I-10 CORRIDOR IMPROVEMENT STUDY

Public Meetings Round 1

- Monday, August 31, 2015 – River Center
- Tuesday, September 1, 2015 – Port Allen Community Center
- Thursday, September 3, 2015 – Crowne Plaza Hotel

State Project No. H.004100.1 • Legacy Project No. 700-17-0209
The purpose of this public meeting is to:

• Present survey results

• Present regional traffic study results

• Gather public input and offer all key stakeholders and citizens the opportunity for input, including ideas for improvement, community concerns, and ideas for mitigation and enhancement
MEETING AGENDA

1. Welcome
2. Inform the Public:
   • Project Status
   • Three Public Input Surveys
   • Traffic and Engineering Data Analysis

3. Table-Top Exercise and 3. “Ask the Project Team”
   A facilitated small-group solutions mapping exercise.
   One-on-one opportunity to review data and critique the study plans
WHO’S WORKING ON THIS PROJECT?

- U.S. Department of Transportation
- Federal Highway Administration
- DOTD
- Providence
- Urban Systems Inc.
- TYLin International
- Sigma Consulting Group, Inc.
- Franklin Associates
- Bowlby & Associates, Inc.
## DOTD PROJECT STAGES

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<th>Stage 0</th>
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<td>Planning/Environment</td>
<td>Arranging Project Funding</td>
<td>Final Design Process</td>
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<td>Construction</td>
<td>Operation</td>
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**Current Stage: Stage 0**  
**18 Months**
• To improve safety throughout the corridor

• To reduce congestion and improve traffic flow in the I-10 corridor

• To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
PROJECT STUDY AREA
POTENTIAL REGIONAL MEGA-PROJECTS

DOTD Sponsored:
• Improving I-10
• New south bridge
• North Bypass
• Other solutions?
POTENTIAL REGIONAL MEGA-PROJECTS

Sponsored by Others:

- LA 415 Connector (WBR Parish)
- “BUMP” Inner Loop Toll Road (Private)
- Westside Expressway (Iberville/Ascension Parish)
- “BR Loop” (Capital Area Expressway Commission)
POTENTIAL REGIONAL SOLUTIONS

• Comparative analysis of various regional solutions have been performed.

• Conclusion #1 – Traffic congestion in the Baton Rouge region cannot be addressed without improvements to I-10. Even with billions of dollars of investment in other projects, in less than 20 years, I-10 traffic volumes will exceed current levels.

• Conclusion #2 – Improvements to I-10 are only part of the solution. Other projects will be needed.
The purpose of this effort:

- To provide opportunities and mechanisms for the public to have direct and meaningful impacts on transportation planning decisions.

- To begin a dialogue with the public to openly hear their concerns and recommended solutions, and to inform them of project and engineering facts:
  - What ideas do you have for improving I-10?
  - What ideas do you have for mitigating impacts and for enhancing the areas along the corridor?
THREE INDEPENDENT SURVEYS

1. LSU General Population Telephone Survey
   - Scientific survey of 655 randomly selected adult residents from EBR, WBR, Ascension, Iberville and Livingston parishes (land lines and cell phones)

2. LSU Business Survey
   - Scientific survey of 325 businesses located within five miles of I-10 between Lake Charles and Slidell, LA

3. Online Public Input Survey
   - Non-scientific survey with over 13,800 respondents, business owners, commuters and citizens.
     - Surveys conducted between April and June of 2015
LSU GENERAL POPULATION TELEPHONE SURVEY

May – June 2015

n = 655 adults
Cellphones and landlines
43% of Baton Rouge area residents use I-10 frequently during peak traffic hours.

Use of I-10 during evening rush-hour:
- Frequently: 43%
- Occasionally: 31%
- Rarely: 26%

LSU General Population Survey margin of error: +/- 3.83%
53% experience traffic delays on a daily basis.

LSU General Population Survey
margin of error: +/- 3.83%
DOING NOTHING IS HARMFUL

**84%** of respondents believe that retaining the status quo (making no improvements) will harm the community.

**LSU General Population Survey**
margin of error: +/- 3.83%
AGREEMENT ON NEED FOR IMPROVEMENTS

• 96% agree improving traffic conditions on I-10 in Baton Rouge would make local travel safer

• 91% agree improving traffic conditions on I-10 would improve the overall quality of life in the Baton Rouge area

LSU General Population Survey
margin of error: +/- 3.83%
PRIORITY: REDUCE CONGESTION

HOW IMPORTANT IS REDUCING CONGESTION ON I-10?

- 93% of Baton Rouge area residents say reducing congestion on I-10 is very important

LSU General Population Survey
margin of error: +/- 3.83%
ADDITIONAL PRIORITIES

- Minimize Environmental Impacts on local neighborhoods 46%
- Minimize Construction Impacts on local businesses 43%
- Minimize Construction Impacts on local residents 41%

LSU General Population Survey
margin of error: +/- 3.83%
May – June 2015

Interstate-10 Improvement Study: Business Survey
Prepared for Providence Engineering
June 2015

1st by Mail, Follow-up by Phone

325 Responding Businesses within 5 Miles of I-10

n = 325
May – June 2015

325 Responding Businesses within 5 Miles of I-10
BUSINESS SURVEY KEY POINTS

• 49% anticipate negative impacts to their business during construction
• 71% of surveyed Baton Rouge area businesses anticipate positive impacts to their business once a project is completed

LSU CORRIDOR BUSINESSES SURVEY
margin of error: +/- 5.44%
IMPACTS TO LOCAL ECONOMY

- 54% expect neither a positive nor negative impact during construction
- 77% expect a positive impact following project completion

LSU CORRIDOR BUSINESSES SURVEY
margin of error: +/- 5.44%
94% of surveyed Baton Rouge businesses believe that improving I-10 in Baton Rouge will be good for the state as a whole.
ONLINE PUBLIC INPUT SURVEY

- Offered online and in print at public libraries
- 13,830 total responses
A majority of the survey respondents live in metro Baton Rouge, but many indicated residence outside our immediate area. Less than 1% were outside of Louisiana.
ONLINE SURVEY KEY POINTS

• Virtually all survey respondents (99%) have concerns with the traffic flow along I-10 in the Baton Rouge area.

• 90% of survey respondents believe their commute will become worse in the next 5 years.

• The most frequently recommended solutions are building a loop or bypass, building a new bridge, and adding more lanes on I-10.
First bullet is not addressed in script
Adam Davis, PE, 8/27/2015
**FREQUENCY OF TRAVEL**

**HOW OFTEN DO YOU TRAVEL ON I-10 IN BATON ROUGE?**

- **Every day**: 55% (large green section)
- **Weekdays**: 21% (yellow section)
- **Occasionally**: 15% (orange section)
- **Weekends**: 8% (olive green section)
- **Rarely**: 1% (red section)

- 76% of survey participants use I-10 five or more days a week
TOP 5 PROBLEM AREAS
(IDENTIFIED BY WEB SURVEY RESPONDENTS)

LA1/Port Allen | Mississippi River Bridge | Washington Street | College Drive | I-10/I-12 Split

Percentage of Respondents

Location:
- LA1/Port Allen
- Mississippi River Bridge
- Washington Street
- College Drive
- I-10/I-12 Split

Direction:
- West
- East
Recommended Solutions by Survey Respondents

- Loop or Bypass: 35% percent
- New (Additional) Bridge: 30% percent
- Add More Lanes: 20% percent
- Close Washington St. Exit: 15% percent
- Surface Streets/Connectivity: 10% percent
- Other: 5% percent
TRAFFIC ANALYSIS

Data Summary from Urban Systems
Traffic volumes are expected to increase on Interstate 10 by up to 30% by 2032.
A comparison of Existing Conditions to 2032 No-Build Analysis revealed:

- The duration of congestion in peak periods is expected to double
EXISTING AND NO-BUILD ANALYSIS

A comparison of the Existing Conditions to 2032 No-Build Analysis revealed:

- Travel times are expected to increase by 20% to 80% depending on route and time of day.
MORNING CONGESTION
In Areas of Concern

Now vs. Future with No I-10 Improvements

Minutes to travel approx. 1/2 mile in vicinity

- West Baton Rouge
- Mississippi River Bridge
- Washington and I-10/I-110
- Acadian Thruway
- College Drive Vicinity
- I-10/I-12 Split

- Yellow: Now
- Red: 2032 without improvements on I-10
EXISTING AND NO-BUILD ANALYSIS

• A comparison of the Existing Conditions to Year 2032 No-Build Analysis revealed:

The cost of doing nothing would be significant.
“Can other projects remove enough traffic from I-10 so that improvements are not needed?”
“Can other projects remove enough traffic from I-10 so that improvements are not needed?”

NO
I-10 BRIDGE
2032 Daily Volumes
Without Improvements to I-10

2014 Traffic (132,894 ADT)

2032 Traffic (173,738 ADT)

Source: Regional Transportation Model
COLLEGE TO I-10/I-12 SPLIT

2032 Daily Volumes
Without Improvements to I-10

Source: Regional Transportation Model

<table>
<thead>
<tr>
<th>Scenario</th>
<th>2014 Traffic (182,539 ADT)</th>
<th>2032 Traffic (238,640 ADT)</th>
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</thead>
<tbody>
<tr>
<td>I-10 Do Nothing</td>
<td>+30%</td>
<td>-5%</td>
</tr>
<tr>
<td>New South Bridge</td>
<td>-5%</td>
<td>-18%</td>
</tr>
<tr>
<td>New South Bridge &amp; BUMP &amp; Westside Expressway</td>
<td>-18%</td>
<td>-5%</td>
</tr>
<tr>
<td>New South Bridge &amp; LA 415 Connector</td>
<td>-5%</td>
<td>-5%</td>
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I-10 BRIDGE
Daily Volumes
According to Previous Studies

BR Loop Study-
Design Year 2032

Northern Bypass Study-
Design Year 2029

Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement & Feasibility Study for the Northern Bypass For Baton Rouge
COLLEGE TO I-10/I-12 SPLIT
Daily Volumes
According to Previous Studies

BR Loop Study-
Design Year 2032

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<th>Scenario</th>
<th>Volume</th>
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<tbody>
<tr>
<td>I-10 w/o Loop</td>
<td></td>
</tr>
<tr>
<td>With Toll</td>
<td>-4%</td>
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Northern Bypass Study-
Design Year 2029

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<th>Volume</th>
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</thead>
<tbody>
<tr>
<td>I-10 w/o Bypass</td>
<td></td>
</tr>
<tr>
<td>Build</td>
<td>-7%</td>
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Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement & Feasibility Study for the Northern Bypass For Baton Rouge
“Will closing the Washington Street exit fix everything?”
“Will closing the Washington Street exit fix everything?”

NO
WASHINGTON STREET EXIT RAMP

EXITING
1.5%

THRU
98.5%

Through Traffic  To Exit Traffic
WASHINGTON STREET
EXIT RAMP

I-10
12%

I-110
88%

From I-10  From I-110
Traffic Analysis conducted to date indicates:

- Doing nothing is not an option.
- Other projects cannot reduce demand on I-10 to less than today’s volumes.
- Improvements to I-10 MUST be part of the overall solution.
- A multi-faceted approach is required.
ENGINEERING

Providence, Sigma
ROLE OF ENGINEERING

A. To identify deficiencies in the current system
B. To determine what reasonable and feasible alternatives should be studied
C. To determine preliminary impacts of alternatives for comparison purposes
CURRENT DEFICIENCIES

• Insufficient Capacity in the Corridor
• Insufficient Acceleration/Deceleration Length on Various Ramps
• Insufficient Weave Distance Between Ramps
• Lack of Adequate Shoulder Width Throughout Project Corridor
• Insufficient Radius Provided at I-10/I-110 Merge
• Interchanges that do not provide full access
WASHINGTON STREET EXIT RAMP

~ 425'

Mc Calop St

Howard St
BASE CONCEPT (FROM SURVEY)

Highlights:
• Add one lane in each direction
• Most minimal impact to adjacent properties while still providing additional capacity on the interstate
• Widen to the inside as well to provide adequate shoulders
• Provide sound walls in various locations for noise mitigation
EXISTING CONDITIONS
SAMPLE CROSS-SECTION

EXISTING RIGHT-OF-WAY

TRAVEL LANES
MEDIAN
TRAVEL LANES

SHOULDER

1 2 3

1 2 3
BASE CONCEPT
CROSS-SECTION

EXISTING RIGHT-OF-WAY

PROPOSED SOUND WALL

SHOULDER

TRAVEL LANES

MEDIAN

TRAVEL LANES

SHOULDER

PROPOSED SOUND WALL

EXISTING RIGHT-OF-WAY
Next Steps:

• Analyze additional alternatives for feasibility
• Study areas for incorporation of context sensitive solutions
• Develop Cost Estimates for all alternatives
What is CSS?

- Every project has a unique context comprised of the cultural, environmental, socioeconomic, and physical features of the corridor and surrounding area.
- Important to mitigate impacts to preserve and enhance the communities adjacent to the project.
ZONE 2 - URBAN DESIGN

KEY
1. Multi-Use Trail (1st Ave Corridor)
2. "Reflecting Pond"
3. OMNI Streetscape
4. Surface Paving (175 spaces)
5. Crosswalks

KEY
A. Wet Retention
B. Dry Retention
C. Bio-swale
D. Retaining Wall
E. Support Columns
CONTEXT SENSITIVE SOLUTIONS

• Example
What are your ideas and recommendations?

How would you fix the top 5 problems identified by the online survey?

1. Mississippi River Bridge congestion
2. LA1/Port Allen Interchange
3. Washington Street Exit on I-10 eastbound
4. I-10/I-12 Split
5. College Drive interchange area

What are your Context Sensitive Solution ideas?
FEEDBACK OPPORTUNITY

- Table top exercises