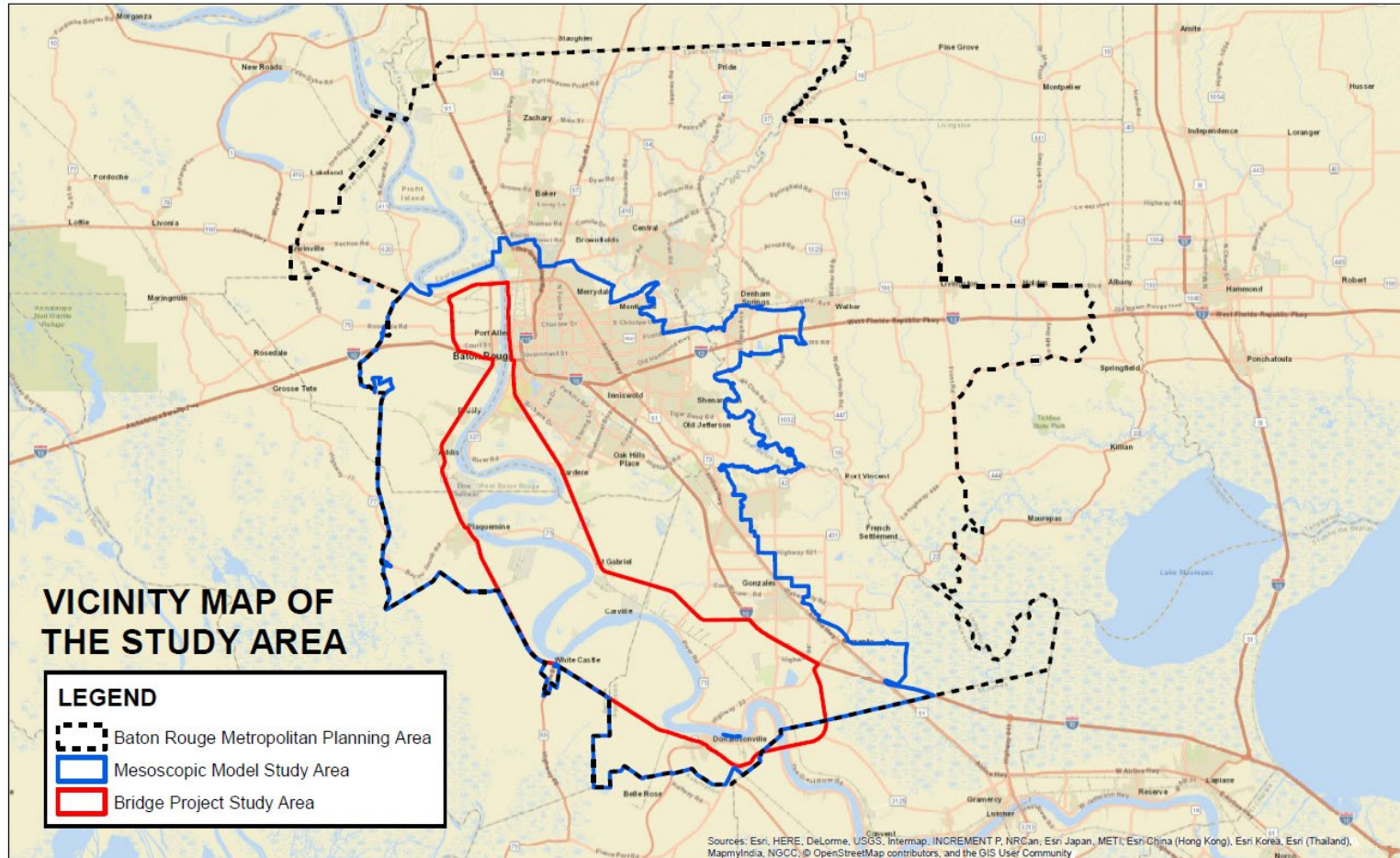
- Meets our Purpose and Need:
 - Increased Capacity & Improved Connectivity
 - Alternate Route for Incident Management
 - Improves Overall Transportation System Operations

- Proposed New Bridge Crossing expected to serve primarily LOCAL traffic between the East Bank and West Bank of MS River

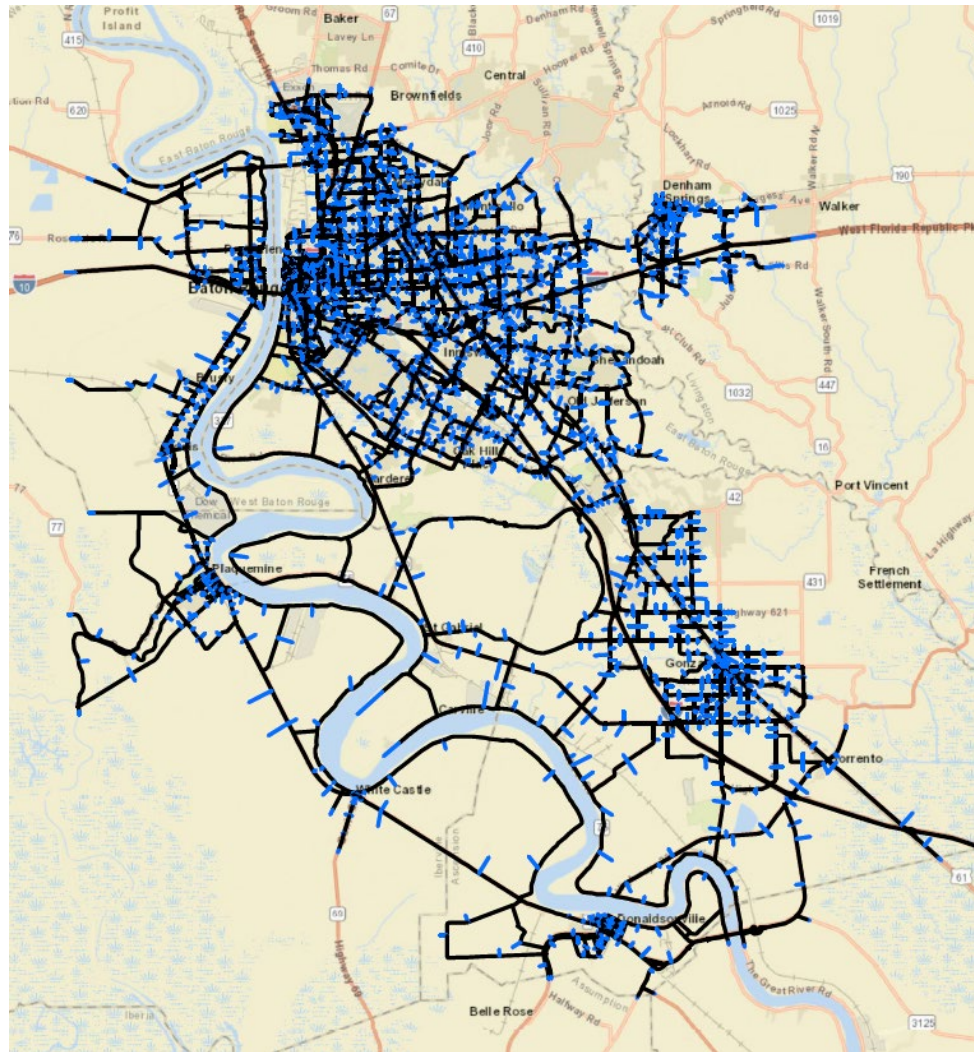
Benefits of a new River Crossing

- New Bridge Volume approximately 24,000 vehicles per day
- No substantial deviations in Through Traffic on I-10
- No major impacts through City of Plaquemine:
 - Reduction in North Bound LA 1 traffic due to diversion to New South Bridge crossing
 - Slight increase in South Bound traffic due to traffic heading towards New South Bridge crossing

Mesoscopic Model Study Area



Mesoscopic Model Network Area



Benefits of a new River Crossing

- Greatest travel time benefit projected to be on LA 1 North Bound in the PM Peak Hour
 - Expected to reduce maximum queue length near I-10 East Bound Merge Ramp by 50%
- Expected to save over 1 Million hours of travel time annually

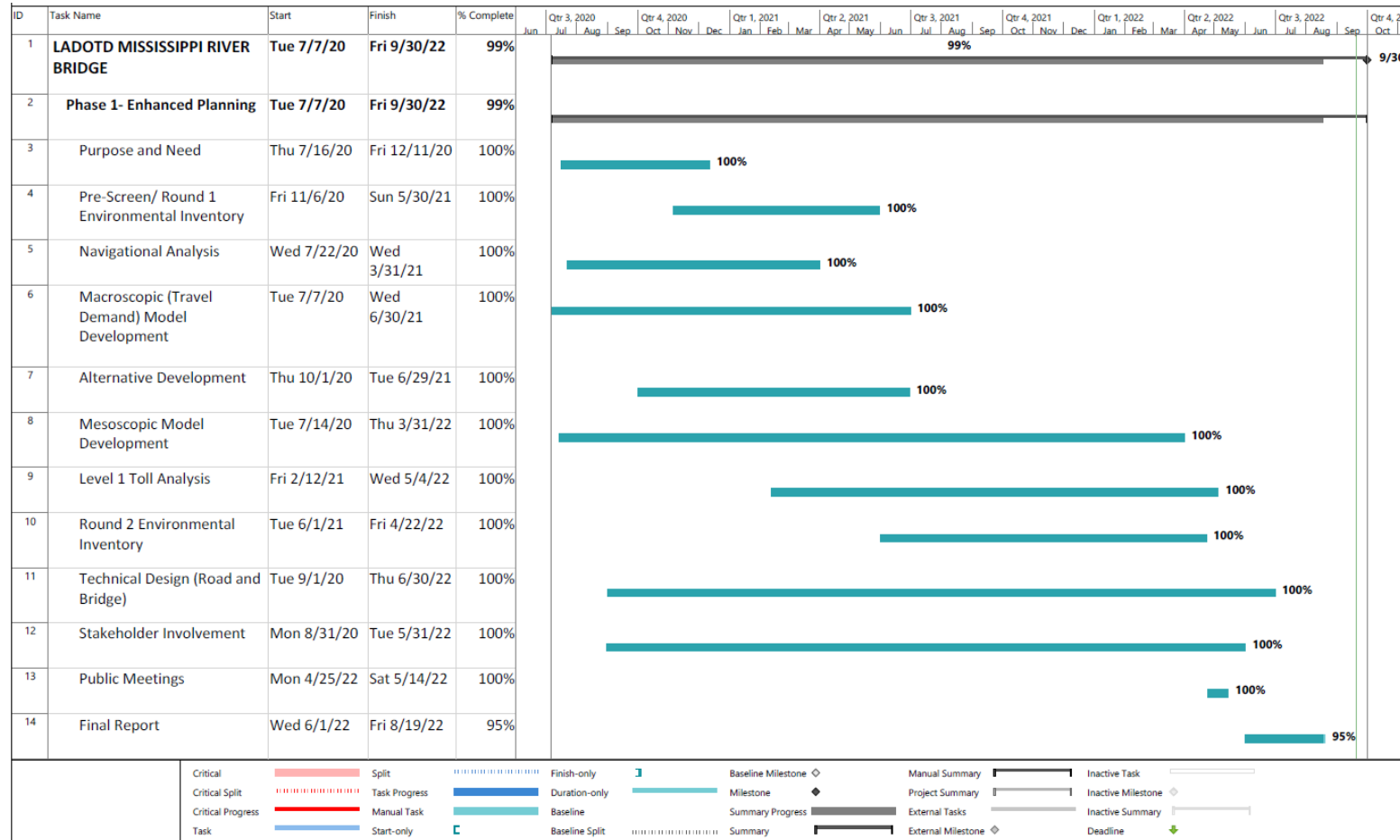
Looking Ahead...

- Completed Part I Final Report / Undergoing 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

Overall Progress (Part I)



➤ 99% Work Completed

➤ 99% Time Elapsed

➤ 71% Funds Dispersed

Thank You!