

# H.013284

# MRB South GBR:

# LA 1 to LA 30 Connector

March 28, 2022

Project Progress Update to CARB-D



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



[www.dotd.la.gov](http://www.dotd.la.gov)

# Project Team

## ➤ Prime Consultant:

- Atlas Technical Consultants, LLC

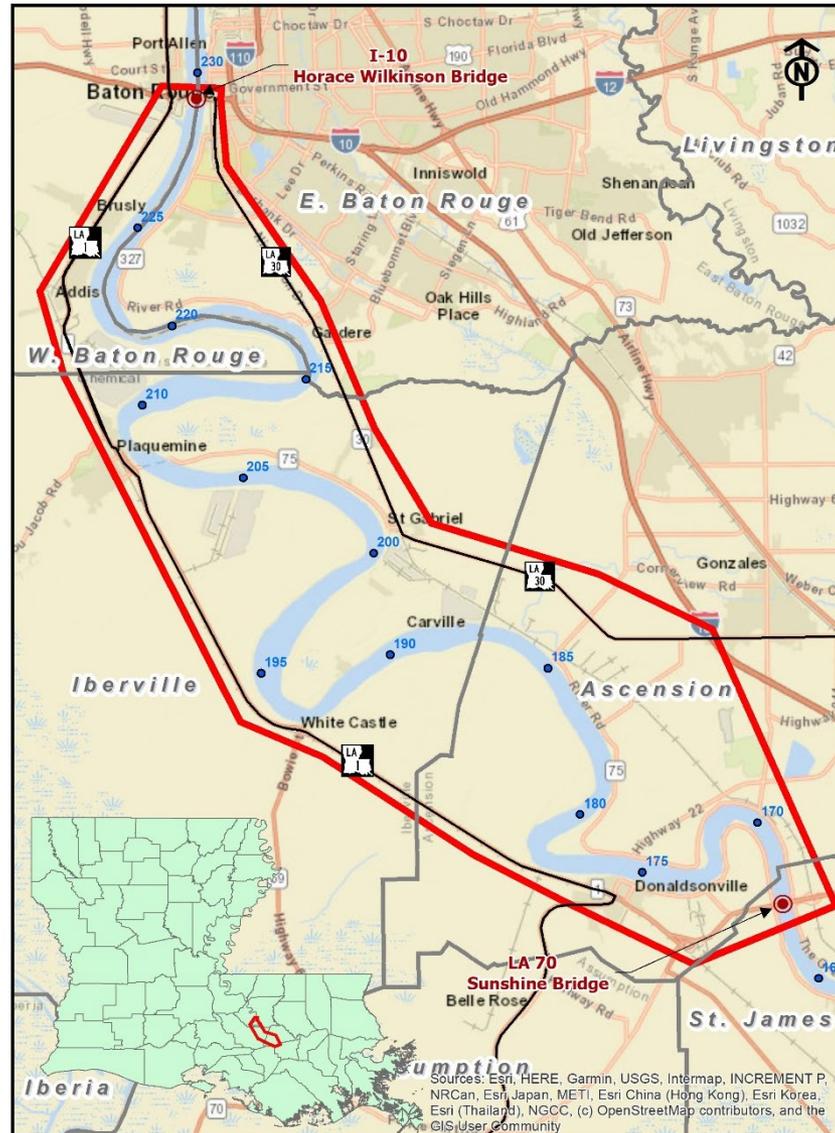
## ➤ Subconsultants:

- 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*

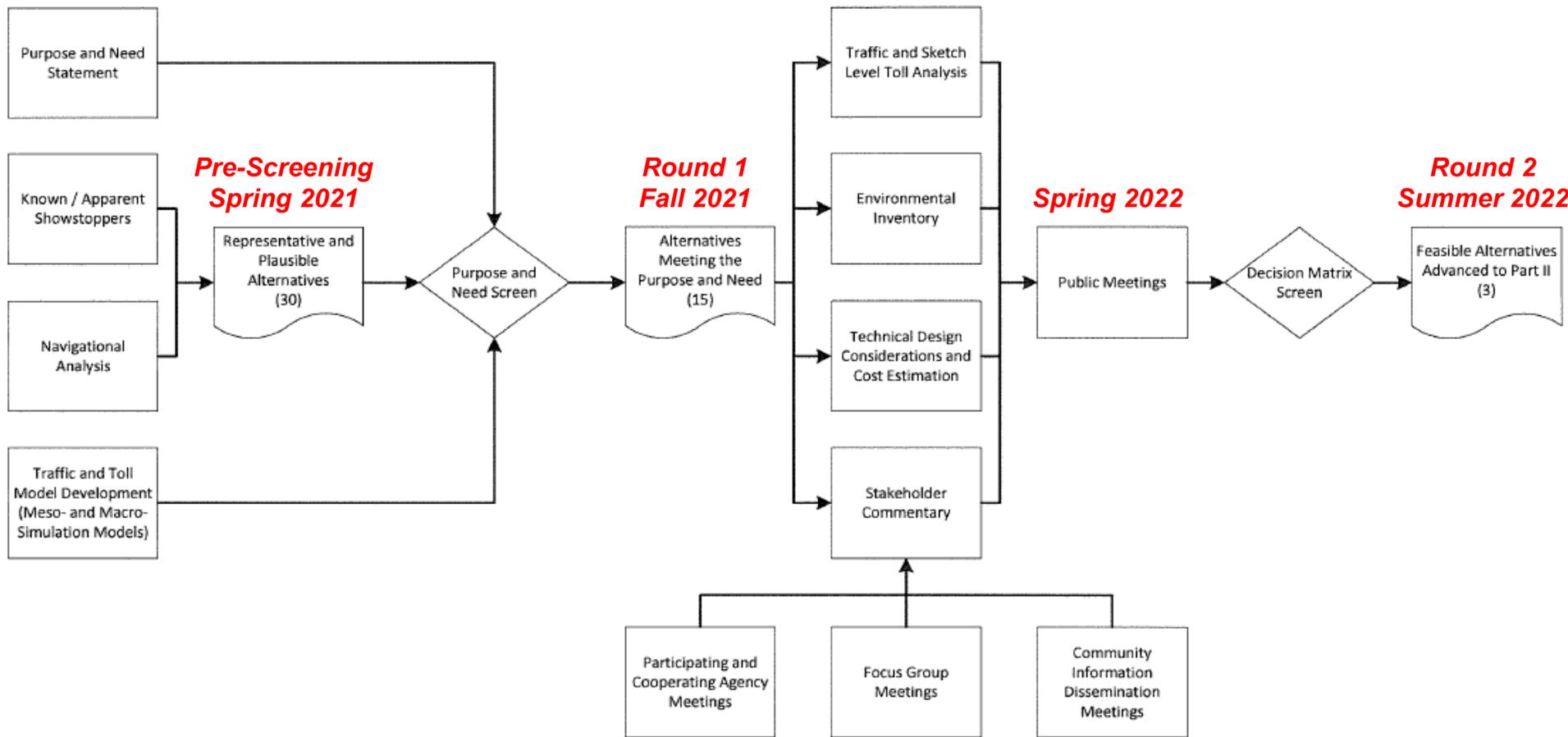
# Project Overview

- 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)

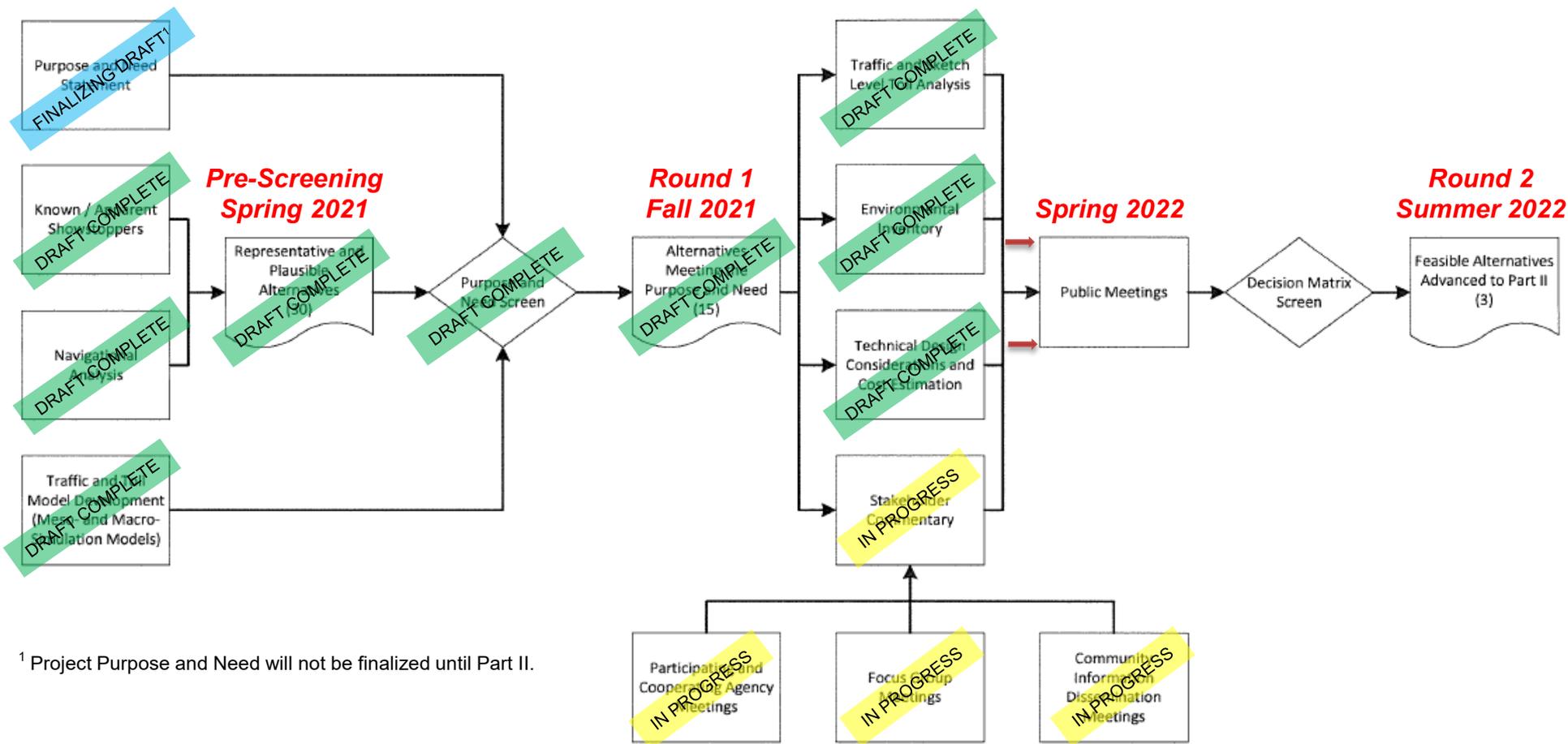
# Study Area



# Project Workflow (Part I)



# Project Workflow (Part I)



<sup>1</sup> Project Purpose and Need will not be finalized until Part II.

# Screening Methodology

- Pre-Screening (Complete)
  - Plausible and Reasonable Alternatives
  - 32 Alternatives Identified
  
- Round 1 Screening (Complete)
  - Avoid Highly Sensitive Resources
  - Incorporate Travel Demand Information
  - Incorporate Technical Bridge Considerations
  - 20 Alternatives Retained

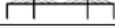
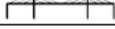
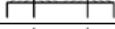
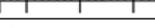
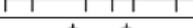
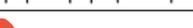
# Screening Methodology

- Stakeholder Commentary
  - USACE, River Pilots/Navigation Users, Levee Districts
  - **10 Alternatives Eliminated / 10 Retained**
- Public Meetings – Spring 2022
  - End of April / Early May
- Round 2 Screening
  - Identify Most Feasible Alternatives

# Eliminated / Retained Alternatives

MRB SOUTH GBR: LA 1 TO LA 30 CONNECTOR (SPN H.013284)

ROUND 2 PRELIMINARY ALTERNATIVES SCREENING BRIDGE CONSIDERATIONS

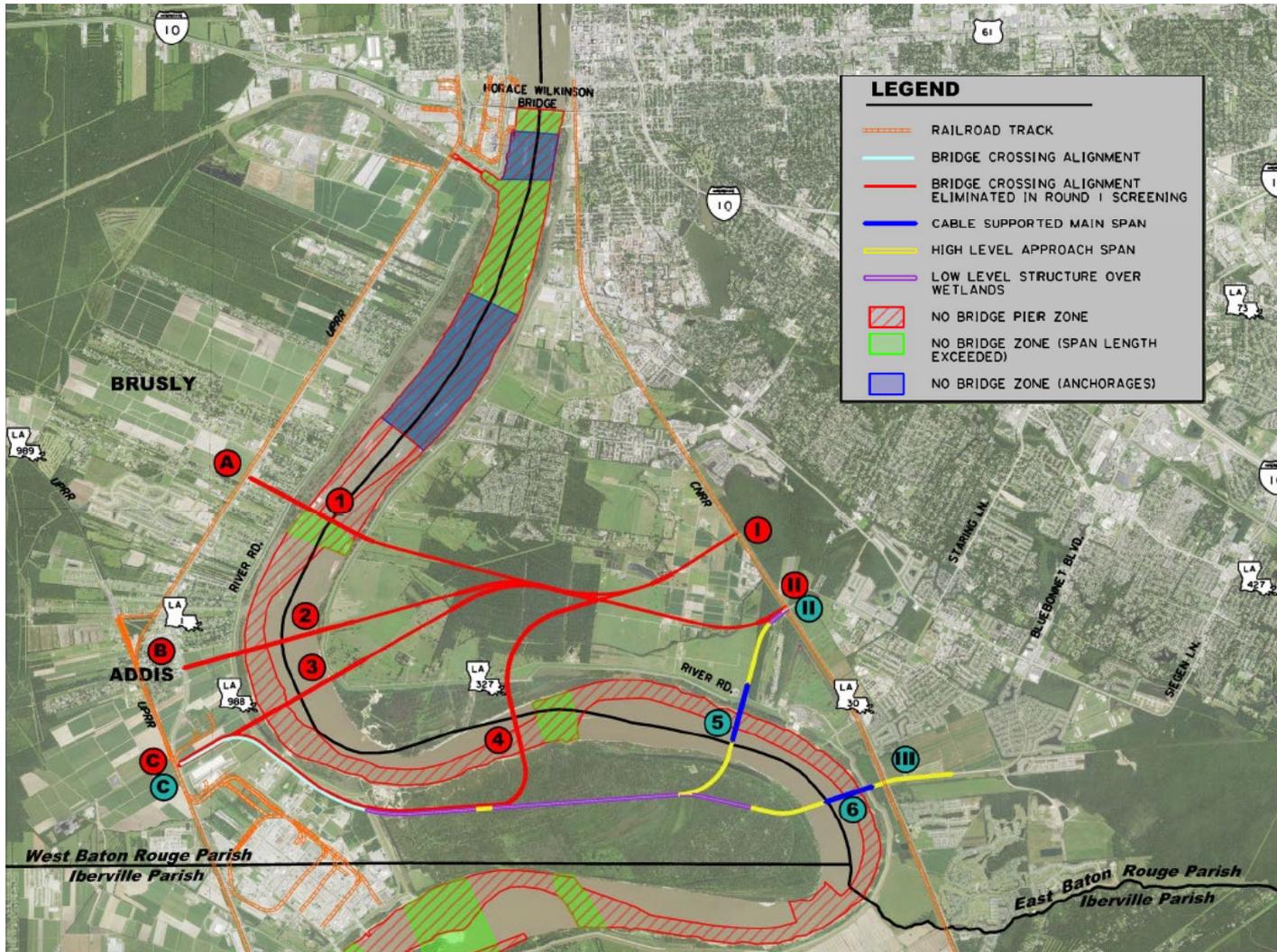
ALTERNATIVE	APPROX. MAIN SPAN LENGTH <sup>0</sup> [in feet (ft)]	BRIDGE CONCEPT VIEW	IMPACTS TO NAVIGATION <sup>1</sup>	IMPACTS TO LEVEES <sup>2</sup>
A-1-I	2,100 ft		High	None
A-1-II	2,100 ft		High	None
B-2-I	1,700 ft		High	None
B-2-II	1,700 ft		High	None
C-3-I	2,000 ft (x2)		High	None
C-3-II	2,000 ft (x2)		High	None
C-4-I	2,100 ft		High	None
C-5-II	2,100 ft		Low	None
C-6-III	2,000 ft		Low	None
E-11-IV	1,900 ft		Low	None
F-12-IV	2,000 ft		Low	None
F-13-IV	1,600 ft		Low	None
F-14-V	1,600 ft (x2)		Low	None
H-19-VII	2,100 ft, 1,000 ft		Low	None
I-20-VII	1,300 ft		High	None
J-21-VII	1,500 ft		High	None
K-22-VII	1,900 ft		Low	None
K-23-VII	2,100 ft		Low	None
M-25-IX	2,100 ft		Low	None
N-28-X	1,150 ft, 1,400 ft		High	None

## TABLE NOTES:

<sup>0</sup>Main span lengths are the middle length for a typical three span unit. Four span units are indicated with (x2) and list the two interior span lengths. Two separate three-span units with a shared transition pier will have the middle span length listed for each unit.

<sup>1</sup>Impacts to Navigation are Low, Moderate, or High and consider that some pier layouts may be located such that it is difficult to navigate (bends, central channel crossings). A value of High means that the pier locations present an impediment or risk to navigation that cannot be feasibly or reasonably overcome. No bridge layouts/locations were determined to have moderate impacts to navigation.

<sup>2</sup>Impacts to Levees are None, Minor, Major and consider that some pier layouts may be at the toe of levees or within the levee. No bridges were determined to have adverse impacts to levees. Construction will adhere to guidelines established by the USACE and local levee districts to ensure that levees are not adversely affected during construction (such as restrictions on pile driving at specified river stages).



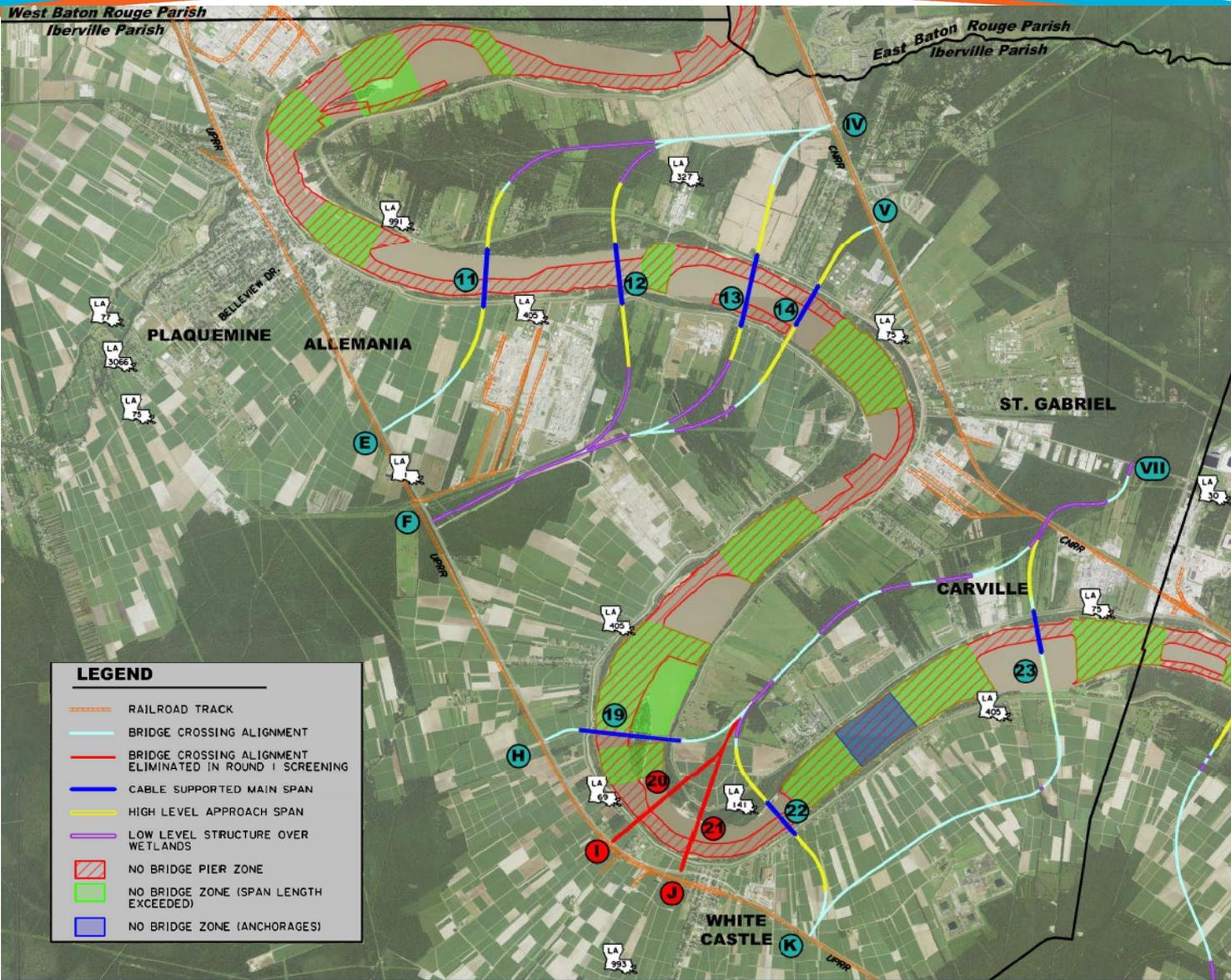
**LEGEND**

- RAILROAD TRACK
- BRIDGE CROSSING ALIGNMENT
- BRIDGE CROSSING ALIGNMENT ELIMINATED IN ROUND I SCREENING
- 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)

<b>ALTERNATIVE</b>	
A-1-I	
A-1-II	
B-2-I	
B-2-II	
C-3-I	
C-3-II	
C-4-I	
C-5-II	
C-6-III	

West Baton Rouge Parish  
Iberville Parish

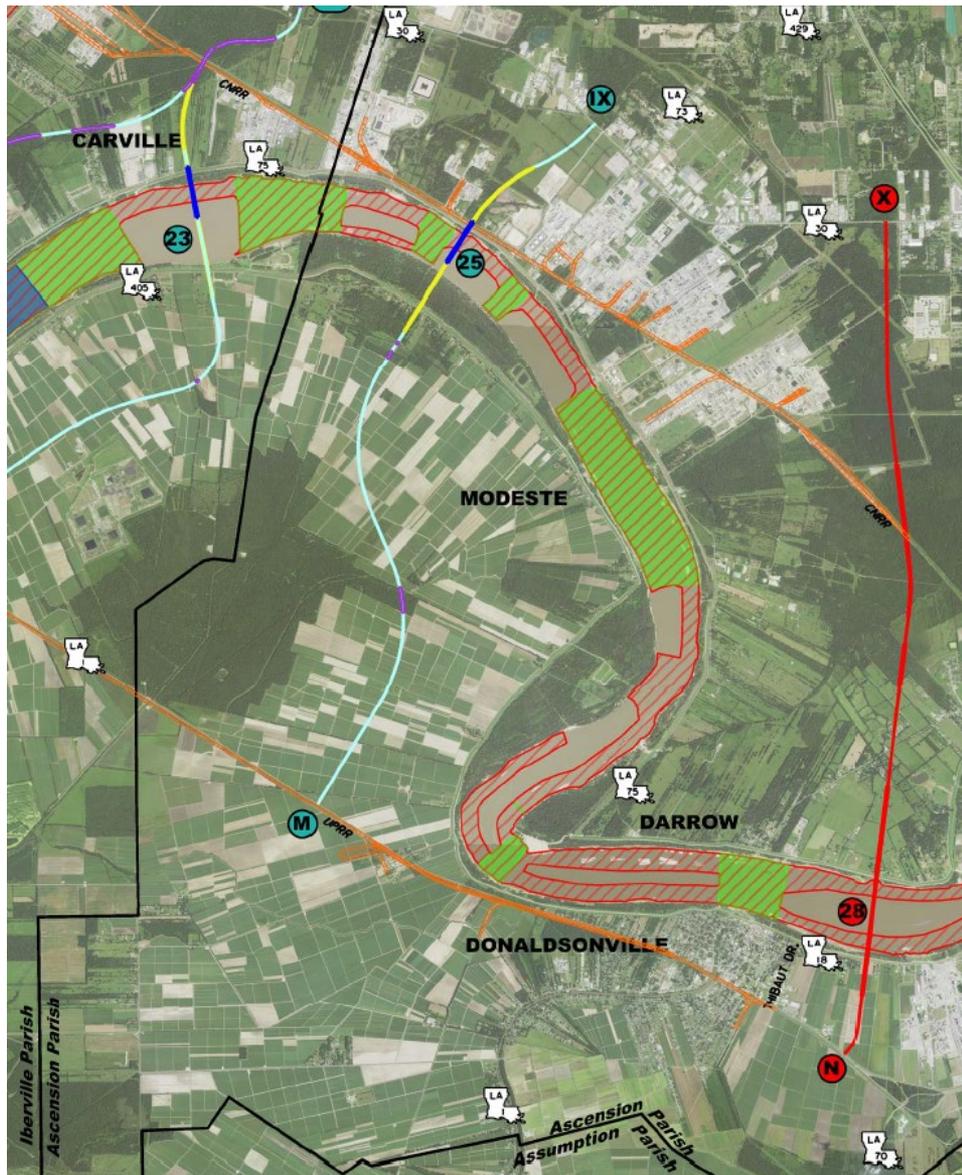
East Baton Rouge Parish  
Iberville Parish



**LEGEND**

- RAILROAD TRACK
- BRIDGE CROSSING ALIGNMENT
- BRIDGE CROSSING ALIGNMENT ELIMINATED IN ROUND 1 SCREENING
- 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)

ALTERNATIVE	
E-11-IV	
F-12-IV	
F-13-IV	
F-14-V	
H-19-VII	
I-20-VII	
J-21-VII	
K-22-VII	
K-23-VII	



ALTERNATIVE	
M-25-IX	
N-28-X	

LEGEND	
	RAILROAD TRACK
	BRIDGE CROSSING ALIGNMENT
	BRIDGE CROSSING ALIGNMENT ELIMINATED IN ROUND 1 SCREENING
	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)

# 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

MRB SOUTH GBR: LA 1 TO LA 30 CONNECTOR (SPN H.013284)  
 ROUND 2 PRELIMINARY ALTERNATIVES DRAFT 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 SPLIT) (VHT)		PROPERTY IMPACTS <sup>1</sup>					BRIDGE CONSTRUCT-ABILITY ISSUES <sup>2,3</sup>	PRELIMINARY ESTIMATED COST TO CONSTRUCT <sup>4</sup> (millions)	PRELIMINARY ESTIMATED 50-YEAR TOLL PRESENT VALUE <sup>5</sup> (millions)	ENVIRONMENTAL AND SOCIAL <sup>6,7,8</sup>				
			AM	PM	AM	PM	ACRES	STRUCTURES							PIPELINES / POWER LINES (linear feet)	LDEQ PERMITTED FACILITIES	ESSENTIAL FISH HABITAT (acres)	WETLANDS (acres)	
								R	B	P	I								O
C-5-II	8.0	L	H	H	H	H	M	0	1	0	1	0	L	M	\$ 1,596	\$206	1	0	H
C-6-III	7.8	M	H	H	H	H	M	0	1	0	1	0	L	M	\$ 1,577	\$233	1	0	H
E-11-IV	7.7	H	M	M	M	H	L	14	3	0	0	10	L	L	\$ 1,300	\$262	0	0	L
F-12-IV	8.3	M	H	M	M	M	H	12	3	0	4	10	H	M	\$ 1,554	\$251	1	0	H
F-13-IV	7.6	H	M	H	M	M	L	14	3	0	5	11	M	H	\$ 1,430	\$269	1	0	M
F-14-V	6.9	M	M	M	H	M	L	7	0	0	6	6	H	H	\$ 1,409	\$250	2	0	M
H-19-VII	8.5	L	L	M	M	L	H	0	0	0	0	3	H	M	\$ 1,940	\$240	0	0	M
K-22-VII	9.1	L	L	L	L	L	H	2	0	0	0	1	M	L	\$ 1,399	\$246	0	0	M
K-23-VII	8.2	M	M	L	L	L	M	0	0	0	0	5	M	M	\$ 1,364	\$263	0	0	L
M-25-IX	8.1	H	L	L	L	M	M	5	0	0	0	2	M	M	\$ 1,293	\$281	1	30	L

TABLE NOTES:  
 ADT – Average Daily Traffic, VHT – Vehicle Hours traveled, H – High, M-Moderate, L – Low, ROW – right-of-way, 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):	Traffic savings/VHT AM:	Traffic savings/VHT PM:	I-10 traffic savings/VHT AM:	I-10 traffic savings/VHT PM:
L = < 22,425	L = < \$242	L = > 0.3%	L = > 1.5%	L = > 3.3%	L = > 12.6
M = 22,426 to 24,224	M = \$243 to \$262	M = -0.1% to 0.2%	M = -1.8 to 1.4%	M = 1.4% to 3.2%	M = 3.0 to 12.5
H = > 24,225	H = > \$263	H = < -0.2%	H = < -1.9%	H = < 1.3%	H = < 2.9

Other Values:

ROW 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:
- ROW is for mainline and interchange acres 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.
  - Constructability Issues are minor (L), moderate (M), or major (H) (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.
  - Impacts to Navigation were addressed in Table 4-1, ten alternatives presented with high impacts to navigation and were removed from Round 2 Screening. All remaining alternatives have low impacts to navigation.
  - Preliminary 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.
  - Total Present Value is the total amount of funding that could be realized by bonding out all toll revenue collected over a 50 year period.
  - ROW 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.
  - All alternatives involve a bridge over the Mississippi River, which supports the endangered pallid sturgeon.
  - Environmental Justice (EJ) screening for all alternatives did not result in observation of impacts to EJ communities.



Horace Wilkinson I-10 bridge

West Baton Rouge Parish

East Baton Rouge Parish

Iberville Parish

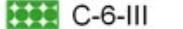
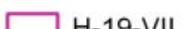
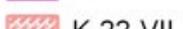
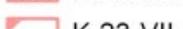
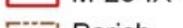
Ascension Parish

Iberville Parish

Ascension Parish

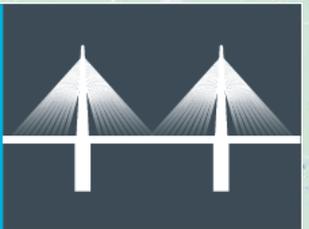
Sunshine bridge

### MRB South Preliminary Alternatives

-  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
-  Parish Boundaries

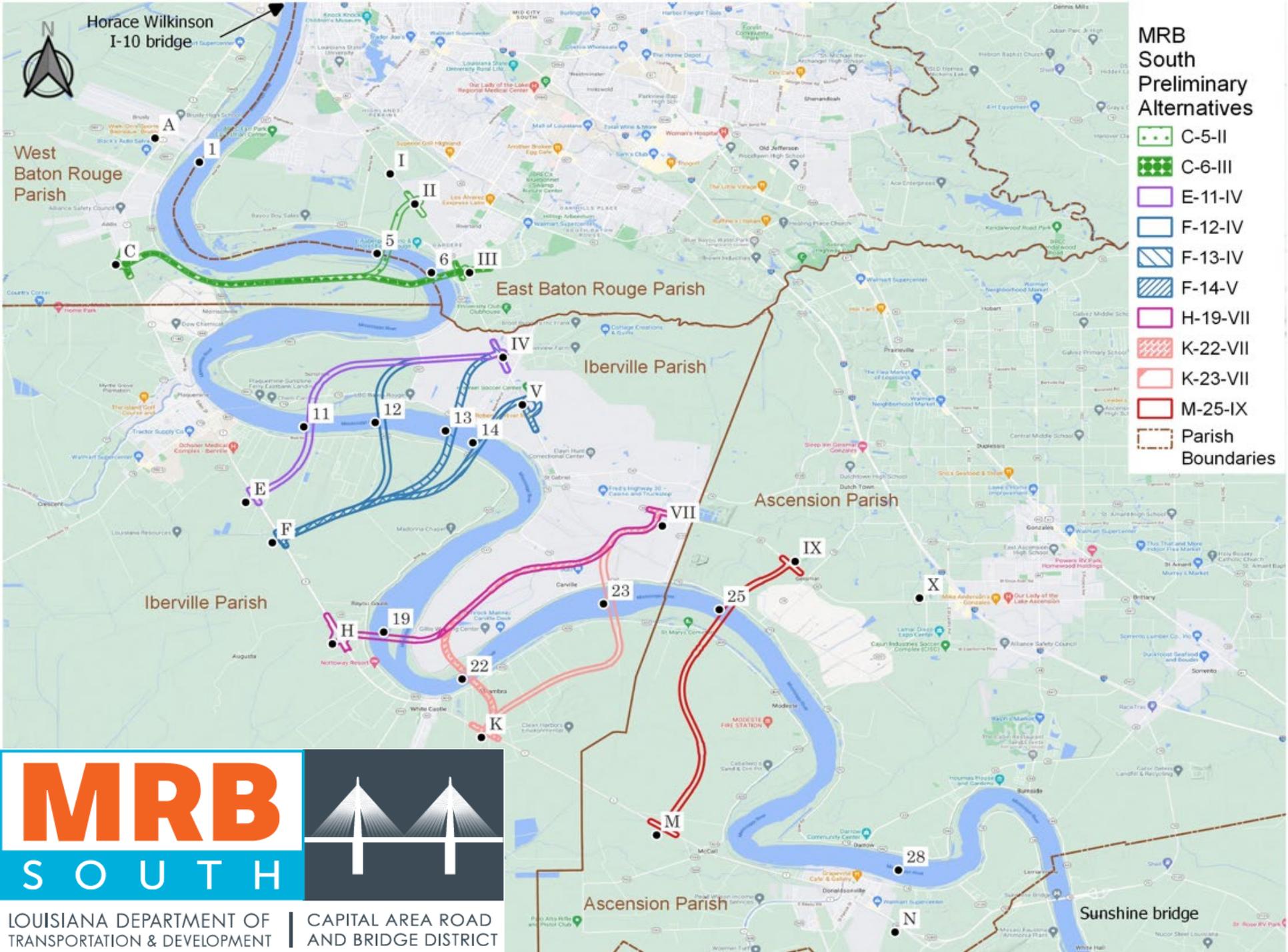
# MRB

# SOUTH



LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

CAPITAL AREA ROAD AND BRIDGE DISTRICT



# 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

## ➤ 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)

# Public Involvement

- Public Meetings
  - Open House Format
  - Six In-Person Meetings
  - Schedule:

**Monday, April 25, 2022 | 5-7pm**

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

**Tuesday, April 26, 2022 | 5-7pm**

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

**Wednesday, April 27, 2022 | 5-7pm**

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

**Thursday, April 28, 2022 | 5-7pm**

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

**Monday, May 2, 2022 | 5-7pm**

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

**Tuesday, May 3, 2022 | 5-7pm**

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

# Public Involvement

## ➤ Public Meetings

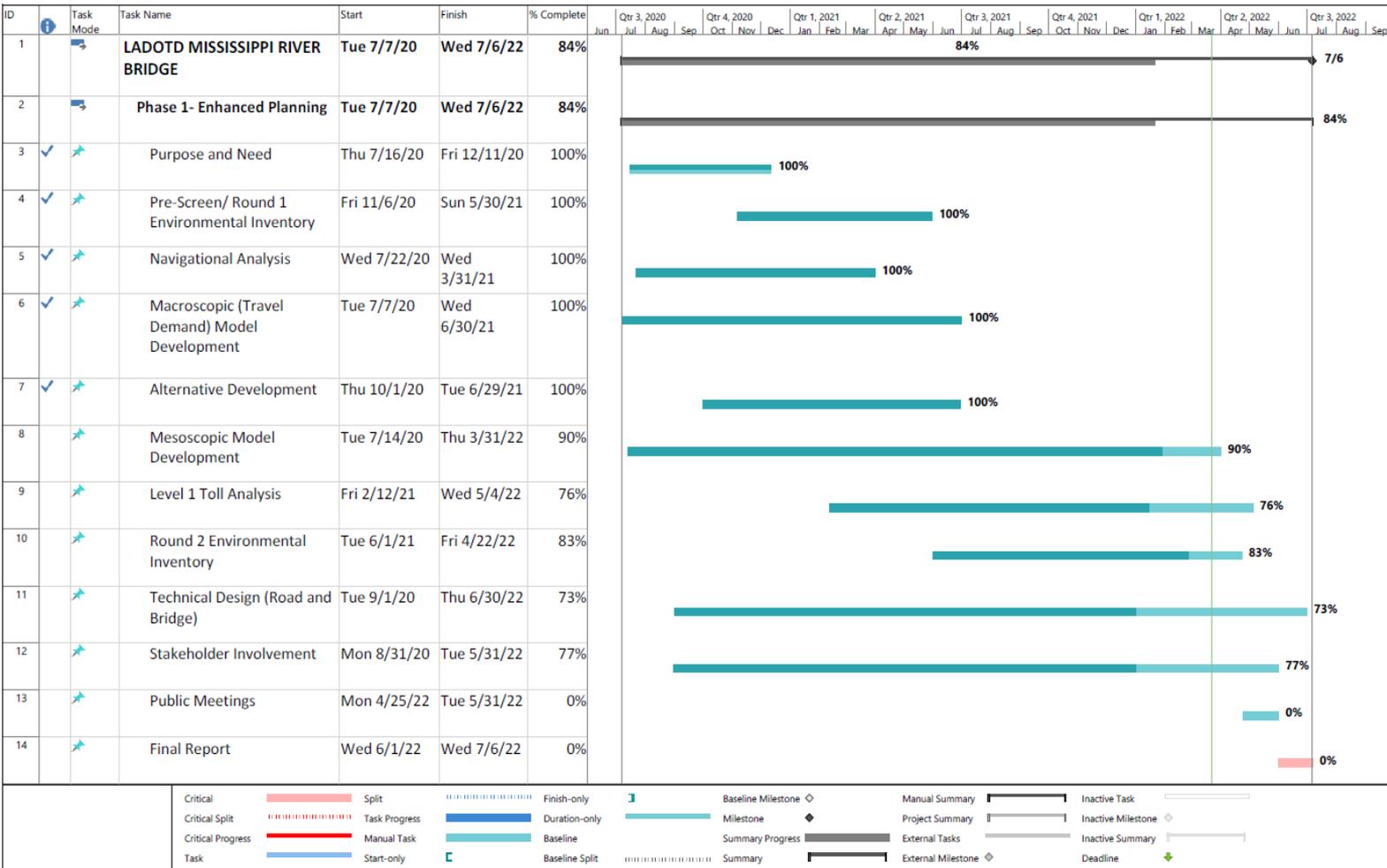
### – Online Engagement Component

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

## ➤ Project Informational Website

<https://www.mrbsouth.com>

# Overall Progress (Part I)



➤ 84% Work Completed

➤ 86% Time Elapsed

➤ 61% Funds Dispersed

# Looking Ahead...

- Obtain Public Feedback on 10 Alternatives (Comments Due by May 14)
- Complete Round 2 Screening to identify up to 3 Alternatives (late May) + No-Build Alternative
- Proceed to Part II – NEPA/Environmental Evaluation – Summer 2022

**Thank You!**