

# ACCOMPLISHMENTS



2016 - 2018



*This compilation of accomplishments is dedicated to Paul Victor Featherston, a dedicated employee in the Lafayette district who lost his life while in service to the people of Louisiana. Paul was killed on July 3, 2017.*

# DOTD STATS

2016 - 2018



Projects let:.....	<b>1,017</b>
Project investment:.....	<b>\$2,022,173,559.41</b>
Project miles:.....	<b>3,244.98</b>
Guardrails repaired:.....	<b>~5,400</b>
Potholes patched:.....	<b>1,236,949</b>
Drainage structures repaired/installed:.....	<b>3,559</b>
Miles of restored shoulders: .....	<b>1,353</b>
Acres of herbicide sprayed: .....	<b>361,639</b>
Miles of striping:.....	<b>28,504</b>
Signs repaired/replaced:.....	<b>533,982</b>
Bridges replaced: .....	<b>37</b>
Bridge inspections: .....	<b>31,800</b>
Cubic yards of litter removed:.....	<b>~150,000</b>
Acres mowed:.....	<b>~1,000,000</b>





*Ribbon cutting for the official opening of the I-49 North Segment K Phase 2 project in Shreveport on October 17, 2018.*



# PROJECT DEVELOPMENT AND DELIVERY







## I-10 Capacity Expansion in Baton Rouge

**A**s traffic issues continue to rise along the I-10 corridor in the Baton Rouge area, DOTD has advanced efforts to expand inner-city capacity. The 2015-2016 feasibility study, published in July 2016, was the first step in examining improvements to the area of I-10 between the Mississippi River Bridge and the I-10/I-12 split, and engaging the public. DOTD worked with community residents and merchants to create concepts for improving the corridor, with an open ear toward community ideas.

The purpose of the corridor study is to identify system deficiencies contributing to congestion patterns throughout the I-10 corridor from west of the Mississippi River to the I-10/I-12 split. Concepts to address these system deficiencies will be developed as part of a comprehensive public initiative that captures public input in advance of, during, and after alternative development. The feasibility of these concepts were analyzed and documented as part of the Stage 0 Report prepared in accordance with DOTD guidelines. This information was used as a starting point to begin the environmental review process required as part of the National Environmental Policy Act of 1969 (NEPA).

In February 2018, DOTD conducted survey work along I-10 as part of the Stage 1 environmental assessment. Crews traveled along I-10 from LA 415 to LA 3064 (Essen Lane) on both I-10 and I-12, scanning the corridor using Mobile Light Detection and Ranging (LiDAR) technology. LiDAR scanning is a surveying method used to measure distance by using laser lights that make digital 3-D representations of the intended target. LiDAR was extremely cost beneficial to the state, as it assisted in expediting the topography survey delivery schedule for DOTD designers, prevented multiple lane closures throughout the corridor, and reduced the number of conventional survey crews needed to perform the survey. DOTD had used this technology in previous projects throughout the state, and it has been proven to be a useful tool in the topography survey process.

This effort advanced as the department sought approval for a never-before-used finance tool called GARVEE bonds, approved on March 21, 2019.



## Construction Begins on FASTLANE Projects

**O**n January 26, 2017, DOTD let two of the three projects partially funded by the \$60 million FASTLANE grant.

On April 6, 2017, DOTD broke ground on the first project. The \$124.7 million project will involve pavement replacement within the existing the lanes and the construction of one additional lane in each direction for 6.48 miles along I-10 from I-49 to LA 328. On August 3, 2017, the groundbreaking was held for the second widening project. This \$54.7 million project will involve pavement replacement within the existing the lanes in each direction for 2.7 miles along I-10 from LA 347 to the base of the Atchafalaya Basin Bridge. An additional lane will be added in the westbound direction.

The final I-10 widening project is scheduled to let for construction in FY 18/19. With an estimated cost of \$100 million to \$125 million, the proposed project would include pavement replacement within the existing

the lanes and the construction of one additional lane in each direction for 4.3 miles along I-10 from LA 328 to LA 347.

Serving more than 60,000 cars per day, this section of the I-10 corridor serves as a direct connection to Interstate 49. It is also a vital corridor to tourism and hospitality related industries in the Acadiana region.







## New Ouachita River Bridge

**O**n August 18, 2017, DOTD celebrated the official opening of the new Ouachita River Bridge in Harrisonburg, Catahoula Parish. The \$37 million project encompassed the replacement and eventual removal of the old Ouachita River Bridge on LA 8 that serves Harrisonburg and surrounding communities. The new bridge was officially opened to traffic on July 11, 2017.

The contract was awarded to Gilchrist Construction Company in late 2013, and work began in 2014 to replace the original bridge, which was built in 1932, and serves approximately 3,000 vehicles a day.

Also known as the Long-Allen Bridge, the old structure was one of four in the state named for two former Louisiana governors - Huey P. Long and Oscar K. Allen. Its age meant that it required continual maintenance as a result of wear and tear from marine and vehicle traffic over the course of its eight decades in service. Its low clearance also required it to be opened 15 to 20 times a month to accommodate marine traffic, which interrupted motor vehicle traffic flow through the area. In contrast - at 79 feet - the new bridge's clearance over the

Ouachita River is nearly double that of the old structure at pool stage. The more than 3,200 foot-long bridge has no load restrictions, two 12-foot lanes and two 10-foot shoulders.

The bridge was the subject of research by the Louisiana Transportation Research Center that investigated how to best build the new structure with improved overall performance and prolong the life of the concrete deck.

Also during the ceremony, the new Ouachita River Bridge was officially designated as the Veterans Memorial Bridge, as per House Concurrent Resolutions 227 & 228 passed during the 2008 Regular Legislative Session. Those were authored by then-State Rep. Noble Ellington (R-Winnsboro) and Sen. Neil Riser (R-Columbia). Signs to mark that designation were posted on the bridge. The goal of the resolutions was to commemorate the extraordinary sacrifices of the courageous men and women of the U.S. Armed Forces, as well as to encourage patriotism among all citizens.





## Construction Begins on Arkansas Road

On September 6, 2017, Gov. John Bel Edwards and Sec. Shawn D. Wilson, Ph.D. marked the beginning of a major project to improve LA 616 (Arkansas Road). A groundbreaking ceremony was held in West Monroe, Ouachita Parish.

This nearly \$33 million project will vastly increase the traffic capacity through the area, as well as completely rehabilitate the roadway. A consultant work order was first issued in 1981. However, actual construction of the project has been delayed throughout the years due to changes in policy, scope and limited funding. Just over three miles of Arkansas Road from LA 143 (N. 7th Street) to Caldwell Road will be widened from two to four lanes, including a continuous turn lane. Four signalized intersections will be replaced with roundabouts. These roundabouts will greatly improve the efficiency of traffic movement through this section of Arkansas Road, which sees more than 18,000 vehicles pass through every day.

Additionally, pedestrians will enjoy sidewalks added to both sides of the road from North 7th Street to Wallace Dean Road, which is nearly the full length of the project.

“This type of investment is crucial for quality of life, not only in West Monroe, but all across the state as well.”

- West Monroe Mayor Dave Norris





## Construction Begins on I-20/Tarbutton Interchange

**O**n October 11, 2017, DOTD celebrated the groundbreaking of the Tarbutton Road and I-20 interchange project in Lincoln Parish. The \$25.5 million project was awarded in February 2017 to JB James Construction, LLC., and includes removing the existing Tarbutton Road overpass. A new overpass and associated interstate ramps will be built, as there was formerly no access to I-20 from Tarbutton Road.

This project is significant not only for improved traffic flow, but also on the educational front in Lincoln Parish. Ruston Junior High School, Louisiana Tech University, and Grambling State University will all benefit from the upgraded roadway and new access ramps. For major events at either LA Tech or GSU, the new ramps can be used to get traffic off of I-20 in both the eastbound and westbound directions in the event that the existing ramps are full, providing congestion relief to the corridor.

The Tarbutton Road interchange project also brings with it the potential for additional economic development through businesses seeking highly visible access on I-20.

The City of Ruston contributed \$2.6 million toward the construction costs and funded the design, right-of-way

acquisition, utility relocations and on-site inspections. \$14.6 million for the project comes from state funding and \$8.3 million is made up of federal money.







## I-10 Expansion in East Baton Rouge and Ascension Parishes

**O**n January 11, 2018, DOTD broke ground on the design-build project that will widen Interstate 10 from four to six lanes east of Highland Road to LA 73 in East Baton Rouge and Ascension parishes. The governor and secretary were joined by state and local officials at Blue Bayou Water Park for the ceremony.

The \$72 million project is funded by a combination of federal and state funds, including use of over \$40 million in congressionally authorized re-purposed earmarks. The project will maximize the future utility of Highland Road such that there are no physical limitations to addressing congestion on Highland Road. Improvements to Highland Road are unfunded and not a component of this project.

The design-build process allows a designer and contractor to bid and collaborate on the project together, resulting in quicker project completion. The design-build method expedites the project delivery process, making projects “shovel-ready” faster and successfully meeting aggressive funding and delivery schedules. For this project, DOTD actually enhanced the efficiency of design-build procurement by pursuing Request for Qualifications (RFQ) concurrently with issuance of the draft Request for Proposals (RFP).

In addition to the actual interstate widening, the interstate overpass above Highland Road LA 42 will be rebuilt by removing the existing two bridges and replacing them with one large overpass. The bridge that carries LA 928, known locally as Bluff Road, over I-10 was closed during summer 2018 to replace a main girder and raise the bridge approximately nine inches to comply with federal updated interstate standards.

“We continue to move Louisiana forward with roadway projects like this one that, once completed, will benefit private and commercial transportation.”

- Governor John Bel Edwards



## Comite River Diversion Canal Funding

On July 5, 2018, Gov. John Bel Edwards announced that federal funding was secured for the Comite River Diversion Project. The U.S. Army Corps of Engineers awarded nearly \$1.4 billion in funding to Louisiana for various flood and hurricane protection projects. Of this amount, \$343 million will fully fund the Comite River Diversion Canal.

The project will consist of a 12-mile long diversion channel from the Comite River to the Mississippi River; a diversion structure at the Comite River; guide levees; a Lilly Bayou control structure; four drop structures at the intersections of the diversion channel with McHugh Road, Bayou Baton Rouge, Cypress Bayou, and White Bayou; and highway and railroad bridges. Low-flow augmentation pumps at the intercepted streams, an earthen closure at Brooks Lake, and clearing and snagging of Bayou Baton Rouge, White Bayou and Cypress Bayou north of the diversion channel will reduce flooding in those areas.

On April 25, Gov. Edwards, Sec. Shawn D. Wilson, Ph.D., and Rep. Garret Graves met with Mick Mulvaney, director of the Office of Management and Budget, to discuss funding options for the Comite River Diversion

Canal Project. This was one of several meetings the governor has had in order to see this project through to completion. The state also requested full funding immediately after the floods in 2016.

“The logjam has been completely broken, and we are getting the best flood protection we’ve ever had.”

- U.S. Representative Garret Graves

“After multiple meetings with both the Obama and Trump Administrations, we are taking a historic step forward with this critical project.”

- Governor John Bel Edwards





## I-110/Terrace Avenue Interchange

**O**n July 23, 2018, Gov. John Bel Edwards, Sec. Shawn D. Wilson, Ph.D., and several other state and local officials held a groundbreaking ceremony to celebrate the start of construction on the I-110 Terrace Avenue Interchange project in East Baton Rouge Parish. The \$8.8 million project will have a new left-side exit ramp for Terrace Avenue on I-110. Construction of the ramp extends from I-110 over Myrtle Avenue, over Julia Street, and intersecting with Terrace Avenue.

This is a significant safety project because it eliminates the need to cross three lanes of traffic to exit at Washington Street. The Washington Street exit will not be eliminated once this additional off-ramp is built. Instead, this project will eliminate weaving that causes traffic backups and congestion from motorists coming off the Mississippi River Bridge. Construction began in late summer 2018 and is expected to be completed by mid-2019.

The new ramp will consist of a 15-foot wide travel lane with a 6-foot outside paved shoulder and a 4-foot inside paved shoulder. Approximately 100 feet of new roadway will be added. The existing raised median on Terrace Avenue will be removed and a center turn lane added. Additional work includes replacing a portion of the barrier rail on I-110 and installing traffic signage.

“...the new exit at Terrace Street will make it safer for motorists to exit I-110 and will help address the congestion caused by vehicles trying to take the exit at Washington Street.”

- Governor John Bel Edwards

“Once completed, the new Terrace Avenue exit will be beneficial for many who currently travel I-110, but just as important, this project is important to the future improvements to the interstate system in Baton Rouge.”

- DOTD Secretary Shawn D. Wilson, Ph.D.



## Opening of I-49 North Interchange

**O**n October 17, 2018, Gov. John Bel Edwards joined Sec. Shawn D. Wilson Ph.D. and numerous local and state leaders for a ribbon cutting to celebrate the official opening of the I-49 North Segment K Phase 2 project in Shreveport. The \$142 million project that began in 2014 created a new interstate interchange with I-220. It also put into place another segment of the nearly 40-mile I-49 corridor in northwest Louisiana. The total project cost from the Arkansas state line to I-220 is approximately \$650 million.

The celebration of I-49 Segment K Phase 2 included not only the opening of the interstate interchange, but also the re-construction of I-220 from N. Market Street to Hilry Huckaby III Avenue in Shreveport. The more than 68,000 daily motorists now enjoy newly built eastbound and westbound lanes of I-220.

Marking milestones in the I-49 corridor extends well beyond the interstate interchange, with two adjacent segments recently completed - Segments J and K Phase 1. These two pieces of infrastructure total \$81 million in infrastructure investment.

As part of Segment J, Martin Luther King Jr. Drive (LA 3194) was widened and re-constructed to better serve the approximately 10,000 motorists who use the highway every day.

From a technical standpoint, the I-220 eastbound flyover ramp is the first pre-cast, segmental bridge connected with post-tensioned cables that was built in the state. This method allows for the construction of a larger bridge span with minimal impact to the traveling public. The life span of the structure is also lengthened with this method of construction.

Aesthetically, the talents of local artists are visible on several bridge columns. Bas-relief style decorative panels showcase scenes specific to the Shreveport region and are highlighted with special accent lighting. A contest held by the City of Shreveport's Regional Arts Council made this unique display of art possible.

Since 2013, eleven segments of the I-49 North extension have been constructed and opened, including the portion that connects at the Arkansas State line.

Long-term plans call for I-49 to be extended from Lafayette to New Orleans and north from Shreveport to Kansas City, MO, where it will connect with other interstates and provide a seamless link from Louisiana ports to the Canadian border.





## Safety Initiatives

**D**OTD states that its mission is to “plan, design, build and sustain a safe and reliable multimodal transportation and infrastructure system that enhances mobility and economic opportunity.” The department is committed to the safety of the traveling public. Because of this, DOTD has been implementing several safety features throughout the state.

### Roundabouts

Roundabouts are one-way, circular intersections designed to improve safety and efficiency for motorists, bicyclists and pedestrians. In a roundabout, traffic flows through a center island counterclockwise. A roundabout redirects some of the conflicting traffic, such as left turns, which cause crashes at traditional intersections. This is because drivers enter and exit the roundabout through a series of right-hand turns.

A well-designed roundabout can improve safety, operations and aesthetics of an intersection. Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes. Operation is improved by smooth-flowing traffic with less stop-and-go than a signalized intersection. Aesthetics are enhanced by the opportunity for more landscaping and less pavement. Over the past few years, DOTD has constructed roundabouts across Louisiana in an effort to increase safety and traffic flow at select locations.

### J-turns

The J-turn (or RCUT) concept is a reconfiguration of the traditional intersection that is used in different parts of the country to improve traffic flow. DOTD has begun using this concept at specific locations across Louisiana. The J-turn concept is a method that safely and efficiently manages high traffic volumes at intersections with multiple approaches along a divided highway. The J-turn functions by redirecting through- and left-turning traffic on the side street approach to turn right, proceed to the nearby U-turn and then return to its original course.

There are several benefits of a J-turn. One benefit is improved safety. J-turns reduce the risk of crashes, specifically the risk of severe crashes such as side-collisions or T-bone type accidents. Another benefit is less travel time. The J-turn optimizes the capacity of our existing roadway and reduces wait time for left-turning traffic. J-turns are also economically beneficial. From an economic viewpoint, the J-turn provides the state with an effective tool for reducing congestion, while at the same time reducing construction costs.

### Ramp meters

Ramp metering is a proactive approach to traffic management designed to space out traffic entering the interstate. This helps to reduce congestion on the inter-

state and improves safety by lowering the numbers of crashes that occur at the ramps. The technology been used successfully in several other urban areas around the country for years. Ramp meters are located along interstate on-ramps, and they look and function exactly as a traffic signal does, but with shorter signal times. Ramp meters are placed at locations along on-ramps that allow vehicles to get up to speed to safely merge onto the interstate. The ramp meter signals stop vehicles for about four seconds on the on-ramps and allow drivers to access the interstate in an orderly and evenly-spaced fashion, sometimes described as a “zipper effect.”

### Flashing yellow arrows

Flashing yellow arrow traffic signals feature a flashing yellow arrow in addition to the standard red, yellow, and green arrows.



When illuminated, the flashing yellow arrow allows waiting motorists to make a left-hand turn after yielding to oncoming traffic. Otherwise, the new traffic signals work the same as traditional signals. Flashing yellow arrow signals have been shown to help drivers make fewer mistakes. They keep motorists safer during heavy traffic and reduce delays when traffic is

light. A national study demonstrated that drivers found flashing yellow left-turn arrows more understandable than traditional yield-on-green indications. Motorists will eventually encounter the new flashing yellow arrow traffic signals on all state roadways across Louisiana at locations where a protected left turn already exists, as part of a federal standard for implementation of the signals. In December 2009, after extensive testing, the Federal Highway Administration (FHWA) authorized the use of flashing yellow arrows nationwide. These signals have already been installed and are in use in several other states.

### Cable barriers

Cable barriers are an innovative and cost-effective safety feature designed to deflect a vehicle that enters the median, keeping it from potentially crossing over into oncoming traffic. These barriers are designed to absorb the impact of the collision and hold a vehicle in the median, not pushing the vehicle back into traffic. The need for a cable barrier system arose from the 2006 legislative session when a resolution was passed to look into the feasibility

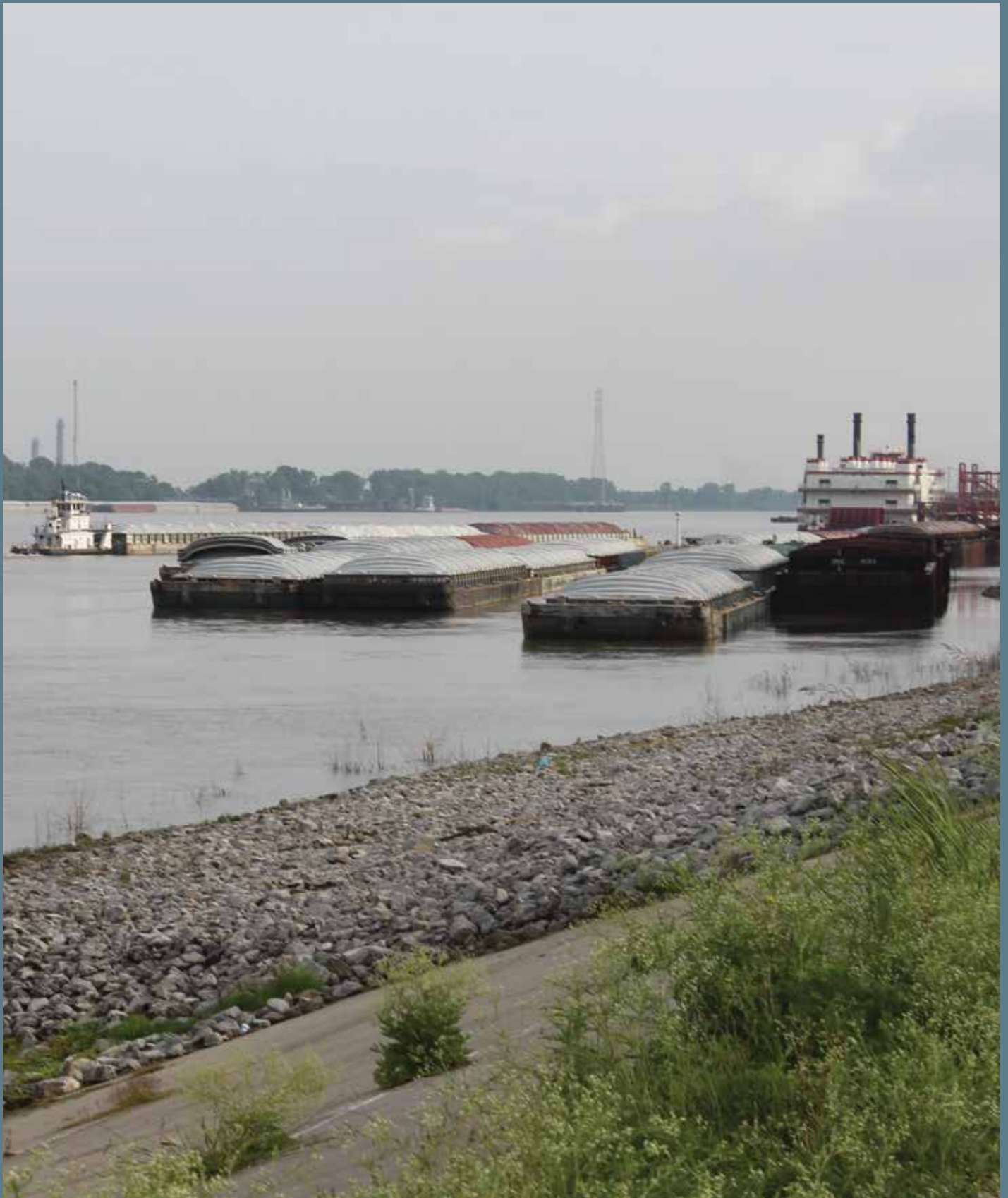


of installing this safety feature. As of April 2019, DOTD has installed 354.79 miles of cable barriers throughout the state at an investment of \$52,573,578.71. DOTD performs analyses on all interstates throughout Louisiana to determine where cable median barriers would be most beneficial in preventing cross-over collisions. The criteria used are number of vehicles crossing the median per mile. The cable barrier system is a testament to DOTD’s commitment to safety. Since the first set of cable barriers were installed in late 2008, there have been no incidents of vehicles breaking through the barriers and crossing the median.





# MULTIMODAL DELIVERY





## Office of Multimodal Commerce

**T**he Office of Multimodal Commerce (OMC) was established by the legislature in 2016. The mission of the OMC is to bring emphasis to commerce in the development of projects administered by the various sections under the auspices of the OMC: aviation, commercial trucking, passenger and freight rail, ports, and waterways. The following pages will list accomplishments toward that mission.

### Ports

The Avondale Shipyard and the Port of Baton Rouge Rail Chambering Yard are two special projects the OMC facilitated that highlight the true multimodal nature of the office and the focus on interoperability among the modes.

The OMC worked collaboratively with Louisiana Economic Development in negotiating options and terms that enabled the private sector developers and stakeholders to reach an agreement that delivered the former

Avondale Shipyard back into commerce. The shipyard is located in New Orleans and was recently purchased by two industrial-development firms. Prior to being closed in 2014, the shipyard was a major economic driver for the economy of the New Orleans area. There is excitement and enthusiasm with Avondale being brought back into commerce because it will not only create approximately 2,500 direct jobs, but it will also create an estimated 2,500 indirect jobs. Small businesses surrounding the shipyard and in the local area that were forced to shut down due to Avondale closing will also have the opportunity to open their doors once again.

The OMC has been collaborating with The Port of Baton Rouge, Louis Dreyfus Commodities, Drax Biomass, and Union Pacific to reach an agreement concerning the \$24 million Rail Chambering Yard and interchange tracks proposed for the Port of Baton Rouge at the Port Allen facilities. The chambering yard will enable 80- to 110-car unit trains to be delivered by Union Pacific at its newly constructed \$11.5 million interchange tracks. This





will allow the Port Allen facility to avoid switching delays, provide operational efficiencies, and realize improved service. These projects will be instrumental drivers for reinvigorating rural Louisiana jobs and

statewide economic development. The project is scheduled to advertise by the end of February 2019 and is anticipated to be operational by the end of 2019.

#### Other ports accomplishments:

- OMC managed Transportation Trust Funds of \$118 million over the past three years to fund 17 projects, which produced \$244 million in construction costs and created/retained 1,947 jobs.
- Since 2016, 10 Port Priority Program projects have been completed. These projects have produced \$66 million in construction costs and created/retained over 1,300 jobs.
- The Port Priority Program has an expenditure of \$41 million since 2016.
- Over the past three years, it is estimated that the state received a return on investment of approximately \$22 in benefits for every \$1 of investment in the Port Priority Program.

#### Highlighted completed projects:

- The Port of Caddo-Bossier recently completed the construction of a 50,000-square-foot warehouse expansion to meet the current storage needs of several tenants, and to prepare for times when Red River traffic is interrupted as the Army Corps of Engineers performs maintenance on each of the five lock and dam structures along the river.
- In 2018, the Port Priority Program's investment of \$339,000 in the access road improvements for the Abbeville Harbor and Terminal District ensured continued access to the port by current and future tenants and created/retained over 330 jobs.
- The Port of South Louisiana's Globalplex Warehouse construction project was partially funded through the Port Priority Program. The project also included pavement and rail improvements, as well as a new truck scale. The construction of the Globalplex

Warehouse ensured continued business with one of the port's largest tenants, an increase in throughput cargo by approximately 500,000 tons per year, and created/retained 41 jobs.

- The Port of Lake Charles used \$9.6 million of Port Priority Program funds to construct a 56,000-square-foot transit shed to increase business relative to the import/export of ceramic proppant for one of its tenants. The construction of this new warehouse created/retained 74 jobs and has a benefit to the state of over \$116 million.

#### Highlighted ongoing projects:

- OMC is currently participating in projects at the Port of Baton Rouge and Port of New Orleans to expand the facilities of container-on-barge services launched in 2016. The booming chemical industry in south Louisiana has created an increased demand of exports. These facility expansions will help meet those needs, as well as ease highway congestion and reduce carbon emissions. According to a U.S. Department of Transportation study, the state can save \$118 in roadway maintenance for each trip a container makes between Baton Rouge and New Orleans by barge rather than over road. With each facility expansion increasing container-on-barge operations to a conservative 300 outbound loaded containers per week, the state has the potential to save over \$3.5 million per year in roadway maintenance alone.
- OMC is currently participating in a shipyard upgrade and expansion project at the Terrebonne Port Commission in Houma. Due to the downturn in the oil and gas industry, the economy in this region has suffered in recent years. The Terrebonne Port Commission and its tenants have been aggressively pursuing opportunities outside of the oil and gas industry in order to boost the local economy. One such opportunity has presented itself in the form of a contract to build an ice-class trawler-processor vessel. In order to commence with the construction of this vessel, upgrades are needed to a "new-construction" facility at the Terrebonne Port Commission.



These upgrades consist of stabilizing a platform of land that will support the construction of the large vessel, as well as the construction of bulkheads and associated dredging along an adjacent slip. This new vessel construction facility will serve as a catalyst for local economic growth as it sets the stage for future projects in the fishing industry, as well as the oil and gas industry.

## Aviation

The aviation section of the OMC receives approximately \$29.8 million per year to match federal funds and accomplish infrastructure development at Louisiana's 70 publicly owned airports. Aviation also administers the state's Unmanned Aerial Systems program.

Since 2017, aviation has been administering a pilot program to test the use of Unmanned Aerial Systems (UAS) technology, commonly referred to as "drones," to support multiple roles throughout DOTD.

To date, aviation has used this technology for the following:

- DOTD airborne obstruction analysis for public-use airports
- DOTD traffic division construction safety
- DOTD public relations
- DOTD emergency support\*
- Other government agency support\*\*

\* On the morning of October 12, 2018, aviation received an emergency call requiring the response and deployment of its UAS technology for a bridge accident. A crane boom on board a barge collided with the Sunshine Bridge, causing significant damage and closing the bridge until an assessment could be made to determine if any vehicles could traverse the structure. The UAS team immediately responded to capture close-up airborne imagery of the damage so engineers and inspectors could make an assessment. After further review on site of the UAS imagery, key personnel determined that the bridge was safe to send inspectors out on a snooper truck. Eventually half the bridge was opened to traffic while the repairs were being made.

\*\* In early 2018, aviation partnered with Louisiana Economic Development to film several certified sites at

six different commercial service and general aviation airports around the state. The film, acquired by the more than fifty drone flights over thirty days, resulted in the LED FastStart production "Louisiana: A State of Aerospace Opportunity," which has proven to be instrumental in attracting business to the state.



Moving into the future, the OMC continues to use UAS for these areas, as well as collaborating with other divisions to determine best use and practices of UAS technology.

On August 16, 2018 the Chennault International Airport Authority opened Chennault International Airport's 10,700' runway after four months of major repairs and upgrades. The multimillion-dollar project, which consisted of runway, taxiway, and lighting rehabilitation and improvements, has been in process since 2013.

Due to the airport having only a single runway for use presented a challenge for the rehabilitation, which caused it to be closed to air operations during construction. In order to avoid significant financial impacts to the owner and tenants, the Federal Aviation Administration (FAA), DOTD's aviation division, and the airport authority developed a plan to use its parallel taxiway as an alternate runway while the main runway was under construction.

All agencies agreed to move forward with the plan for improving the parallel taxiway to runway standards to serve as an alternate runway during repairs on the main



runway. Not only did this allow for uninterrupted service, it also increased the airport's flexibility and long term stability.

This project will ensure that the airport will continue to be a world class hub for the maintenance, repair, overhaul, and refueling of commercial and military aircraft well into the future.

On November 8, 2018, the Lafayette Airport Commission broke ground on a new 110,000 square foot terminal building at Lafayette Regional Airport with an estimated total project cost of \$130 million.



In December 2014, Lafayette Parish levied a one-cent sales tax for an eight-month period with the proceeds dedicated to help finance

the project, with the remaining funds coming from FAA and DOTD's aviation division.

The project consists of construction of a three-gate facility with the ability to expand to meet future capacity. It will also include an expanded parking lot in front of the terminal, places to purchase and eat food on both sides of the security gates, and an advanced baggage handling system.

The commission chose a relatively new method of constructing public projects called "construction manager at risk," or CMAR. The construction method brings the construction company in at the beginning of a project, during the design phase. This method includes more teamwork between the design firm and the builder. A joint-venture team of Lafayette's The Lemoine Company and Houston-based Manhattan Construction Company was chosen for the project.

On February 8, 2018, the Shreveport Airport Authority completed a taxiway extension that changed the layout of Shreveport Downtown Airport while eliminating a major safety issue and making the airport taxiways more efficient for use by more than 300 based aircraft owners.

The \$900,000 taxiway N extension project was designed by KSA Engineers, awarded to Best Yet Builders, and funded by the FAA and DOTD's aviation division.

A runway extension was completed in 1997 on the airport's runway 14 end, but the associated taxiway was not extended. It was deemed a critical safety project due to the multiple occurrences of vehicles mistakenly accessing the active runway and the deficiencies of the airfield not meeting current FAA design standards. The new portion of the taxiway now adheres to the FAA Advisory Circular 150/5300 Airport Design, forcing two 90-degree turns before arriving at a runway, thereby increasing the overall safety of the airport.

Commemorated with a groundbreaking ceremony on January 14, 2016, the Louis Armstrong New Orleans International Airport is in the final phases of constructing a new terminal building. Funded in part with FAA and DOTD aviation grants, the \$1 billion capital program includes construction of a new 35-gate terminal to replace the existing facility, enabling projects such as the airfield lighting vault relocation and navigational aids relocations, construction of a stormwater pump station and a new on-airport roadway system.



The new terminal was designed by architect Cesar Pelli of Pelli Clarke Pelli, Manning Architects, and the Crescent City Aviation Team, a joint venture of Leo A. Daly Company and Atkins North America, Inc. The Hunt-Gibbs-Boh-Metro joint venture served as the Construction Manager at Risk (CMAR) for the project. The CMAR was brought on during the design process to provide input on constructibility and phasing while also assuming risk for project delivery at a maximum guaranteed price and by a certain date.

When the new terminal opens in May 2019, it will provide an improved passenger experience by showing off the spirit of New Orleans throughout the facility via

the presence of live music and local restaurants characterizing the city's distinct culture.

On January 9, 2018, the Baton Rouge Metropolitan Airport hosted a ribbon cutting for its new \$6 million Emergency/National Disaster Multiplex. Constructed with a variety of funding sources, including DOTD aviation division funds, the 24,000 square foot facility is located in the airport's Aviation Business Park, which directly links to major transportation corridors and creates a multimodal system. The multiplex facility infrastructure also includes over 54,000 square feet of apron and taxiway, allowing for direct access to the runways and providing for aircraft loading and unloading of critical supplies during emergencies.

Following hurricanes Katrina and Rita, the airport was the primary disaster relief staging area for the national guard, FEMA, and other relief organizations. However, improvisation was needed to stage throughout the airfield.

Additional benefits of the new facility include

- Staging facilities and services without impinging on normal airport operations
- A strategic location along the Gulf Coast
- Service for regional non-emergency needs, such as personnel training for emergency response preparedness
- Stockpile space for disaster relief supplies

On September 24, 2018, the Monroe Regional Airport conducted a groundbreaking ceremony for the runway 14/32 extension project. The extension of the secondary runway will allow the airport to meet current stage length requirements of the airlines serving Monroe. During past closures of the primary runway, it was necessary for flights to either reduce passenger load, decrease size of aircraft, or divert to another airport to ensure compliance with federal regulations and passenger safety. The project is estimated to cost around \$9 million and will add 1,300 feet of runway.

A current contract with Garver, LLC includes the preparation of a final report containing existing site conditions, rainfall data, drainage improvement alternatives, recommendations, and an implementation plan to prepare for construction in 2019.



In the fall of 2018, the final walkthrough of construction of a new taxiway, hangars, terminal building, and fuel facility was completed at Minden Airport. The project addressed relocating infrastructure that was causing the airport to have obstruction issues within the safety area of the runway. The FAA, DOTD aviation division, and the city of Minden worked conjointly to mitigate these obstructions that could have proven detrimental to the 30 based aircraft at the airport, as well as the numerous other transient aircraft that visit the area. A total of \$6 million in project funds were granted to this project, with a DOTD contribution of \$2.3 million. Furthermore, the City of Minden showed its commitment to this project by contributing \$260,000. The hard work of these three entities has given the Minden Airport a state-of-the-art 3,000 square foot airport terminal building, a brand new fuel facility that allows for 24-hour fueling to aircraft, and 30 new T-hangars to house aircraft. This project shows the state's commitment to growing safe operations of aircraft and the continued development of multimodal commerce.

## Rail

OMC has completed an assessment of passenger rail stations along Amtrak long-distance routes in Louisiana to identify potential improvements to each of the stations. The report may be found in OMC's section of [www.dotd.la.gov](http://www.dotd.la.gov).

This is the first step in the process of improving the Louisiana rail passenger experience. Over 220,000 people in Louisiana ride the train each year as a more scenic and leisurely way of traveling through the state.

## Commercial trucking

In May 2018, a group of Louisiana Motor Transport Association (LMTA) leaders helped legislators better understand the impact of trucking in Louisiana as over two



dozen members attended LMTA's first "Truck Day at the Capitol" in Baton Rouge.



The trucking industry in Louisiana is rapidly growing, but it also presents several challenges for small- and medium-sized carriers. Here are the most pressing trucking issues in which Louisiana's commercial trucking division provides subject matter expertise:

**Regulations** - From hours-of-service to E-log devices to fuel emission requirements, government rules dictate almost everything about operating a truck. Most of the rules are designed to make trucking safer, but they also create many compliance requirements for drivers and fleets.

**Infrastructure** - Recent studies rank the United States' highway infrastructure as 16th among developed countries. Without more public funding for roads and bridges, there will be more accidents, more delays, and less profit for trucking companies in the future.

**Driver shortage** - Even with an average pay of around \$80,000, many news outlets are reporting that the trucking industry is seeing a significant challenge meeting its employment needs. A driver shortage is causing trucking companies to find new ways to attract tomorrow's drivers. This has been a concern for years in the industry and with companies like Tesla and Uber testing out self-driving trucks, traditional truck drivers are feeling like they're being replaced. According to American Transportation Research Institute (ATRI) research, nearly 57 percent of the trucking workforce is at least 45

years old. If this continues, the shortage will reach more than 175,000 drivers by 2026.

**Congestion** - The trucking division has built relationships with the National Academies of Science, the Transportation Research Board, and ATRI to quantify and analyze congestion's cost to trucking. Congestion is costing the trucking industry \$74 billion a year, according to ATRI. Traffic congestion slammed trucking with nearly \$74.5 billion in operational costs in 2016, a 0.5 percent increase over 2015, according to research released on October 18, 2018, by ATRI. The report, ATRI's latest cost of congestion analysis, calculated that delays for operating only on the U.S. National Highway System amounted to nearly 1.2 billion hours of lost productivity, or exactly 425,533 truck drivers "sitting idle for a working year." "Perhaps no other issue has as great an impact on this nation's supply chain as traffic congestion," stated a release issued by ATRI.

The DOTD trucking division is the only member of Blockchain in Transport Alliance (BiTA). BiTA aims to create standards for blockchain use within the transportation industry. The alliance has formed technical committees in three areas: data and formats, finance and payments, and interoperability. Each technical committee consists of several working groups, and others could form down the line, along with a member-certification program to verify that a business is operating in accordance with BiTA standards.

The trucking division is advancing research and participation by working with private industries and associations that have launched proof of concept and implemented private blockchain for trucking.

The trucking division is creating synergies via public outreach to the trucking community and advancing Louisiana trucking's competitive advantages in the following areas:

- Panama Canal
- Agriculture
- Plastics/Resins
- Liquefied natural gas (LNG)
- Containerization

Areas of subject-matter expertise developed by the trucking division:

- Autonomous trucking
- Blockchain technology and the last mile problem
- Platooning
- Driver shortage
- First mile/last mile, intermodalism
- Freight based economic development

Safe and available truck parking is an everyday necessity for truck drivers. It's the second most concerning challenge among drivers. An ATRI study showed that 84 percent of drivers reported parking in unauthorized or undesignated parking at least once a week. The difficult choice many drivers face is whether to drive beyond what hours of service (HOS) rules allow or to stop and park in an unauthorized or unsafe location.

- Jason's Law was specific in requiring the federal DOT to perform three main tasks as part of a survey and comparative assessment: Evaluate state capability to provide adequate truck parking, assess truck volumes in each state, and develop a system of metrics to measure parking in each state.

## Waterways

International shipping is using larger vessels with deeper drafts. With the deepening of the Panama Canal, Louisiana needs a deeper Mississippi River to be able to accommodate the larger vessels and stay competitive in international trade. OMC waterways is the non-federal sponsor for the Mississippi River Ship Channel Navigation Project. Since 2016, the waterways division has provided \$900,000 for a recently completed general reevaluation study to determine if it is economically feasible to deepen the Mississippi River Ship Channel to 50 feet from the Gulf of Mexico through the Port of Baton Rouge. The study was approved by the chief of engineers for the Army Corps and is awaiting funding from Congress for construction.

The Port of Terrebonne is home to businesses that build and repair supply vessels, topsides, and platforms for the oil and gas industry. The Houma Navigation Canal is used to transport these massive structures and is currently maintained at a depth of 15 feet. OMC waterways, serving as the non-federal sponsor, led a feasibility deepening study with a goal of retaining business

industries in Terrebonne Parish while also providing an environmental benefit with the use of dredged material. Waterways provided \$322,240 in funding to complete the study, which recommended deepening the channel by 20 feet. The study was approved by the chief of engineers for the Army Corps, the assistant secretary of the army for civil works, and the Office of Management and Budget, and it is expected to be included in the Water Resources Development Act (WRDA 2020) as a new construction project.

Baptiste Collette Bayou is a distributary of the Mississippi River, approximately 75 miles south of New Orleans. Offshore supply vessels servicing the eastern Gulf of Mexico from Venice currently need to travel the heavily used Southwest Pass before going east. Deepening Baptiste Collette Bayou would provide a shorter, more economical, and safer route from Venice. OMC waterways, serving as the non-federal sponsor, led a feasibility deepening study to determine the route and depth for the channel. Waterways provided \$290,244 to complete the deepening study, which recommended deepening the bayou to 22 feet. The study was approved by the chief of engineers for the Army Corps, the assistant secretary of the army for civil works, and the Office of Management and Budget, and it is expected to be included in WRDA 2020 as a new construction project.

Fabricating facilities at the Port of Iberia require deeper channels to get today's larger offshore oil platform components to the Gulf of Mexico. The Acadiana to Gulf of Mexico Access Channel provides those facilities the direct access to the Gulf of Mexico. The waterways section provided \$9,065,315 in funding from 2016 to 2018 for bulkhead replacement at the Port of Iberia prior to the deepening of the channel.



The Ouachita-Black Rivers Navigation System runs through eastern Louisiana and into southern Arkansas.





This system is a pipeline for raw materials energy supplies to agriculture, paper production, and construction. OMC waterways, a non-federal sponsor for the Ouachita-Black Rivers System, submitted a Section 7001 request to U.S. Army Corps of Engineers to modify an existing corps project. The request seeks to include Little River as part of the navigation project. The 7001 request was sent to Congress in an annual report and a new feasibility study for modification was approved in the 2018 WRDA. OMC waterways will provide funding and project management for the upcoming study.

Louisiana's diverse and intricate marine transportation system is a national leader in waterborne commerce. However, the state has a number of issues that plague its waterway system. Funding for channel maintenance for the Calcasieu Ship Channel, Red River Waterway, and Mississippi River, along with tedious Army Corps processes, has the OMC waterways section at the forefront of keeping our waterways and infrastructure open and accessible to the global marketplace.





## Port Priority Program Funding Doubled and Receives National Recognition

**F**or the fiscal year 2016-2017 budget, Gov. John Bel Edwards nearly doubled the Louisiana Port Construction and Development Priority Program (PCDPP) from \$20 million to \$39.4 million. This amount hadn't been increased since the PCDPP was first created in 1989. In a November 2016 publication "The State of Freight II—Implementing the FAST Act and Beyond," the American Association of State Highway and Transportation Officials (AASHTO) recognized this achievement and applauded Gov. Edwards.

The Fixing America's Surface Transportation Act, also known as the FAST Act, was signed into law by Pres. Barack Obama on Dec. 4, 2015. It authorizes \$305 billion over fiscal years 2016 through 2020 for highways, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. The FASTLANE grant, such as the one Louisiana received, was established in the FAST Act.

"A robust multimodal infrastructure system that connects all aspects of transportation, such as ports, waterways, rail, aviation and highways is critical to the state's commercial strength."

- DOTD Commissioner of the Office of Multimodal Commerce Tommy Clark





## FAA Awards \$25.6 Million in Grants for Louisiana Airports

On July 24, 2018, DOTD announced that \$25.6 million in grants from the Federal Aviation Administration (FAA) will be used for improvements at 13 airports statewide. The FAA will award the \$25.6 million in fiscal year 2018 Airport Improvement Program grants as part of \$3.18 billion in funding provided by Congress for airports across the country. Additionally, the state of Louisiana will invest over \$2.8 million in matching funds for these grants.

This second increment of fiscal year 2018 funding provides 13 grants that will fund 15 infrastructure projects,

including runways, runway safety areas, taxiways, aprons, airport drainage, and terminals.



Airports receiving grants are Alexandria International Airport, Acadiana Regional

Airport, Baton Rouge Metropolitan Airport, DeQuincy Industrial Airpark, False River Regional Airport, Jonesville

Municipal Airport, Le Gros Memorial Airport, Lafayette Regional Airport, Lake Charles Regional Airport, Louisiana Regional Airport, Monroe Regional Airport, Natchitoches Regional Airport, and South Lafourche Leonard Miller, Jr. Airport.

“Air travel is an essential part of the state’s infrastructure, and we owe it to the traveling public to provide safe, high-quality airports.”

- DOTD Secretary Shawn D. Wilson, Ph.D.



## Federal Certification for Rail Transit Program

On July 27, 2018, DOTD announced that it is one of four states recently issued certification for its State Safety Oversight (SSO) program administered by the U.S. Department of Transportation's Federal Transit Administration. SSO programs oversee the safety programs at all rail transit systems, which in Louisiana, entails the New Orleans Regional Transit Authority streetcar system.

This federal certification allows state transportation departments to continue receiving federal transit funds that support public transportation and the transit system offered throughout the state.

In accordance with new federal regulations, all transportation departments with rail transit agencies must become certified to receive funding, as well as maintain certification every three years in compliance with FTA standards.

"This certification affords DOTD the opportunity to utilize federal funding to maintain and oversee federal and state safety laws for our rail transit system. We are delighted our SSO program was able to receive this necessary certification in order to continue to offer exceptional services to residents and motorists throughout Louisiana."

- DOTD Commissioner of the Office of Multimodal Commerce Tommy Clark





# STRATEGIC PERFORMANCE





## Governor's Task Force on Transportation Infrastructure Investment

On June 10, 2016, Gov. John Bel Edwards and Sec. Shawn D. Wilson, Ph.D. announced the formation of the Governor's Task Force on Transportation Infrastructure Investment. Gov. Edwards signed an executive order officially creating the task force.

The duties of the task force included, but were not limited to, the following:

- Research, identify, and make specific actionable recommendations for achieving sufficient increased levels of recurring funding to address the transportation backlog in highway and bridge maintenance needs in Louisiana.
- Research, identify, and make specific actionable recommendations to be introduced in 2017 to fund a robust, multimodal construction program to address immediate needs that preserve the state's investments in infrastructure and build "megaprojects" included in the Louisiana Statewide Transportation Plan, Priority A and Priority B.

The task force submitted its final report on December 30, 2016, after receiving feedback from communities across Louisiana, with over 700 citizens attending meetings hosted by economic development organizations and metropolitan planning organizations in each region of the state. National experts and elected officials also informed the process.

Among its nine community-driven actionable recommendations, the task force called for an additional \$700 million in annual recurring revenue for transportation

to better maintain the current system and construct the Category A and B megaprojects identified in the Louisiana Statewide Transportation Plan that was updated in 2015. Other recommendations included the use of indexing to prevent loss of purchasing power over time, and the dedication of new revenues to categories of transportation enhancements such as pavement overlays, new roads/lanes to relieve congestion, rural bridge replacement, and other modes of transportation like ports, airports, rail, and aviation. The task force also recommended the expanded use of innovative financing methods such as tolling and public private partnerships to supplement additional recurring revenue.

This level of investment would have made projects like a new bridge in Baton Rouge, statewide interstate expansion, and multimodal investments possible. It would have also guaranteed the state's ability to match any additional federal funding that became available.

While the task force report did not specify how to generate \$700 million for transportation each year, it did highlight the benefits and timeliness of reliable user-fee models such as the motor fuel tax, aviation fuel tax, and certain commercial trucking fees.

A \$0.17 fuel tax increase passed the Louisiana Ways and Means Committee in 2017, but the House of Representatives opted not to advance the bill.





## Louisiana's \$60 Million FASTLANE Grant

On July 5, 2016, Gov. John Bel Edwards and Sec. Shawn D. Wilson, Ph.D. announced that Louisiana would receive \$60 million in FASTLANE (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies) grant funding from the United States Department of Transportation. The funding will allow the state to complete a nearly 15-mile pavement replacement and lane addition project on Interstate 10 between the I-49 interchange and the Atchafalaya Basin Bridge.

This project will reconstruct a portion of the interstate system that carries 120 million tons of freight worth over \$200 billion annually. Traffic counts from 2016 indicate that more than 33 percent of all vehicles traveling on this portion of I-10 are freight related. Future freight flows are expected to grow by 55 percent, and the value of the freight will grow to an estimated \$435 billion annually. The entire project is estimated to cost more than \$300 million.

The receipt of this award allowed DOTD to pursue several other projects that were previously unfunded, such as the new exit from I-110 serving the Washington Street area in Baton Rouge.

On September 01, 2016, Gov. Edwards announced that DOTD had received \$40 million in additional federal highway funding due to successfully obligating the full amount of its federal funding during the 2016-2017 federal fiscal year. The money added to the I-10 reconstruction project from I-49 to the Atchafalaya Basin Bridge in the Lafayette and St. Martin parishes. With this additional \$40 million, the project received a total of \$100 million in federal funding in excess of the annual allocation to states by formula.



## Approval for Use of GARVEE Bonds

**O**n January 31, 2018, the Joint Transportation, Highways and Public Works Committee approved the state's request for Grant Anticipation Revenue Vehicle Bonds, also known as GARVEE bonds.

With the up-to-\$650 million bond, DOTD Sec. Shawn D. Wilson, Ph.D. laid out a plan that will lead to the construction of major infrastructure projects in Louisiana. These projects have been part of the state's Transportation Master Plan for decades.

The projects in the plan, which are significant to economic development, already have or are currently going through the state and federal processes needed to reach construction. Once the bonds are sold the state will construct

- A substantial portion of the I-10 reconstruction and widening from the Mississippi River Bridge to the I-10/I-12 split in Baton Rouge.
- A new Interchange on I-10 in Kenner at Loyola Drive to serve the new Louis Armstrong Airport terminal currently under construction.
- A new access from I-20 directly into Barksdale AFB in Bossier City.
- Up to 10 percent of project cost for the Belle Chasse Bridge and Tunnel Replacement.

Much progress has been made in advancing these projects since the GARVEE bonds were announced. The I-10

reconstruction and widening is in the planning and environmental stage, as is the I-10/Loyola Drive interchange. The successful proposal for the Belle Chasse Bridge and Tunnel Replacement is anticipated to be identified by June 2019, while a contract execution and notice to proceed are anticipated by October 2019.

For the I-20/Barksdale project, DOTD has issued a notice of intent letter, completed the request for qualifications (RFQs), request for proposals (RFPs), named the top three design-builders, received two proposals, and has identified the apparent low bidder, all over the span of a year. The contract is expected to be awarded in early March 2019, with an official contraction execution scheduled for late April.

Local governments and metropolitan organizations impacted by these projects will make financial contributions as well, including the City of Baton Rouge/East Baton Rouge Parish, Capital Region Planning Commission, City of Kenner, Jefferson Parish, City of New Orleans, New Orleans International Airport, Regional Planning Commission, City of Bossier City, Bossier Parish, and Northwest Louisiana Council of Governments.

The state will repay the debt of the GARVEE bonds using federal highway funds received each year over the course of 12 years. This payout will be before the two other infrastructure bond programs, the State Highway Improvement Fund (scheduled to be paid off in 2033) and the TIMED program (scheduled for payout in 2045).





## Meeting With the President

**O**n February 12, 2018, Gov. John Bel Edwards and Sec. Shawn D. Wilson, Ph.D. attended a summit with Pres. Donald Trump, seven other state governors, and various state legislators and mayors. The president discussed his vision of approximately \$50 billion in block grants being distributed to states for rural infrastructure improvement. Distribution of grants would be part of the president's \$1.5 trillion plan to improve the nation's infrastructure.

A block grant consists of funds distributed from the federal government to smaller governments, and these funds have no specific stipulations as to how they are to be used.

Both Gov. Edwards and Sec. Wilson agree that using funds to improve rural infrastructure in Louisiana would greatly benefit the state, especially with there being a nearly \$14 billion backlog of highway and bridge needs across the state. Current funding from the gas tax that hasn't been adjusted in 30 years is extremely insufficient to keep up with repairs and other improvements that need to be made, and any assistance from the federal government is a major help for the state.



"We should be able to use that block grant to do some things that we have really struggled to do for a long time."

- Governor John Bel Edwards



## Louisiana's First Public-Private Partnerships

**O**n February 20, 2018, DOTD announced plans to move forward with soliciting a potential public-private partnership (P3) for the Belle Chasse Bridge and Tunnel Replacement project. This is the first project on which DOTD will use this innovative and significant contracting method to deliver infrastructure to the traveling public. The P3 arrangement is intended to close the funding gap for this decades-old project.

With the governor's support, DOTD received approval of the Joint Transportation Committee to utilize the P3 process to negotiate a contract with the private sector. The recommendation to advertise and solicit a P3 was approved mid-December 2017.

There has been significant interest in this project, as there were 25 interested entities with six internally significant developers seeking to qualify. After a thorough review and screening of qualifications, three private entities were selected to submit formal proposals. The proposals were due in March 2019, and DOTD is expected to make a selection and begin negotiations by May 2019. A contract is expected to be executed by August 2019. Principally, the department is seeking the

lowest toll for the shortest period of time. However, other factors, such as customer service, bridge aesthetics, etc., will also receive consideration in selecting among the three proposers.

This route serves as the primary access point to the residents, businesses, and industries of Plaquemines Parish. The new structure will benefit the Belle Chasse Naval Air Station while providing more efficient commute times in daily activities and in hurricane evacuations.

"The intertwining of the public and private sector will be vital going forward as DOTD seeks to tackle our \$13.9 billion backlog."

- DOTD Secretary Shawn D. Wilson, Ph.D.





## Louisiana Awarded \$45 Million in Infrastructure Funding

**O**n June 5, 2018, Gov. John Bel Edwards received notice of an advance grant announcement that the U.S. Department of Transportation approved Louisiana's application for a \$45 million Infrastructure for Rebuilding America, or INFRA, grant for the Belle Chasse Bridge and Tunnel Replacement project.

The INFRA grant is a much-needed portion of the financial package needed to complete this project. Additional funding will come in the form of \$26.2 million in federal funds allocated to the Louisiana DOTD and \$12 million in federal funds allocated to the Regional Planning Commission. The remaining funding needed for the project will come through a public-private partnership.





## Eighteen Consecutive Years of Federal Funding

**O**n September 01, 2016, Gov. Edwards announced that DOTD had received \$40 million in federal highway funding due to successfully obligating the full amount of its federal funding during the 2016-2017 federal fiscal year. The money added to the I-10 reconstruction project from I-49 to the Atchafalaya Basin Bridge in the Lafayette and St. Martin parishes.

On August 30, 2018, Gov. John Bel Edwards and Sec. Shawn D. Wilson, Ph.D. announced that DOTD received \$80 million in additional federal funds for highway projects that can be quickly advanced. This is the 18th year in a row the state has received redistributed funds and this is the largest amount the state has ever received. The department qualified for the additional federal funds after successfully allocating the full amount of its available federal funding to construction projects for the 2017/2018 federal fiscal year.

Each year the Federal Highway Administration allocates funds that were not used by other states or national programs. DOTD used the additional funds on projects where the funds could be obligated by September 30, 2018.

The \$80 million in additional funding was allocated to the following projects:

- Phase 2 of Pecue Lane construction in Baton Rouge
- Improvements at six railroad crossing across the state (LA 434 in Duson, LA 318 in St. Mary Parish, LA 101 in Lacassine, U.S. 90 in Metairie, LA 27 in DeQuincy, and LA 641 in Gramercy)
- Resurfacing portions of I-12 and I-20
- Active transportation projects (multi-use path from North Boulevard to Expressway Park) and Shreveport (transit amenities)
- Improvements at I-10 at U.S. 171 in Lake Charles

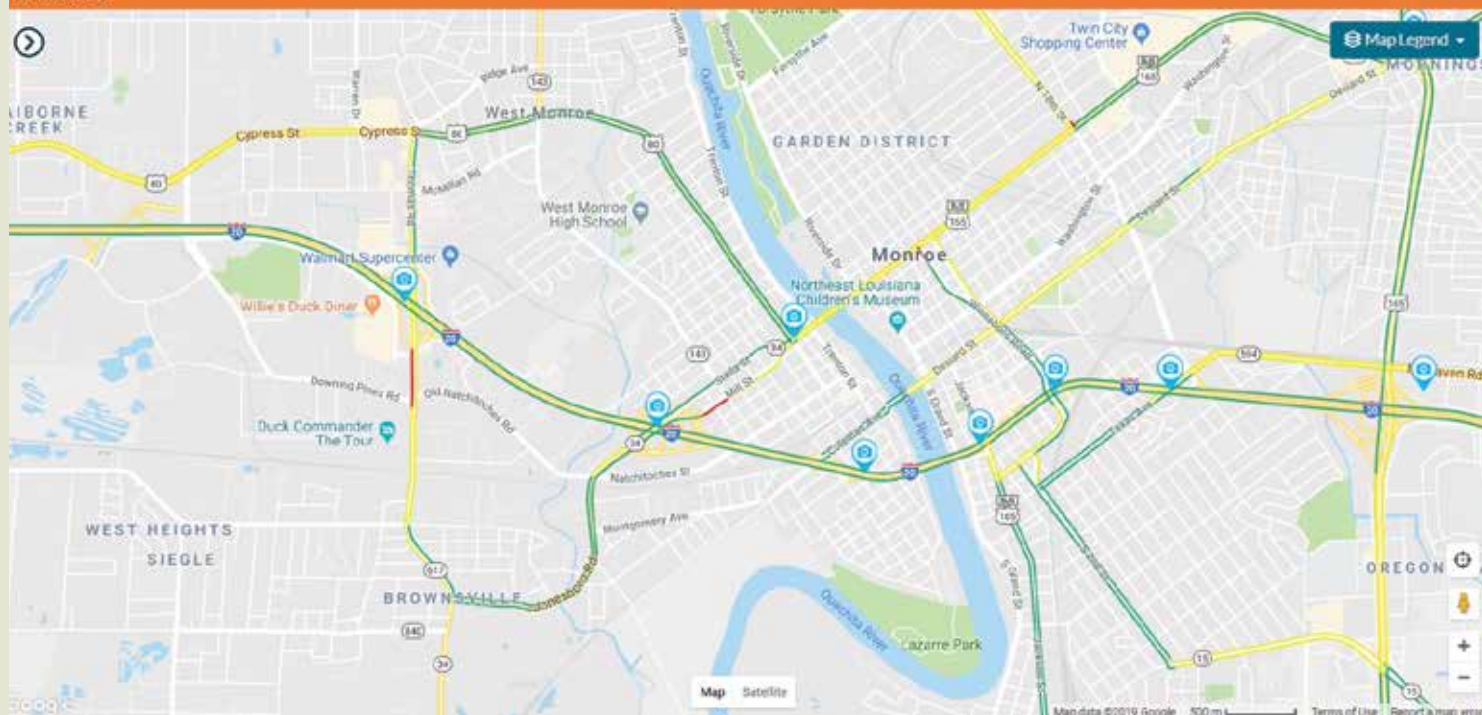
“By allocating our federal resources to fund critical projects around Louisiana, we are demonstrating how much we are able to do to improve infrastructure when these funds are available.”

- Governor John Bel Edwards



# OPERATIONAL ACCOMPLISHMENTS





## Enhancements to Louisiana's 511 and Permit Systems

On September 8, 2016, DOTD announced upgrades that made Louisiana's 511 travel information system even more powerful. Advancements in the 511la.org system have allowed travelers to create customized routes and include traffic data from Waze, a community-based traffic and navigation application, and Google. Updates also included a mobile application that allows users to get hands-free, eyes-free audio notifications, plus additional features, on their iOS and Android smart phones. Additionally, the 511 phone system was upgraded.

In December 2018, DOTD made additional upgrades to the 511 system with complete redesigns of 511la.org and the mobile app.

Realizing the need for faster, better service in issuing oversize/overweight permits, DOTD developed a new web-based computer permit program. A new requirement is that all customers must create a company or personal profile with DOTD's permit office before obtaining permits. To assist customers, the new permit program contains an online help feature.

One of the new features of the upgraded permit program is a map illustrating the potential route generated

from beginning and ending locations within Louisiana. The program offers a number of ways to identify these locations and provides a safe route avoiding horizontal, vertical, and construction restrictions.

"As DOTD continues to provide travelers with the most accurate and up-to-date information through advancing technology, these tools will also prove beneficial for travelers who use this data on a day-to-day basis to plan their commutes and make travel-related decisions."

- DOTD Secretary Shawn D. Wilson, Ph.D.





## Permanent operation of second Plaquemine ferry

**O**n September 29, 2016, DOTD announced that the department will permanently operate a second morning ferry at the Plaquemine landing. The second morning ferry was added on August 29 in response to the unprecedented flood and the influx of commercial and personal vehicle traffic throughout the region. During that time period, it carried an additional 230 vehicles each day.

The ferry's hours of operation were extended a half hour each weekday in response to additional demand which was identified during the prior period of operation. The ferry now operates on weekdays from 5:30 a.m. to 9:00 a.m. The second ferry had previously operated only until 8:30 a.m. each weekday.

DOTD is committed to maintaining an integrated, balanced multimodal transportation system that provides mobility and connectivity for all Louisiana citizens. While there is much more to be done to relieve congestion on LA 1, this expanded ferry service is making commuting more manageable for those who choose this optional service. With statewide collaborative effort, the department is diligently working to bring about meaningful change with sustainable revenues that allow for expanded and new capacity.

The Plaquemine ferry carried 1,501,870 vehicles in 2016 through 2018, and the second morning ferry allows for up to an additional 120 vehicles per hour to cross the Mississippi River.



## Opening of Award-Winning Reconstructed Rest Area

**O**n April 7, 2017, DOTD marked the grand opening of the new Tremont Rest Area facility in Lincoln Parish. The ribbon cutting ceremony was held at the newly constructed rest area on eastbound I-20 at mile post 95 near the town of Choudrant, and was attended by DOTD architects and district staff, elected officials and contractors.

The old rest area facility, built in 1986, was demolished and replaced with a state-of-the-art complex, including new restrooms and a security office. DOTD's architects and landscape architects blended a contemporary look with the architectural traditions of the region and the natural terrain of the site to provide a refreshing experience for the fatigued motorists. The nearly \$12 million project equipped the rest area with updated amenities and enlarged the facility by 8.5 acres. The site features an expanded parking area that accommodates 43 semi-trucks, 3 buses and 68 passenger vehicles. The deceleration and acceleration ramps along I-20 were lengthened to improve safety as vehicles enter and exit the facility.

Along with a new sewer treatment plant, the Tremont Rest Area also features water modifications, 4,242 feet

of concrete walks, striping, signage, 13 pavilions, all new LED lighting and a surveillance system. Fresh landscaping includes 636 trees, 2,763 shrubs, a 2-acre pollination habitat, an automatic irrigation system, as well as other amenities that accompany the facility.

The benefits of investing in rest areas along limited access freeways are numerous and include comfort and convenience, reduction in excess travel, crash and fatigue reductions, and a boost in tourism. Additionally, studies across the nation have found a positive relationship between rest area spacing and reducing the number of fatigue-related crashes.

On October 18, 2017, DOTD announced that the new rest area was the recipient of the Silver Rose Award given by the American Institute of Architects Baton Rouge (AIABR). Every year, AIABR recognizes members' exemplary architectural work on buildings and facilities across the state.

It is DOTD's mission to deliver transportation and public works systems that enhance quality of life and facilitate economic growth, which is exemplified by its work to improve its rest area facilities throughout the state.



# INNOVATIONS





## Innovations Showcase

**O**n October 24, 2018, DOTD hosted its first Innovations Showcase on the Lawn at DOTD headquarters. The event featured nearly 40 booths displaying some of the innovative projects that state DOTD employees from across Louisiana have developed to help DOTD complete its tasks as infrastructure needs grow and resources continue to shrink. Because of their innovations, the DOTD workforce has the opportunity to work safer, faster, and more affordably.

Innovations in transportation have altered the way we move people and goods, and the way we do our work. In 2017, DOTD's Office of Operations created the Innovations Showcase as a way to give employees a formal platform to perform and implement ideas that would provide a more effective and efficient process while out in the field. Some of the top winning innovations include:

- The Rutbuster- A quick multi-use attachment device for use on a skid steer loader. This device can be used to fill in ruts in asphaltic roadway wheel paths, pave asphalt shoulders, and asphalt roadway/turnout widening, among other uses.
- Guardrail Blade- A scraper built to clean along the guardrail and edges of the approach slabs at bridg-

es, allowing the water to drain in the natural ditches rather than washing away embankment at the end of the structures

- Bridge Data Mobility- This is the process of using Google Maps 'Data Import' feature to import and display any GPS specific information regarding bridge inspections. This provides a readily available list of bridges at a quick glance which are GPS located.

The general public was invited to attend the Innovations Showcase on the Lawn, along with elected and appointed officials, and those involved in the different facets of the transportation and construction industry.

"The displays showcased during this event have provided this department with additional resources and technology that save time and money for the men and women working on our roadways and state's infrastructure."

- DOTD Secretary Shawn D. Wilson, Ph.D.



# RESPONSE AND RESILIENCE





## Response to the Great 2016 Floods

In March and August 2016, Louisiana experienced record amounts of rainfall across the state, resulting in two catastrophic floods. In March, a storm system dumped up to 22 inches of rain within three days in areas of the state. Most of the state was affected by the resulting floods, with the south-central section of the state largely spared. Most of the major roadways in Louisiana were closed due to flooding. In August, another storm resulted in up to 31 inches of rainfall within a few days. This time the south-central portion of the state was hit the hardest, being soaked by a staggering 7.1 trillion gallons of water. That amount is over three times what Hurricane Katrina left behind in 2005. That amount would also fill Lake Pontchartrain about four times over. Again, almost every major roadway in Louisiana was closed because of extreme flooding.

DOTD was proactive in these situations by clearing drains, ditches, and culverts prior to the storms. The department also issued numerous public notices via press releases, 511 alerts, and social media posts to advise motorists of road closures. Responding to the rapidly changing conditions, crews in the field in every part of the state erected barricades on closed roads and used Aqua Dams along several major roadways to slow the floodwaters and keep the highways open as

long as possible. During the August floods alone, DOTD deployed 660 individuals to mitigate rising floodwater, close roadways to traffic, make emergency repairs, and inspect infrastructure before opening to traffic once the water receded.







## Assistance to Texas in Aftermath of Hurricane Harvey

**B**eginning August 30, 2017, DOTD used state resources to mobilize buses to help Texan citizens get to shelters in Louisiana. This was done in an effort to assist the state of Texas during their need for additional resources due to the overwhelming devastation brought on by Hurricane Harvey. These assets were utilized as long as needed in assisting our neighbors along the Louisiana/Texas border. DOTD employees worked with state and local partners to assist the citizens taking shelter at Burton Coliseum in Lake Charles. Buses also transported citizens to a shelter in Alexandria.





## Response to 2018 Ice and Snow

In January 2018, Louisiana experienced an unusually cold snap that resulted in ice and snow in almost every part of the state. While the northern portion of the state experiences an occasional wintry mix, snow and ice are rare in the southern portion.

In preparation, DOTD supplies and equipment were checked. Crews monitored the roadways and salted bridges and overpasses. Unanticipated levels of snow and ice resulted in almost every major roadway in the state being closed to traffic. DOTD crews stationed across the state continuously monitored conditions, decided when necessary, and reopened roadways when safe to do so. Once again, the department issued advisories around the clock on travel conditions.







