





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

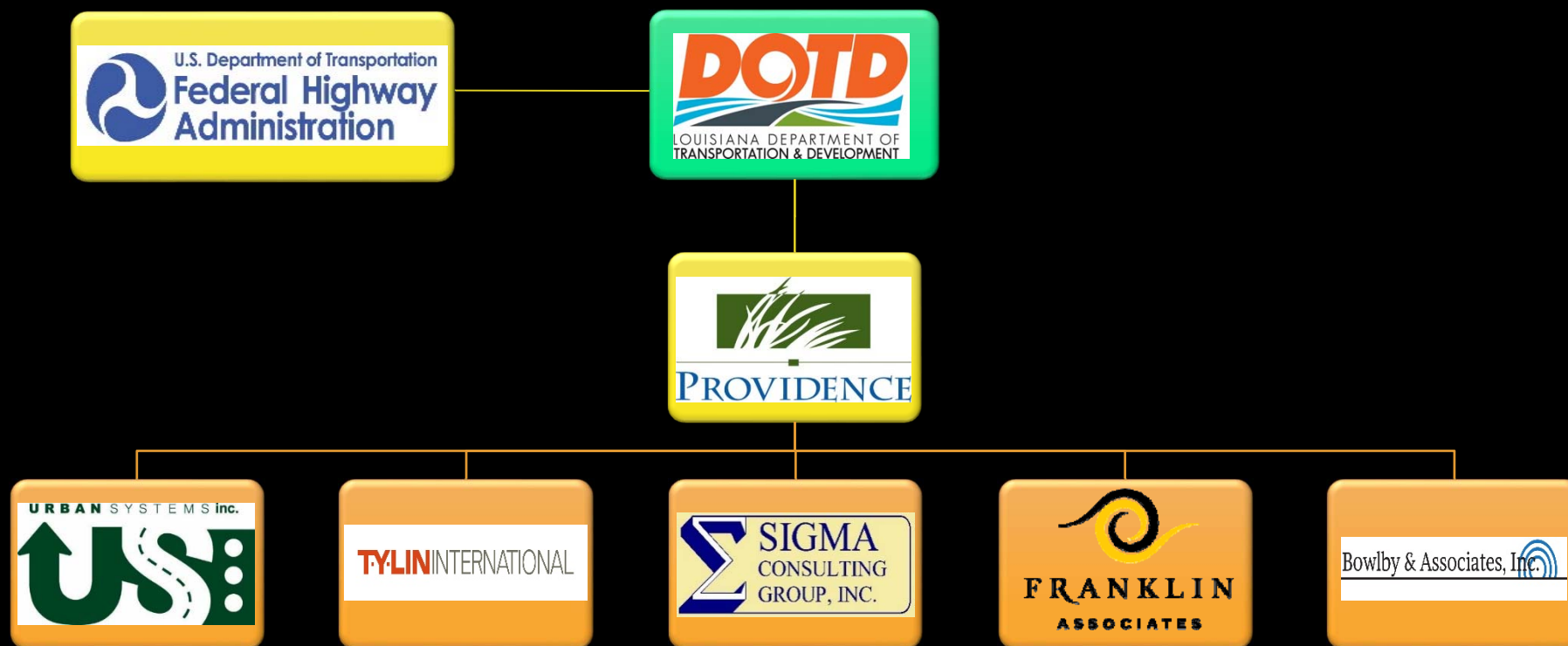
3. Table-Top Exercise
A facilitated small-group
solutions mapping
exercise.

and

3. "Ask the Project Team"
One-on-one opportunity
to review data and
critique the study plans



WHO'S WORKING ON THIS PROJECT?





DOTD PROJECT STAGES

Current
Stage



Stage 0	Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6
Feasibility	Planning/ Environment	Arranging Project Funding	Final Design Process	Bid Letting Process	Construction	Operation
18 Months						

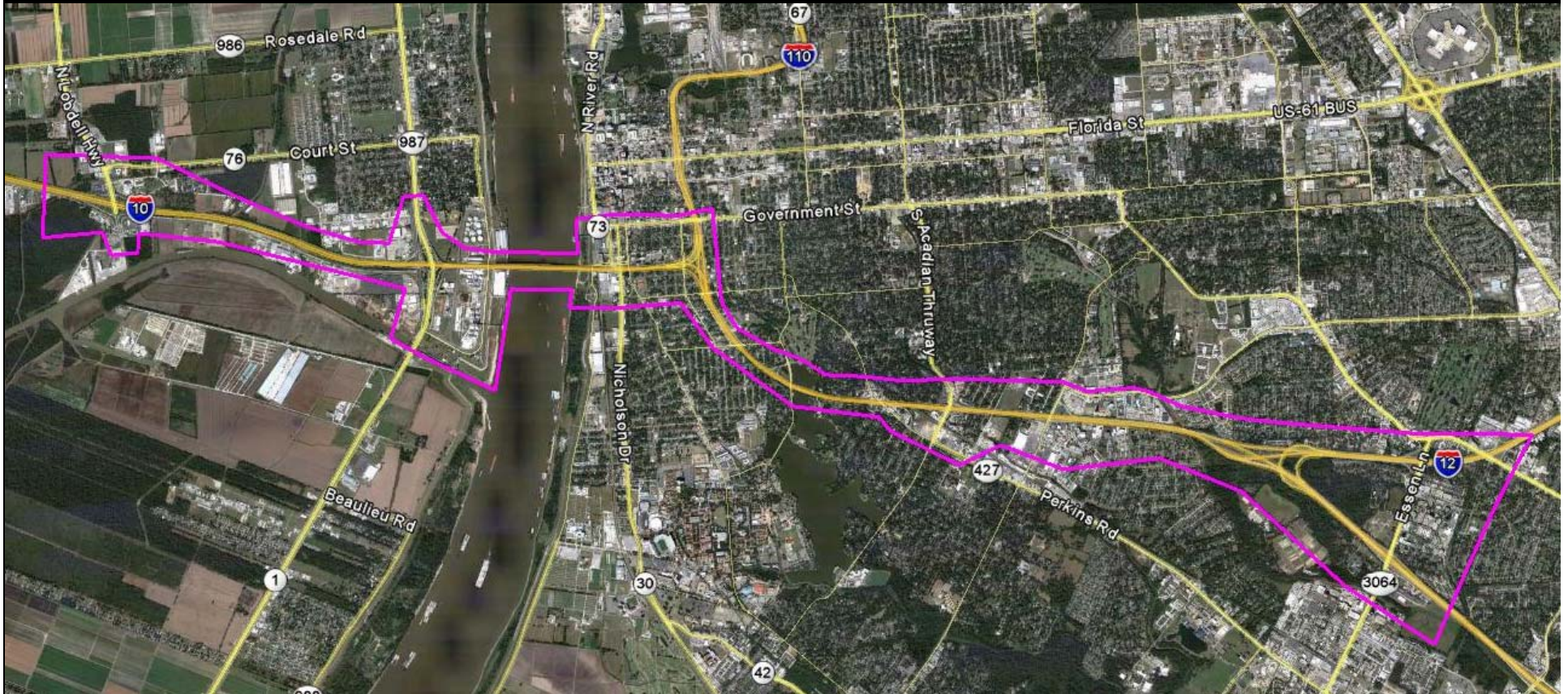


PRELIMINARY PURPOSE AND NEED

- 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.

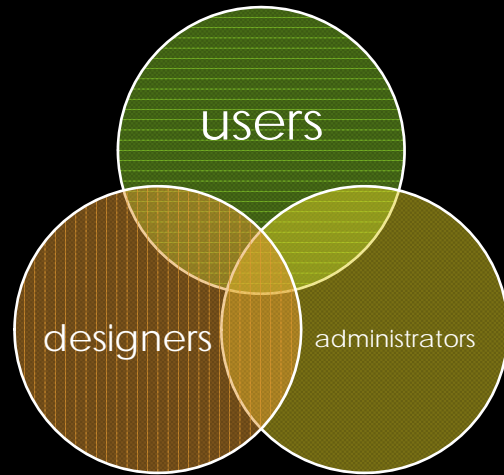
Even with billions of dollars of investment in other projects, in less than 20 years, I-10 traffic volumes will exceed current levels.

- **Conclusion #2** – Improvements to I-10 are only part of the solution. Other projects will be needed.



PUBLIC OUTREACH

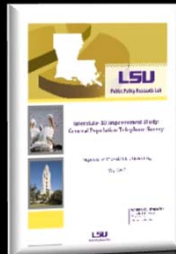
The purpose of this effort:



- 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?*

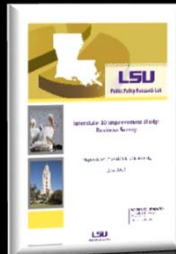


THREE INDEPENDENT SURVEYS



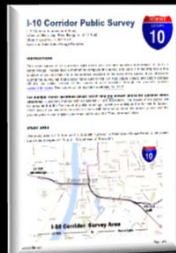
1. LSU General Population Telephone Survey

- 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

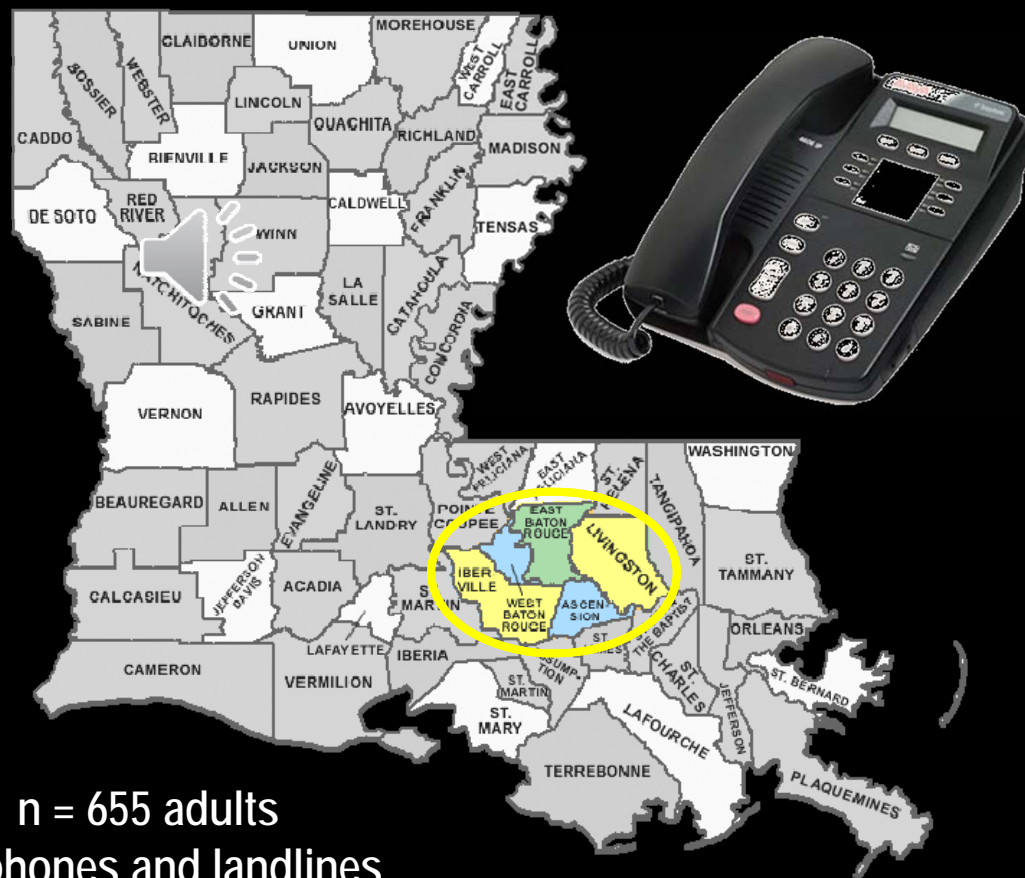
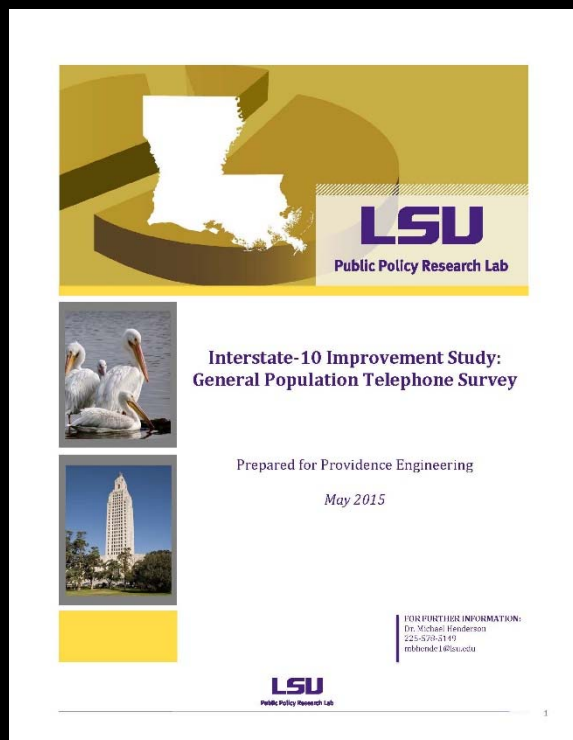
- Non-scientific survey with over 13,800 respondents, business owners, commuters and citizens.

- *Surveys conducted between April and June of 2015*



LSU GENERAL POPULATION TELEPHONE SURVEY

May – June 2015

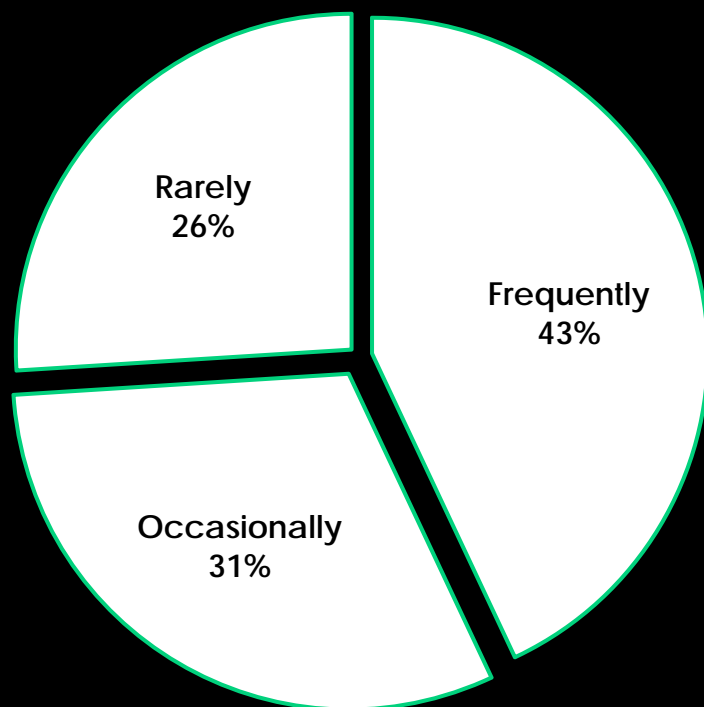


n = 655 adults
cellphones and landlines



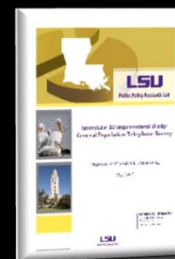
PEAK USE

USE OF I-10 DURING EVENING RUSH-HOUR



- 43% of Baton Rouge area residents use I-10 frequently during peak traffic hours

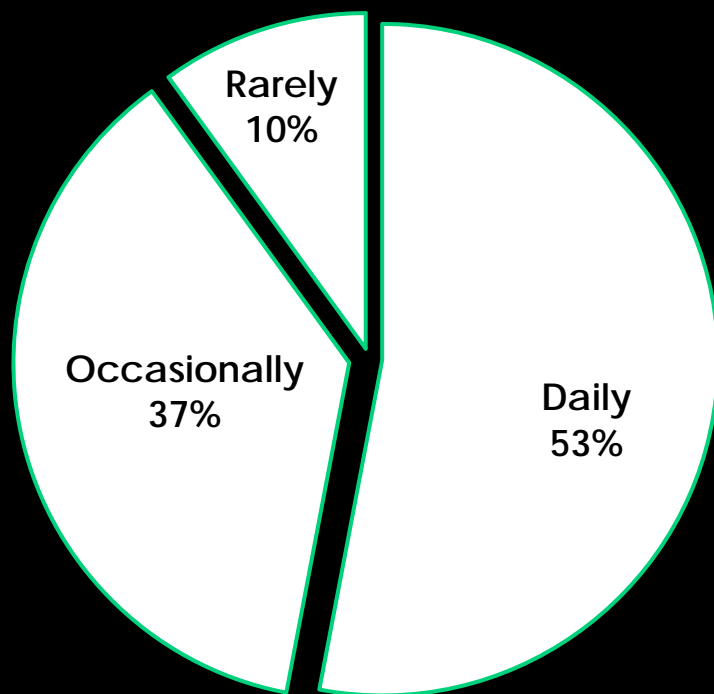
*LSU General Population Survey
margin of error: +/- 3.83%*





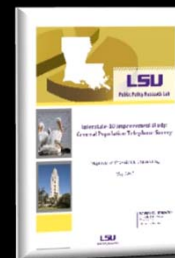
TRAFFIC DELAYS

FREQUENCY OF TRAFFIC DELAYS



- 53% experience traffic delays on a daily basis

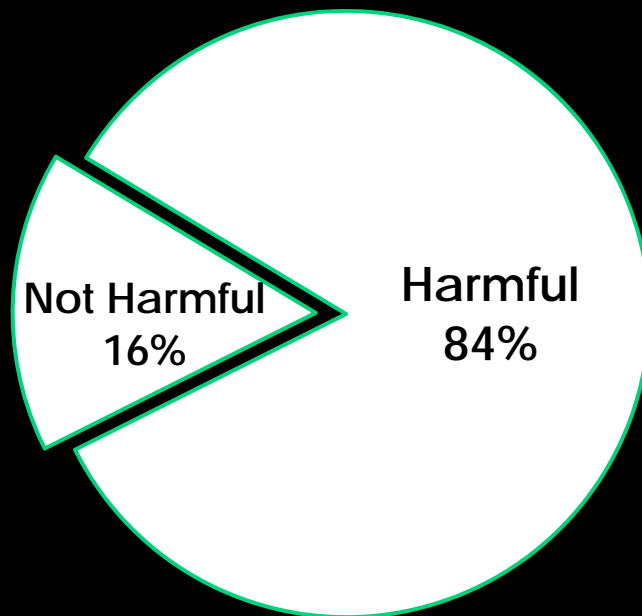
*LSU General Population Survey
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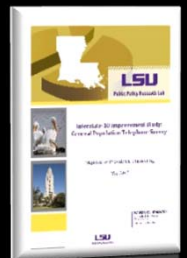
DOING NOTHING IS HARMFUL

RETAINING THE STATUS QUO
IS HARMFUL TO THE
COMMUNITY



- 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%*

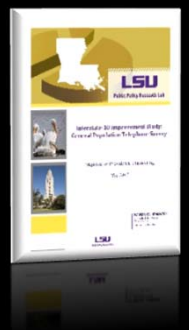




AGREEMENT ON NEED FOR IMPROVEMENTS

- 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

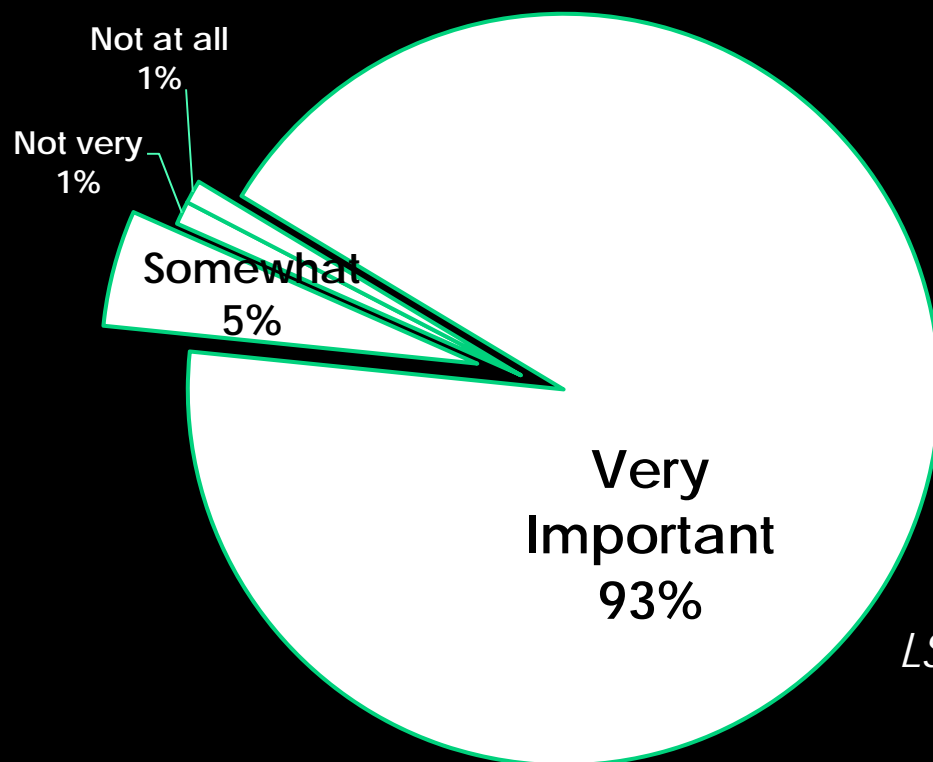
*LSU General Population Survey
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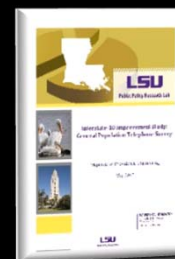
PRIORITY: REDUCE CONGESTION

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%*

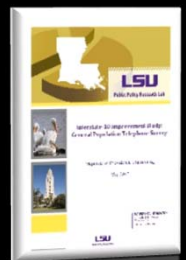




ADDITIONAL PRIORITIES

- 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%*





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%

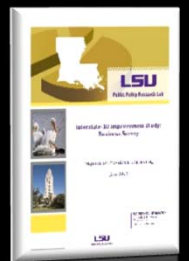




IMPACTS TO LOCAL ECONOMY

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

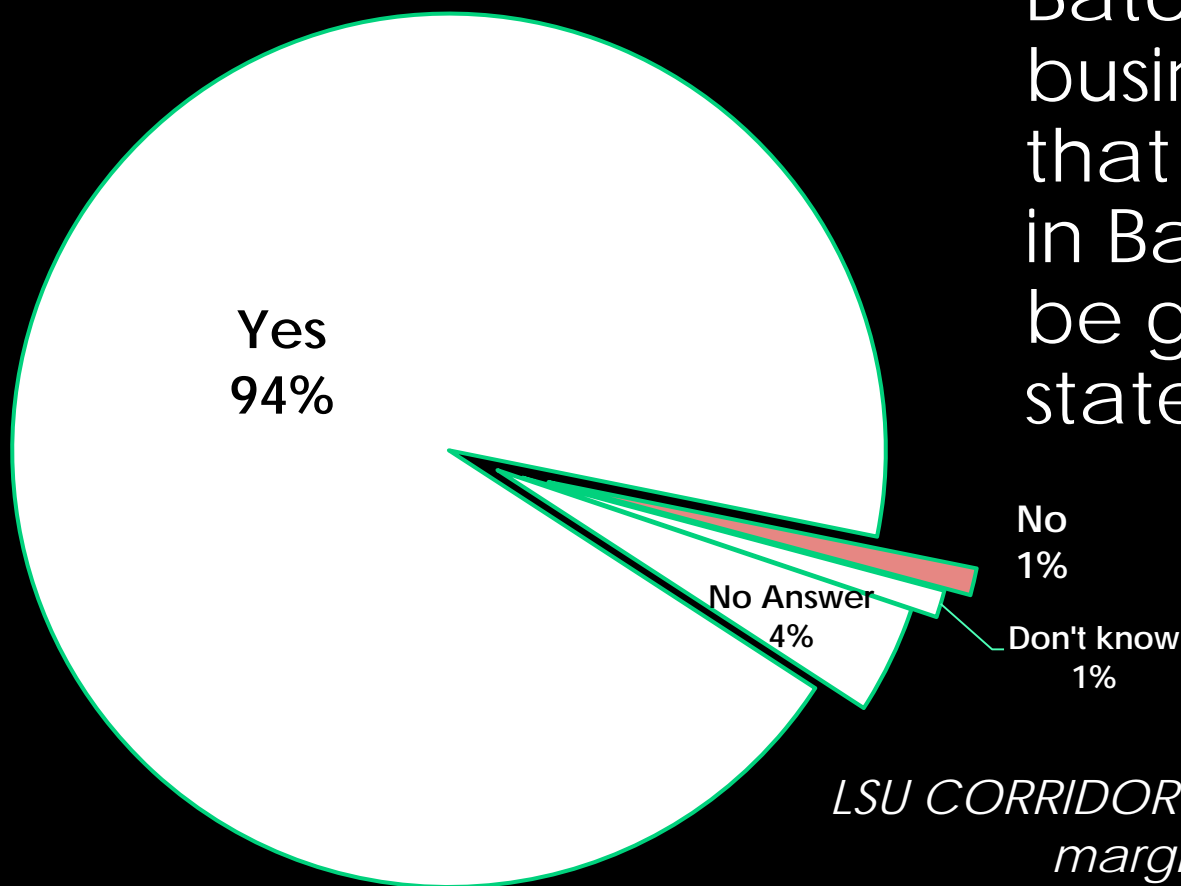
LSU CORRIDOR BUSINESSES SURVEY
margin of error: +/- 5.44%





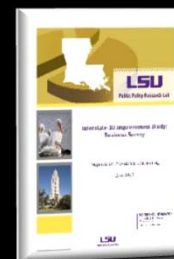
GOOD FOR LOUISIANA

GOOD FOR THE STATE?



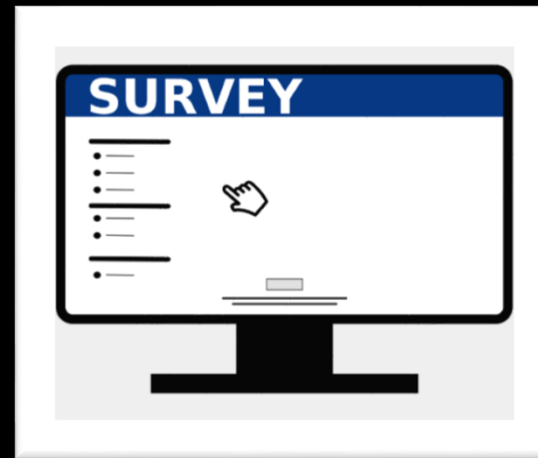
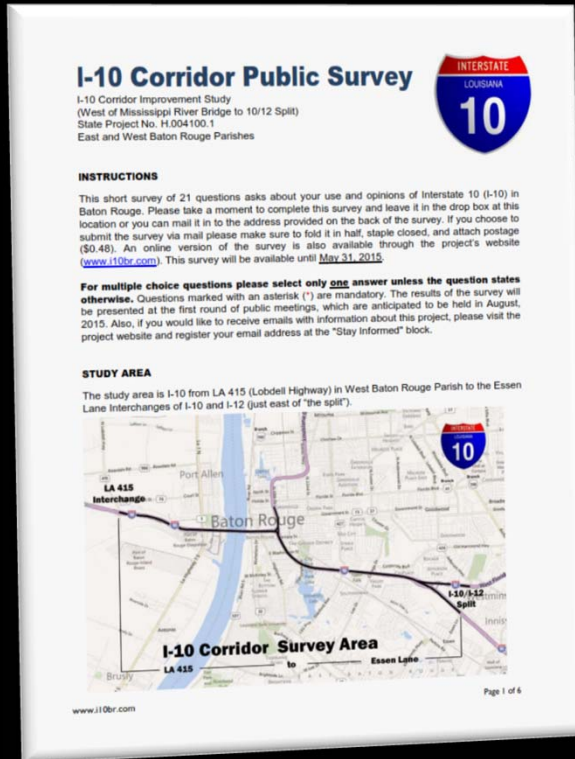
94% of surveyed Baton Rouge businesses believe that improving I-10 in Baton Rouge will be good for the state as a whole

LSU CORRIDOR BUSINESSES SURVEY
margin of error: +/- 5.44%





ONLINE PUBLIC INPUT SURVEY

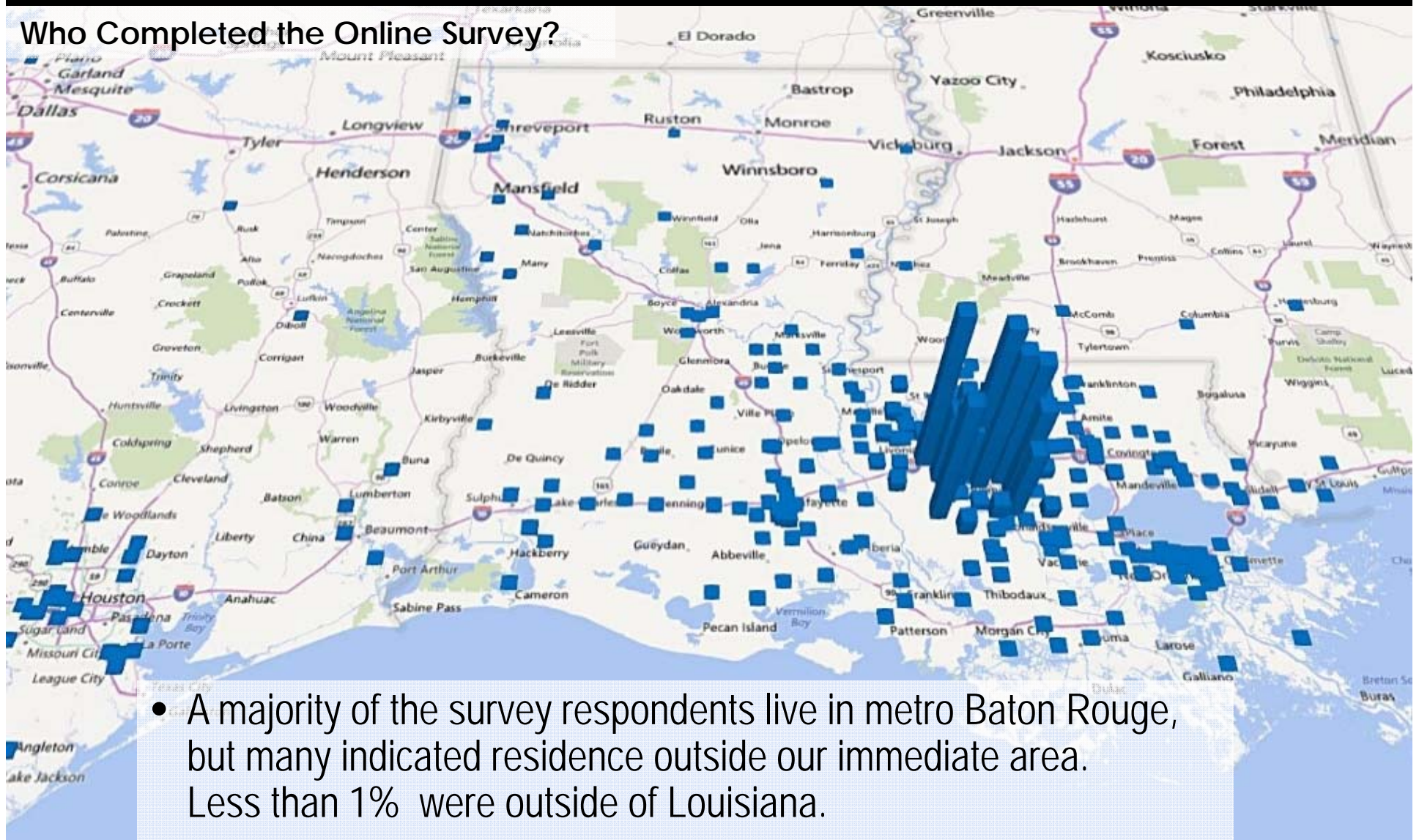


- Offered online and in print at public libraries
- 13,830 total responses



ZIP CODE OF RESIDENCE

Who Completed the Online Survey?





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

Slide 27

ADP5

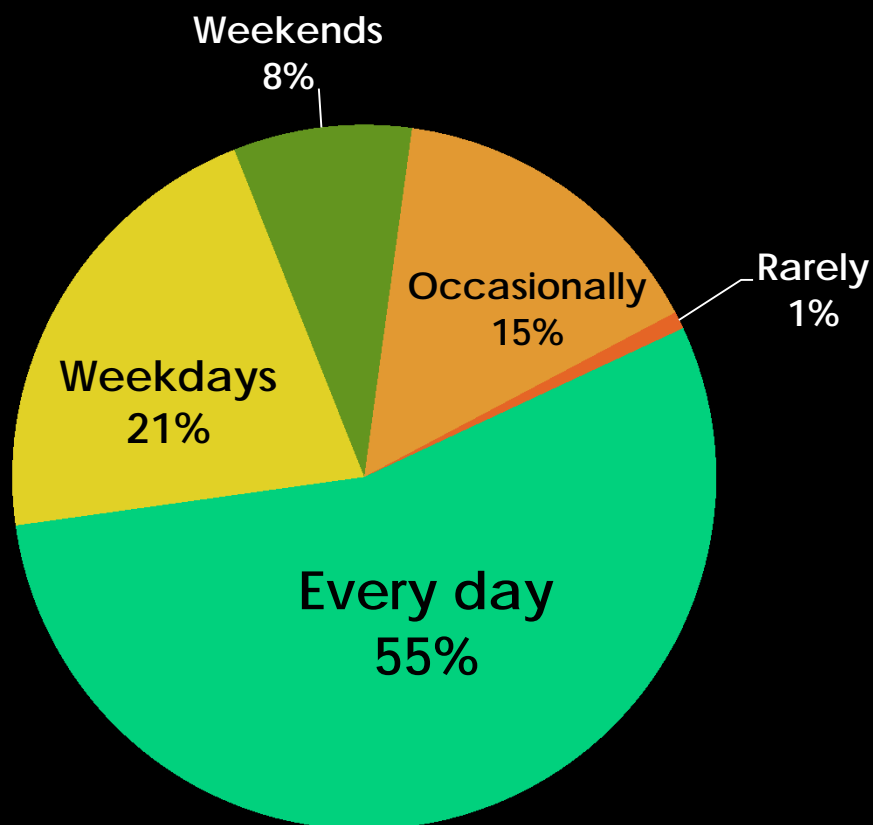
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Adam Davis, PE, 8/27/2015



FREQUENCY OF TRAVEL

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

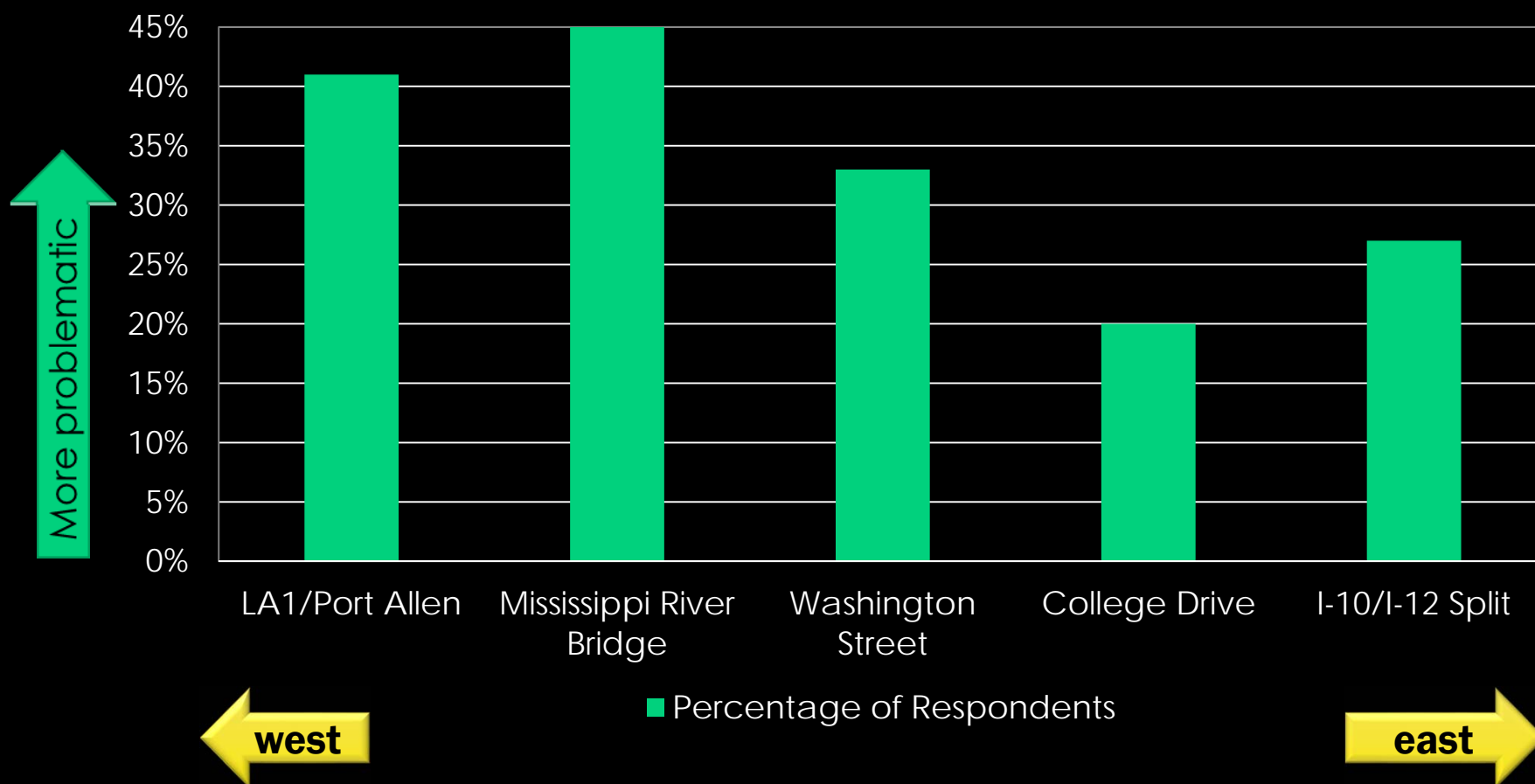


- 76% of survey participants use I-10 five or more days a week



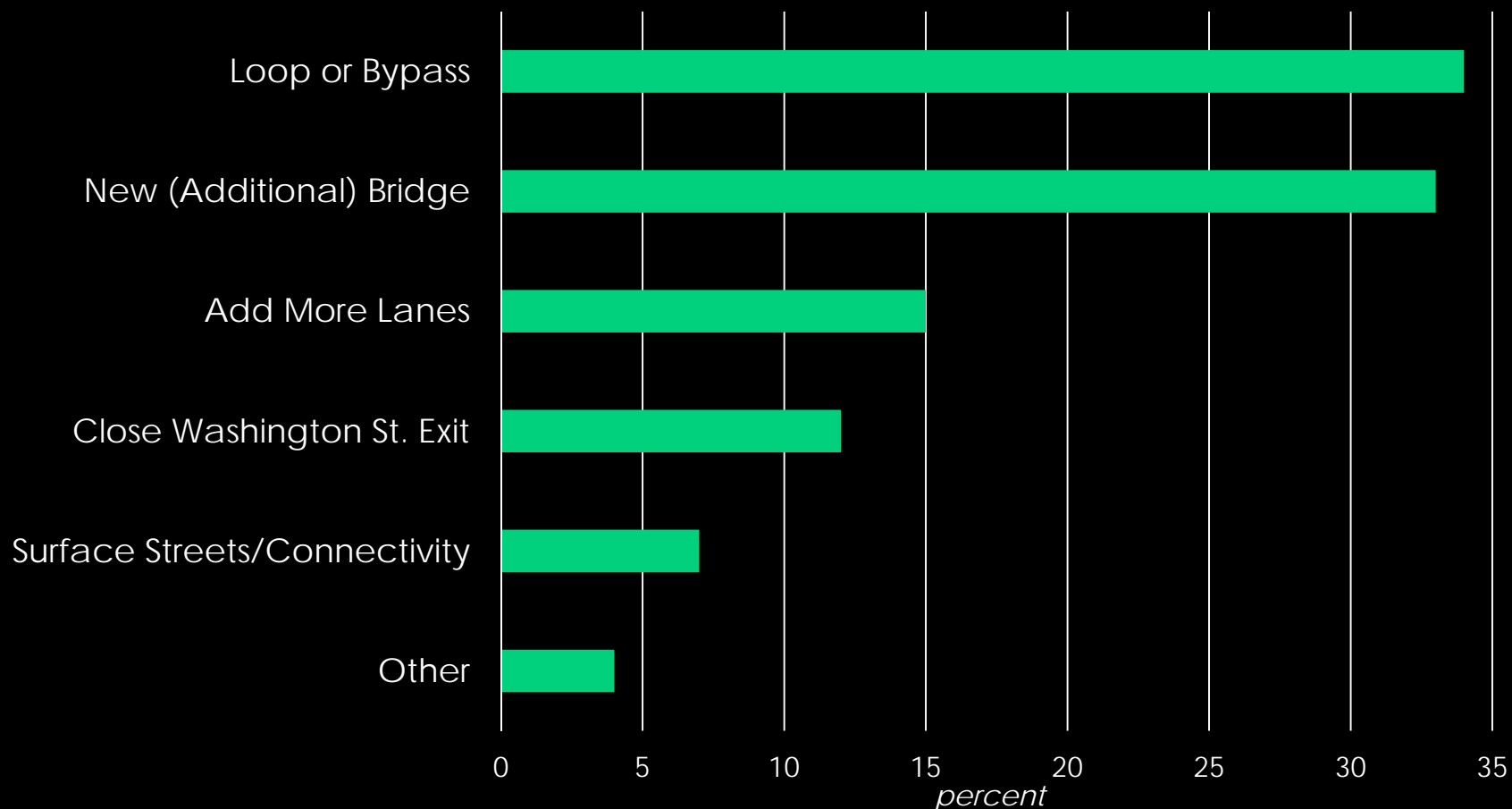
TOP 5 PROBLEM AREAS

(IDENTIFIED BY WEB SURVEY RESPONDENTS)





RECOMMENDED SOLUTIONS BY SURVEY RESPONDENTS





TRAFFIC ANALYSIS

Data Summary from Urban Systems



2032 DESIGN YEAR TRAFFIC

Traffic volumes are expected to increase on Interstate 10 by up to 30% by 2032.





EXISTING AND NO-BUILD ANALYSIS

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:



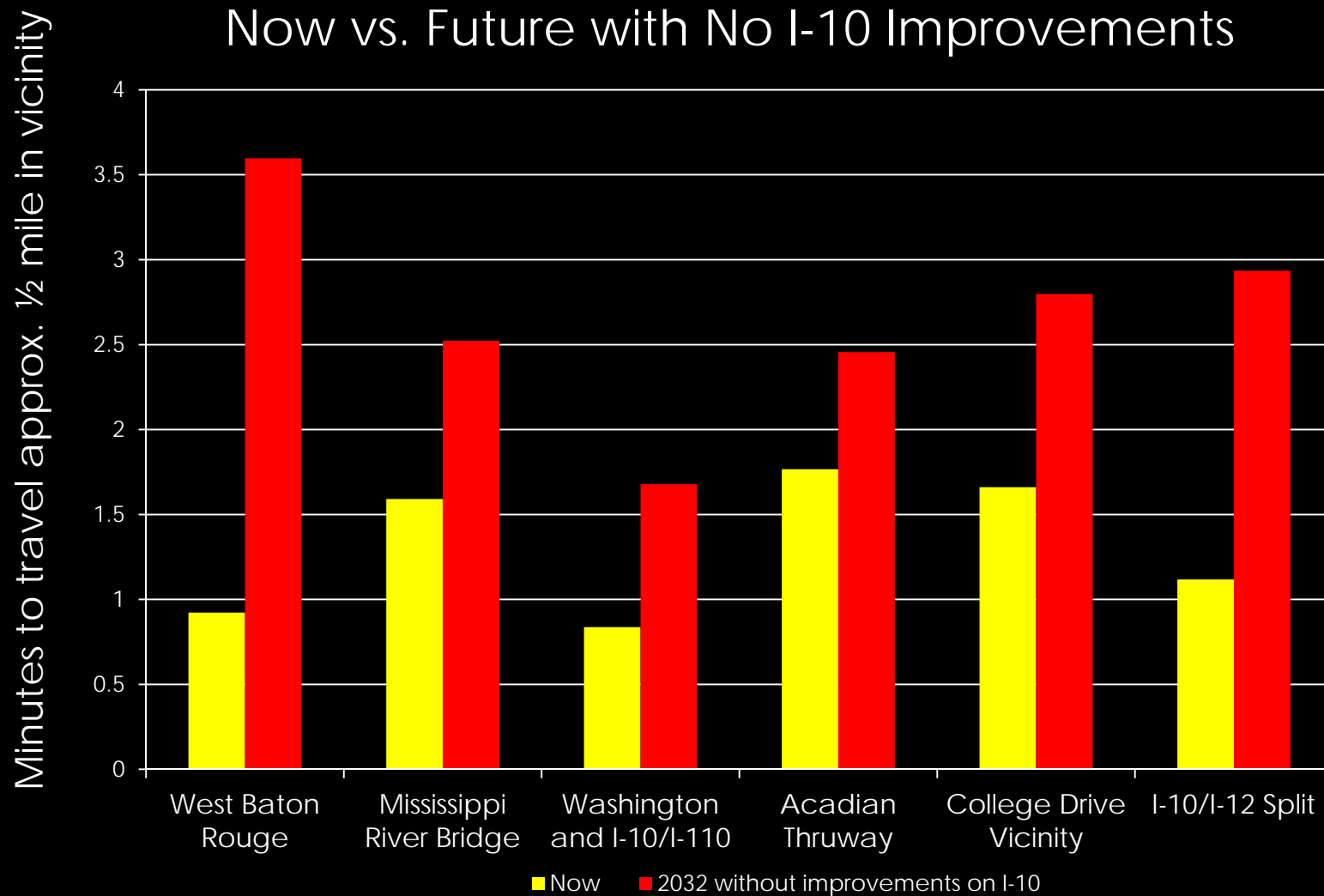
- Travel times are expected to increase by 20% to 80% depending on route and time of day.



MORNING CONGESTION

In Areas of Concern

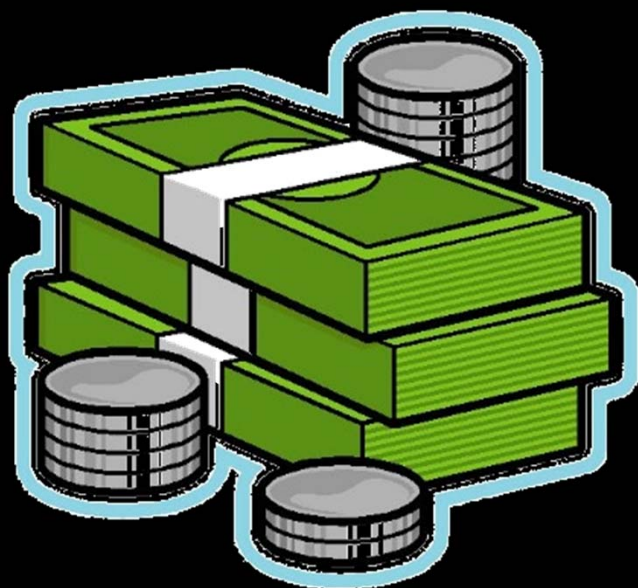
Now vs. Future with No I-10 Improvements





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?"



?

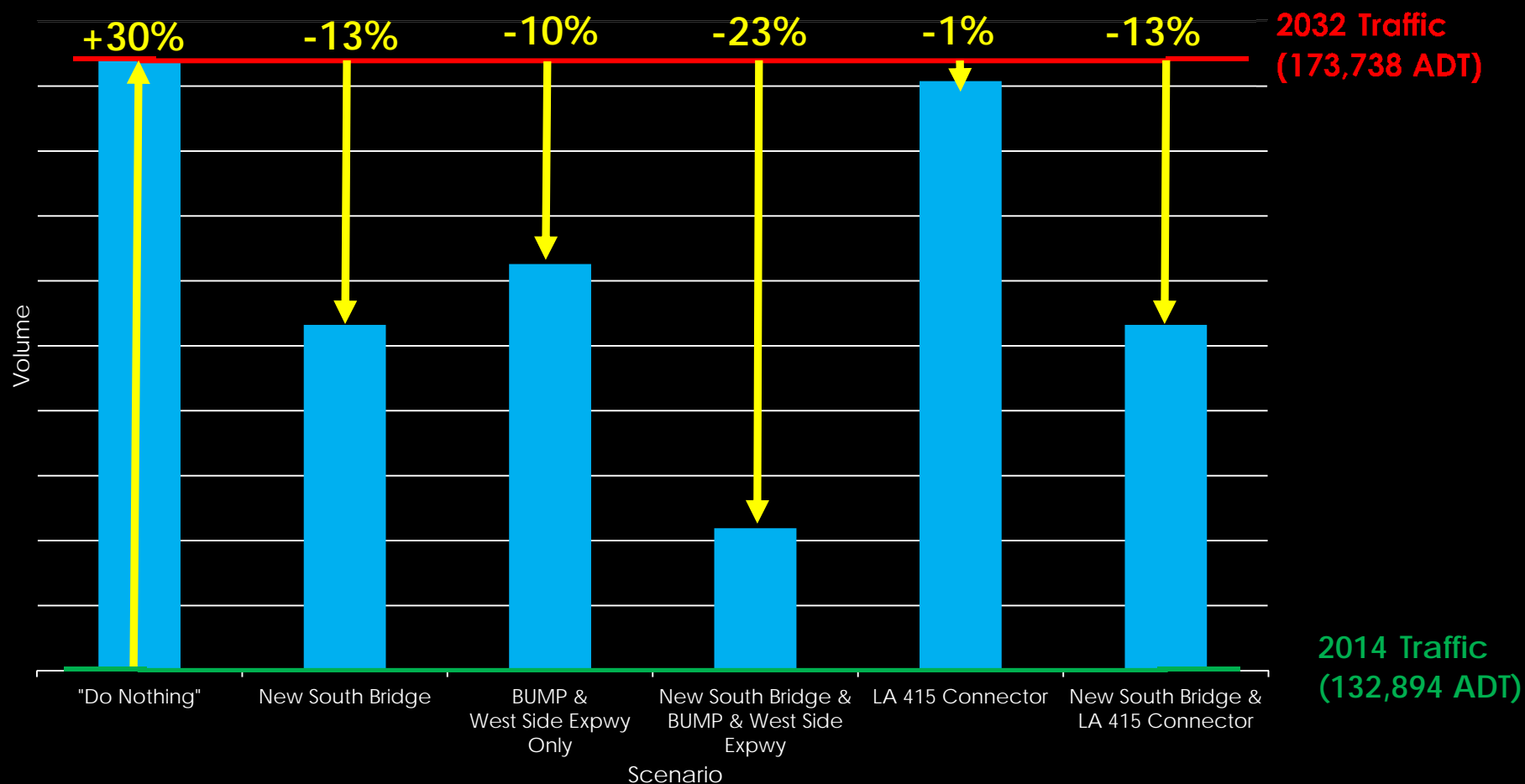
"Can other projects remove enough traffic from I-10 so that improvements are not needed?"

NO



I-10 BRIDGE

2032 Daily Volumes Without Improvements to I-10

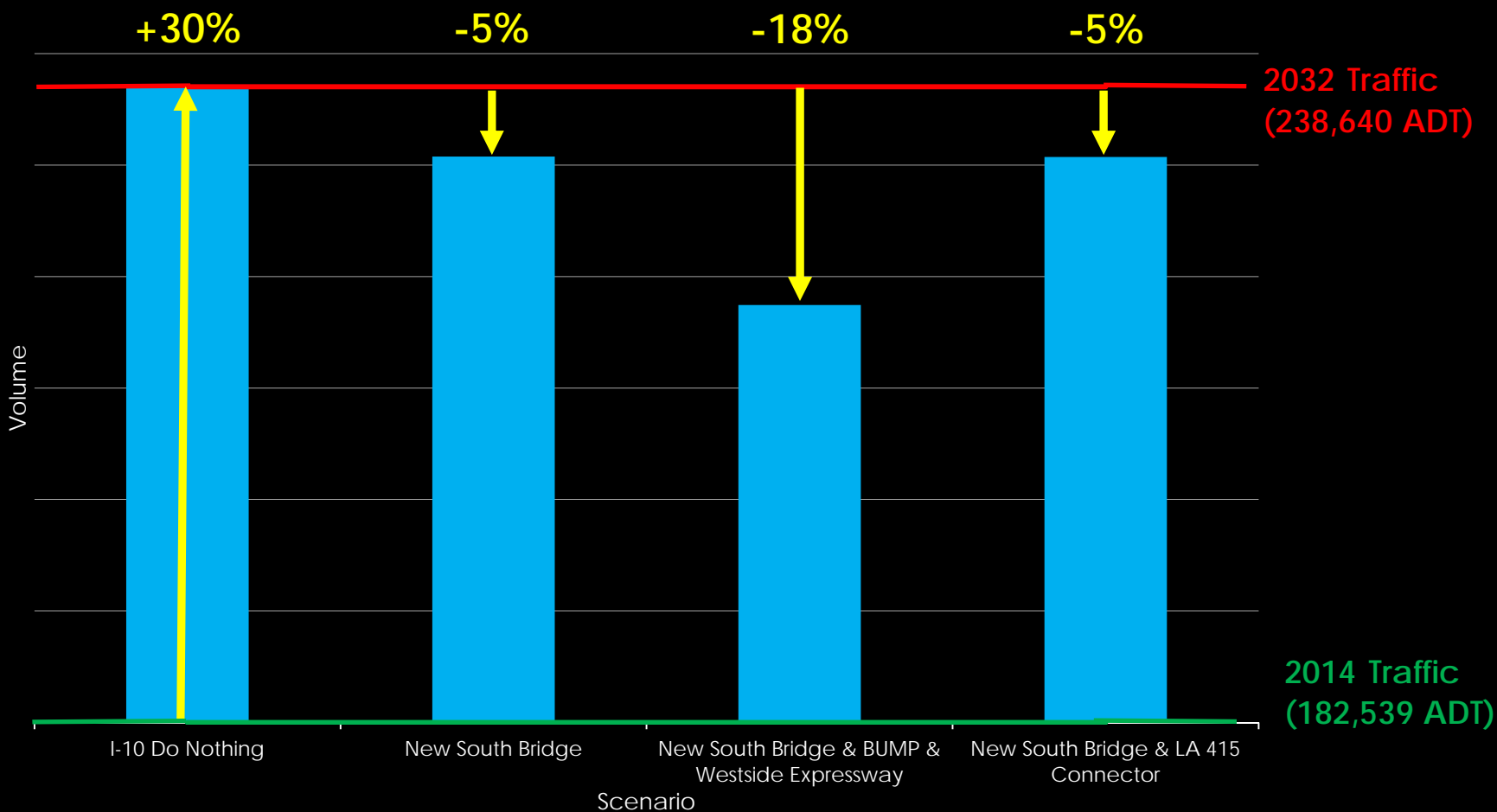


Source: Regional Transportation Model



COLLEGE TO I-10/I-12 SPLIT

2032 Daily Volumes
Without Improvements to I-10



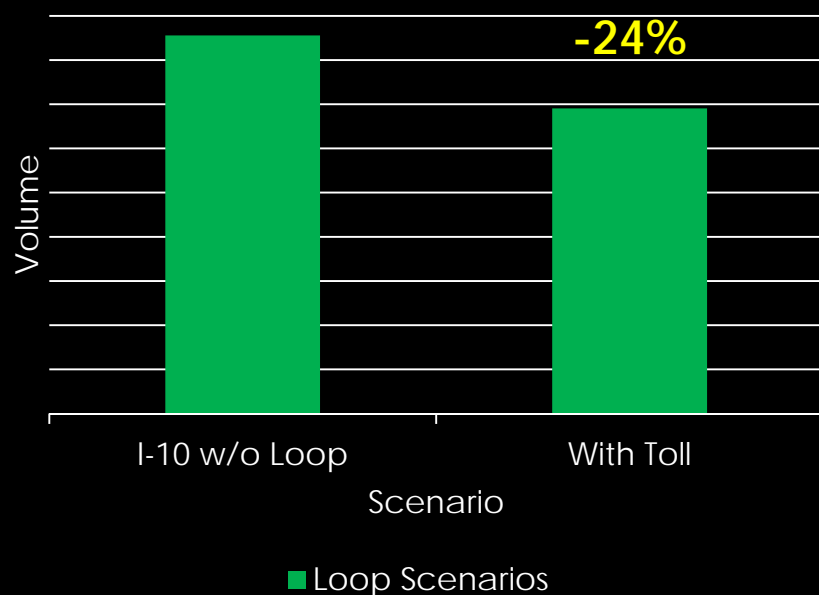
Source: Regional Transportation Model



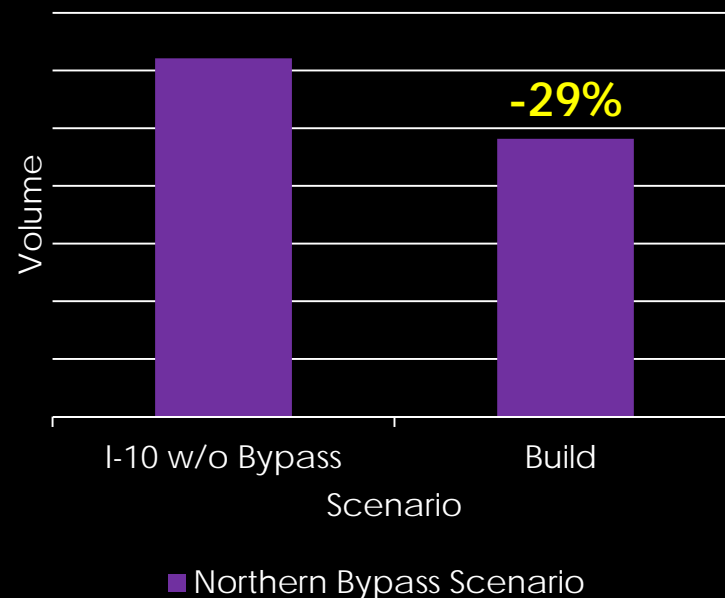
I-10 BRIDGE

Daily Volumes
According to Previous Studies

BR Loop Study-
Design Year 2032



Northern Bypass Study-
Design Year 2029



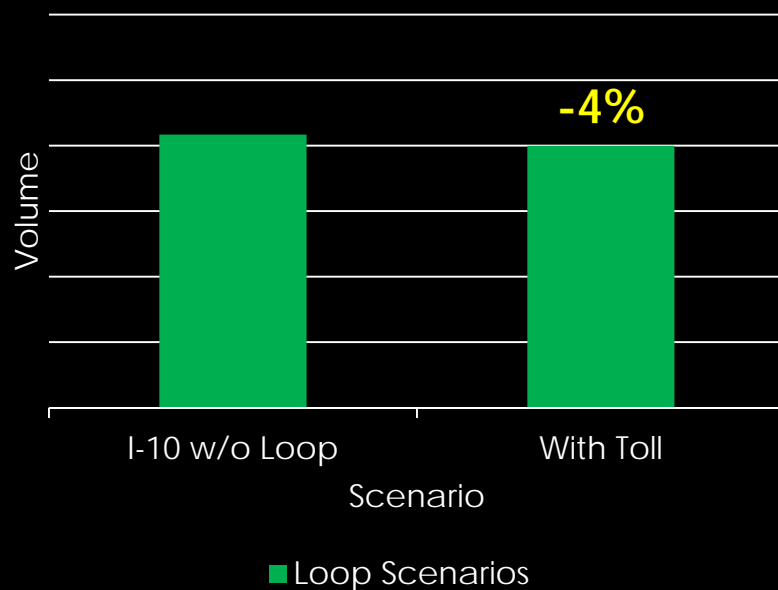
Source: Baton Rouge Loop Tier 1 Draft Environmental Impact Statement &
Feasibility Study for the Northern Bypass For Baton Rouge



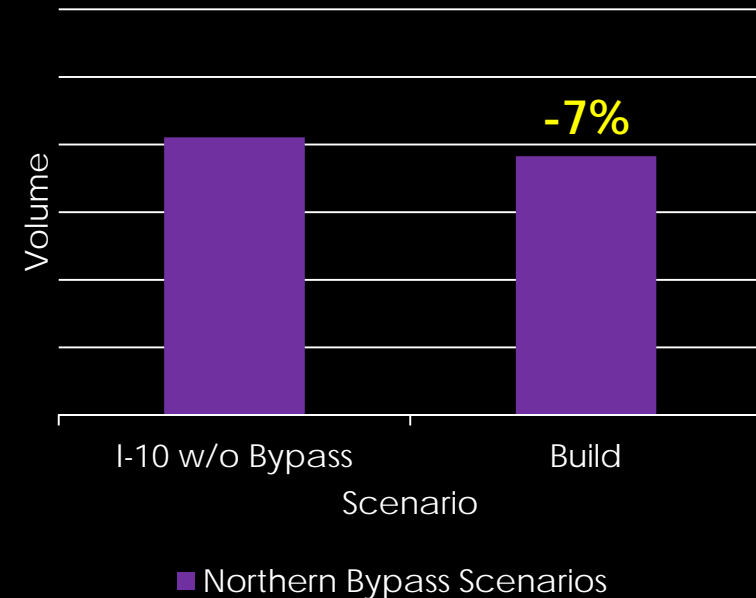
COLLEGE TO I-10/I-12 SPLIT

Daily Volumes
According to Previous Studies

BR Loop Study-
Design Year 2032



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



“Will closing the Washington Street exit fix everything?”



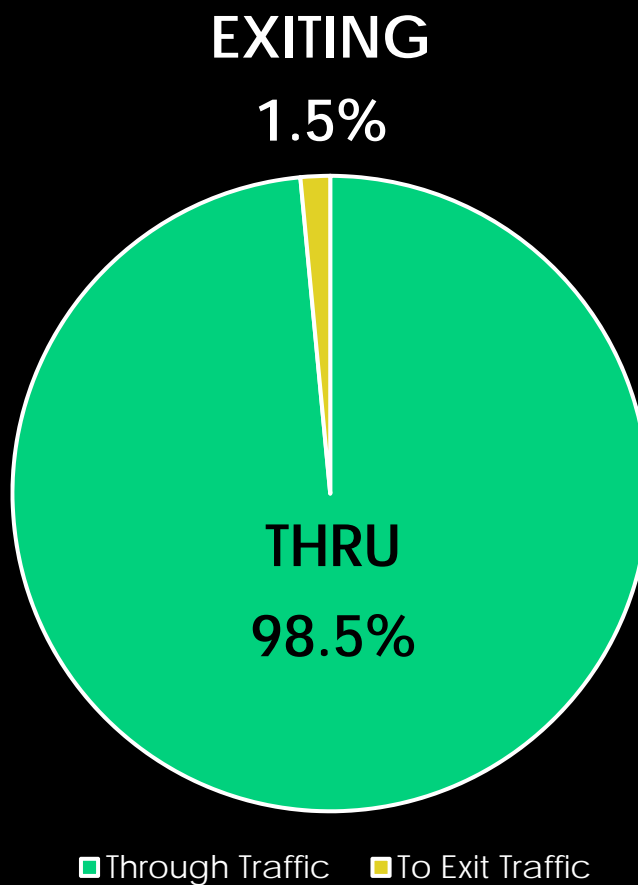
?

“Will closing the Washington Street exit fix everything?”

NO

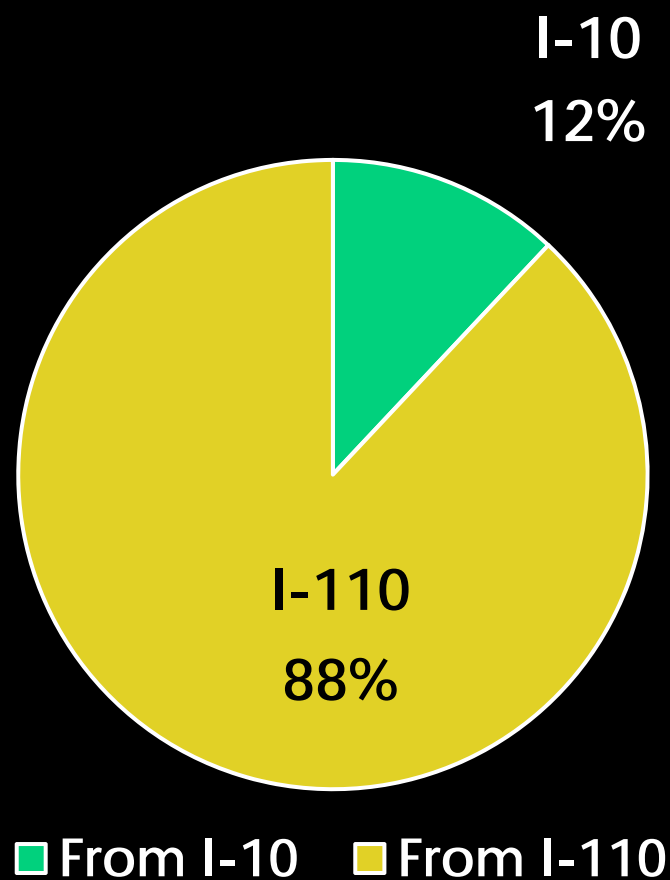


WASHINGTON STREET EXIT RAMP





WASHINGTON STREET EXIT RAMP





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

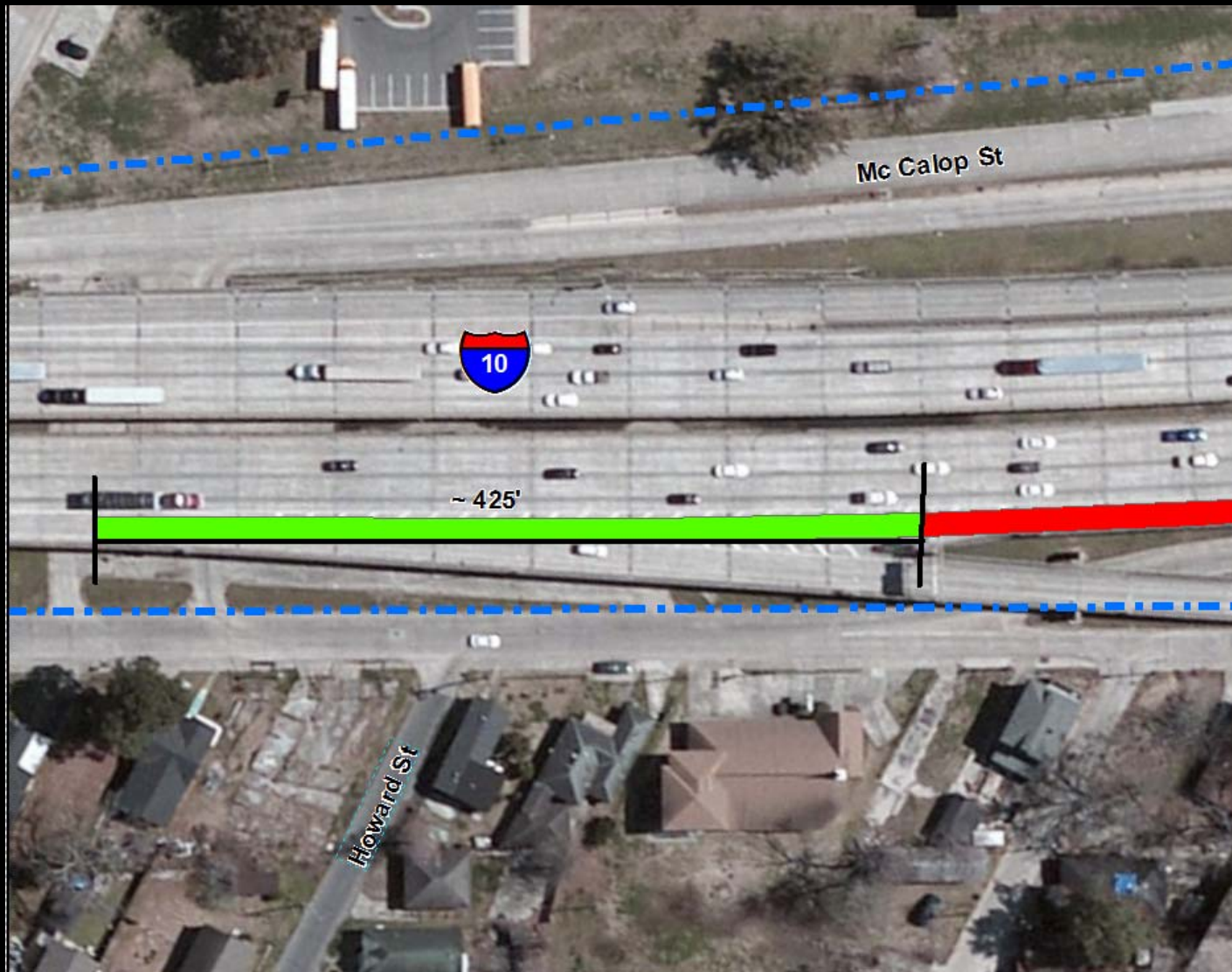


CURRENT DEFICIENCIES

- 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





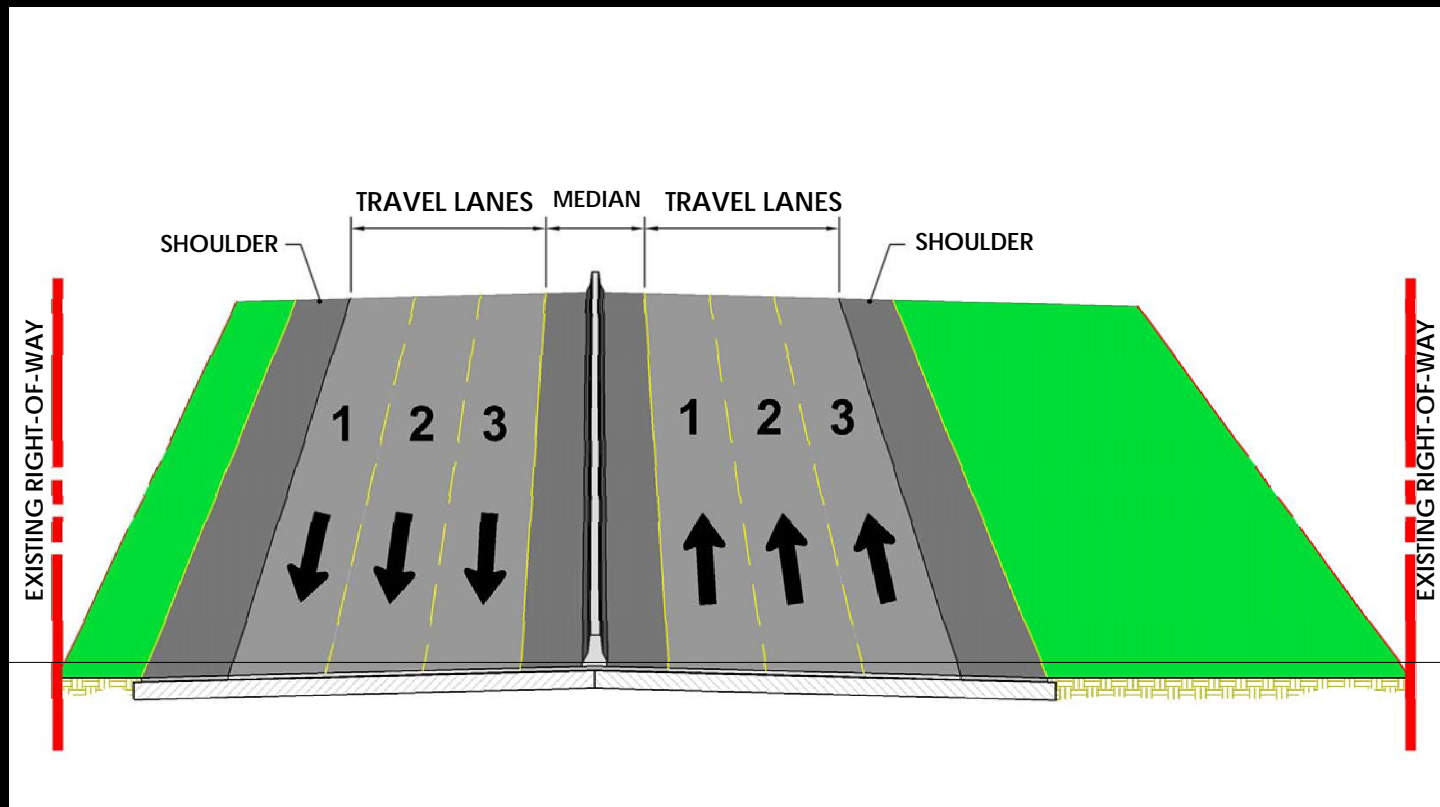
BASE CONCEPT (FROM SURVEY)

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

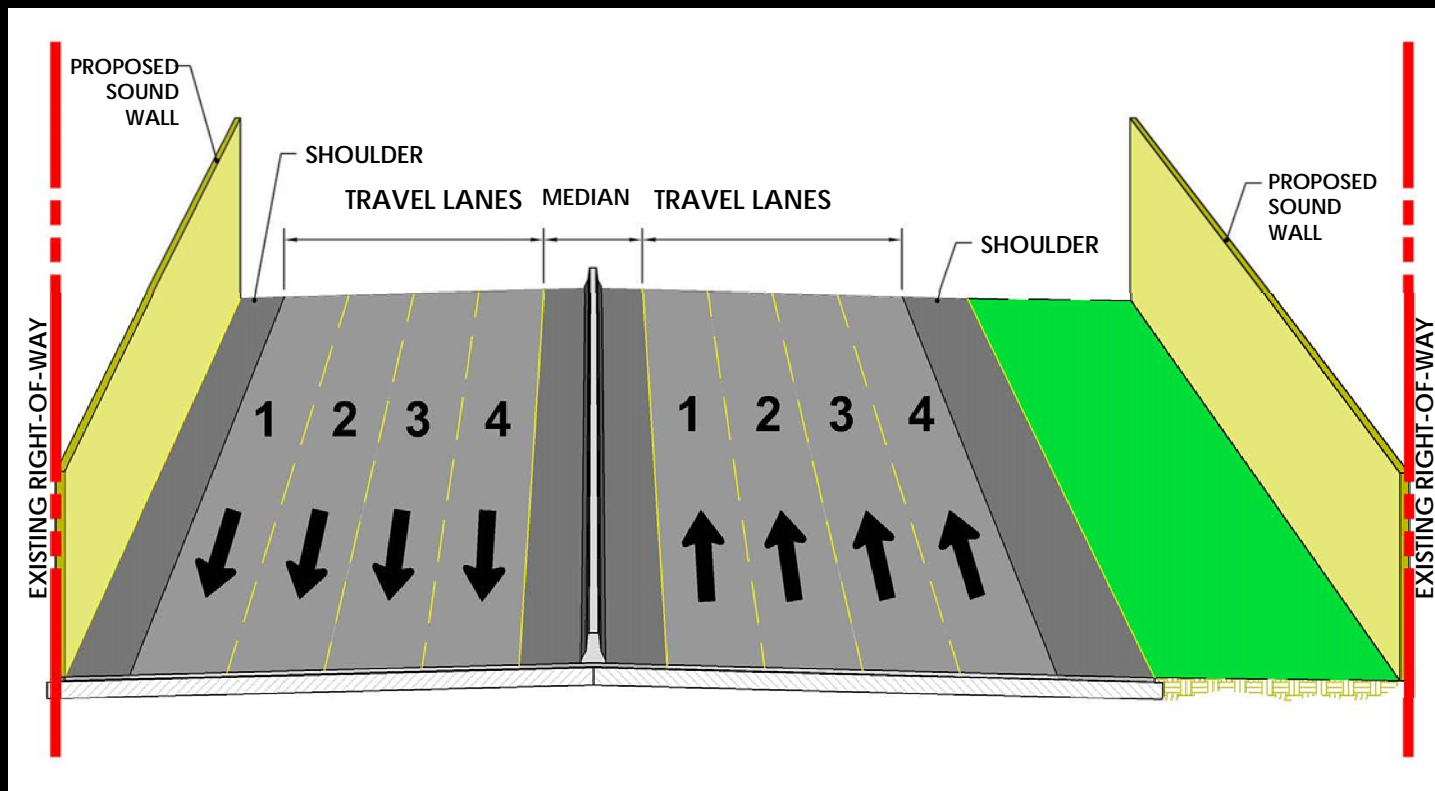


EXISTING CONDITIONS SAMPLE CROSS-SECTION





BASE CONCEPT CROSS-SECTION





ENGINEERING

Next Steps:

- Analyze additional alternatives for feasibility
- Study areas for incorporation of context sensitive solutions
- Develop Cost Estimates for all alternatives



CONTEXT SENSITIVE SOLUTIONS

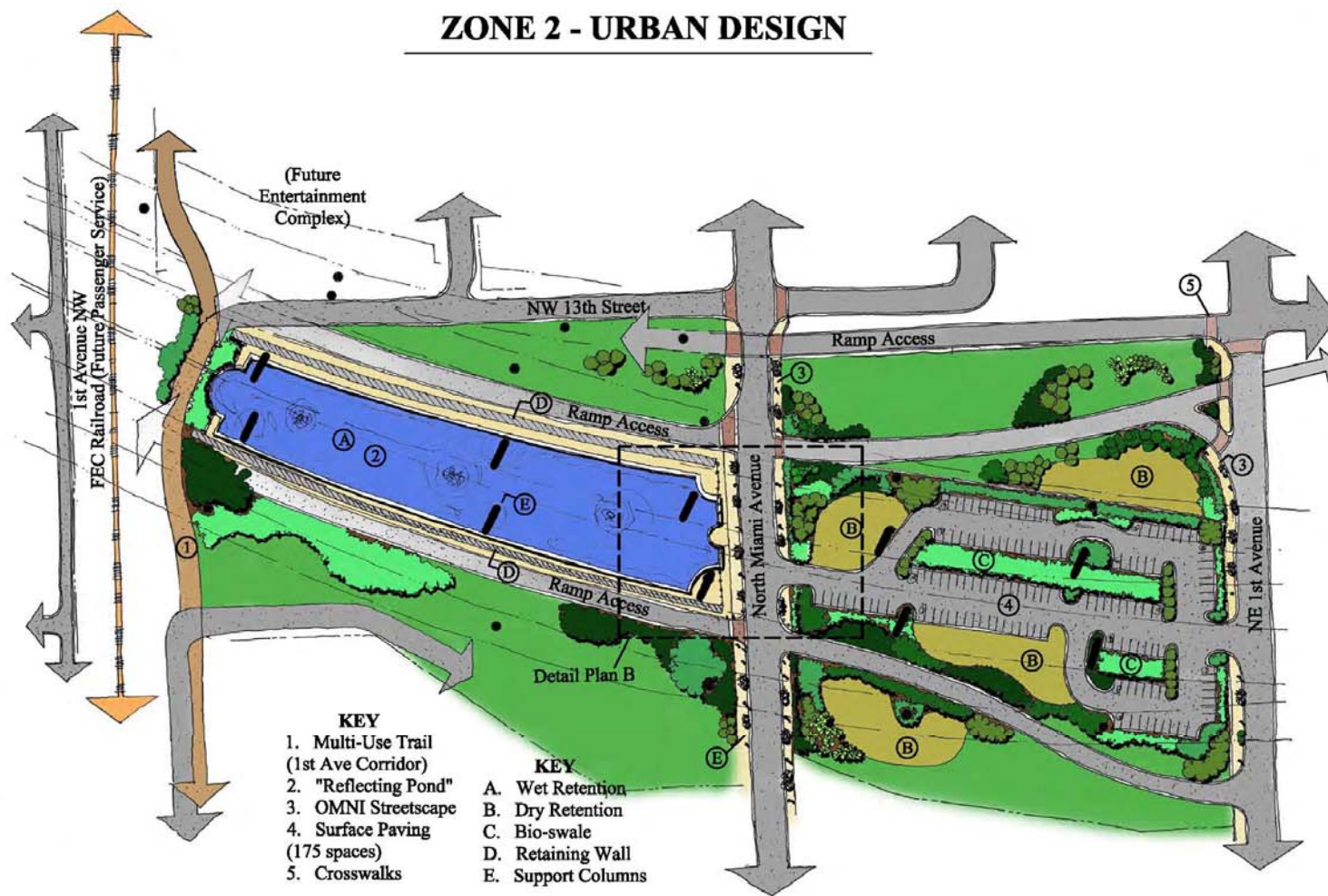
What is CSS?

- 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



CONTEXT SENSITIVE

ZONE 2 - URBAN DESIGN





CONTEXT SENSITIVE SOLUTIONS

- Example





YOUR FEEDBACK

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

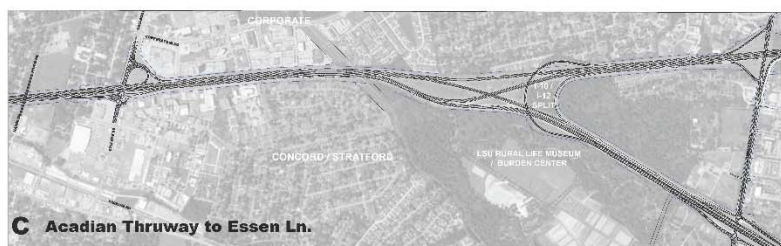
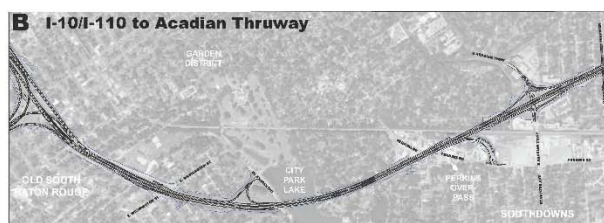
What are your Context Sensitive Solution ideas?





FEEDBACK OPPORTUNITY

- Table top exercises



GENERAL COMMENTS



SURVEY SAYS! TOP 5 PROBLEM AREAS:

- LA 1 AT PORT ALLEN
- MISSISSIPPI RIVER BRIDGE
- WASHINGTON STREET
- COLLEGE DRIVE
- I-10 / I-12 SPLIT

PURPOSE AND NEED (Preliminary)

- To provide for the continuing growth of the economy and population of metropolitan Baton Rouge
- To reduce congestion and improve traffic flow on the I-10 corridor
- To improve safety throughout the corridor





PROJECT STUDY AREA

