

Purpose and Need

The Purpose of the Proposed Action, applies equally to the 2015 Selected Alternative and to the Alternative Design Concept to be studied in the Supplemental Environmental Assessment. As approved by the Federal Highway Administration (FHWA), it is as follows:

- To increase the vehicle capacity of the crossing of the Red River at Jimmie Davis Highway (LA 511) in order to provide at least a level of service (LOS) C; [LOS C is defined as moderate congestion with speeds near free flow.]
- To provide a safe river crossing for bicycles and pedestrian traffic; and
- To replace, or extend the life of, an aging bridge structure.

The Needs, also approved by FHWA, include:

- Relief of Traffic Congestion,
- Bicycle and Pedestrian Crossing,
- Improved Safety, and
- Access Improvements to Traffic Generators and Transportation Facilities.

Description of the July 2015 Selected Alternative

Bridge Alternative 7 would provide a new two-lane bridge north of the existing bridge for westbound traffic including a shared use trail on its north side with connections to the existing trails on either side of the river. The existing bridge would remain in service to provide two lanes for eastbound traffic. A full interchange with Arthur Ray Teague Parkway would be provided. Both steel and concrete structural main span options were studied.

Trail Alternative 1 would depart on structure from the new bridge on each side of the river between the river and the parkways, reach grade, and extend north to connect with the existing trailheads.

Access Alternative B would reconstruct Jimmie Davis Hwy. with a median within the existing right of way. The CenturyLink Boulevard intersection would be closed as described in Access Alternative C, and the Zach Avenue intersection would be eliminated by the eastbound entrance ramp. Access from Jimmie Davis Highway between Zach Avenue and Sunflower Boulevard would be replaced by a new road south of the affected properties. The multi-phase signalized intersection at Sunflower Boulevard would be replaced with a channelized intersection for westbound vehicles turning left and a two-phase signal. Vehicles turning westbound from Sunflower Boulevard would turn right and proceed to a signalized U-turn farther to the east. There would be U-turns between Sunflower Boulevard and Medical Drive and just west of Barksdale Boulevard.

Access Alternative C would provide a new three-lane extension of Reeves Marine Drive, connecting CenturyLink Center Drive and Medical Drive to provide for vehicles traveling between CenturyLink Center and Barksdale Boulevard to reach Jimmie Davis Highway. Alternative C, combined with Alternative B, would close the CenturyLink Boulevard intersection and would eliminate potential access impacts to the properties on the north side of Jimmie Davis Highway.

Description of the Alternative Design Concept

Bridge Alternative 8 would provide a new four-lane bridge north of the existing bridge and a full interchange with Arthur Ray Teague Parkway. Both steel and concrete main span structural options will be studied.

Trail Alternative 3 would be on the existing bridge and would connect to the existing trails by switchback ramps located between the river and the parkways on each side. On the west side, the existing trail would be extended to join the ramp.

Access Alternative D would reconstruct Jimmie Davis Highway with a median, narrower than in Alternative B, within the existing right of way. Channelized left turns and U-turns would be provided. The CenturyLink Boulevard intersection would be closed as described in Access Alternative C, and the Zach Avenue intersection would be eliminated by the eastbound entrance ramp. Access from Jimmie Davis Highway between Zach Avenue and Sunflower Boulevard would be replaced by a new road between Jimmie Davis Highway and the affected properties.

Access Alternative C in the Alternative Design Concept would be the same as described for the 2015 Selected Alternative above.

How to make a Comment:

You are encouraged to comment on the proposed project. You may comment on the record in the following ways:

- Make a verbal comment this evening that is recorded by the court reporter. Please sign-up at the Sign-in station to ensure you have a turn to have your comment recorded;
- Make a written comment this evening by completing a comment form and either place in the bin on the Comment Table or return it to the Sign-in station;
- After this meeting, you may mail the comment form, or other written comment, to Jimmie Davis Bridge Route 511 Supplemental EA, PO Box 56845, New Orleans, LA 70156 or you may e-mail your comment to jimmiedavisbridgeroute511@gmail.com.
- You may comment by mail or e-mail to these addresses at any time.
- However, to be included in the Transcript of this meeting, your written comments must be received, or postmarked, no later than Friday June 9, 2017.

OPEN HOUSE PUBLIC MEETING

5:00 – 7:00 PM, Thursday, May 25, 2017

Barksdale Baptist Church

1714 Jimmie Davis Highway

Bossier City, LA 71112

The Purposes of this Open House Public Meeting are:

- **To provide you with information regarding the proposed Alternative Design Concept under consideration for study in a Supplemental Environmental Assessment, and**
- **To provide you with an opportunity to comment on the proposed Alternative Design Concept.**

There are five (5) stations in the Open House for you to visit. To get the most from your visit, it is recommended that you visit all stations. In addition, take a seat and watch the presentation on one of the several screens in the room that provides an overview of the project Purpose and Need, History, and the new Alternative Design Concept.

1. Sign-in: Located at the entrance, we ask that you stop here to sign in and to receive a handout. At this station, you also are able:
 - To sign-up to speak with the court reporter if you wish to make a verbal comment this evening, and
 - To pick-up a comment sheet.
 - If you wish to make a written comment this evening, you may place it in the bin on the Comment Table or return it to this station.
 - You also may mail the comment form later, but we must receive it no later than Friday June 9, 2017 for it to be included in the Transcript of this meeting.
 - See **How to make a Comment** on the back page of this handout.
2. Map Tables: Maps are located here for you to review the new Alternative Design Concept and the July 2015 Selected Alternative for comparison. Engineering and environmental staff are available at this station to speak with you about the project. Displays summarizing environmental effects also are found here.
3. Traffic Simulation: On the screen at this station, there is an animated visual model of traffic in 2036 for the new Alternative Design Concept.
4. Court Reporter: If you wish to make a verbal comment on the record, you should visit the court reporter who will record your comments.
5. Comment Table: If you wish to submit a written comment, a table and blank comment forms are provided for your use; a bin is on the table for you to leave your written comment, or you may return the form to the Sign-in station.

Introduction

The Louisiana Department of Transportation and Development (DOTD) has developed an Alternative Design Concept to add capacity to the crossing of the Red River at LA 511, to develop a full interchange of LA 511 with the Arthur Ray Teague Parkway, to provide a shared use trail connecting the existing trails on each side of the river, and to upgrade LA 511 to complement the additional capacity of the river crossing.

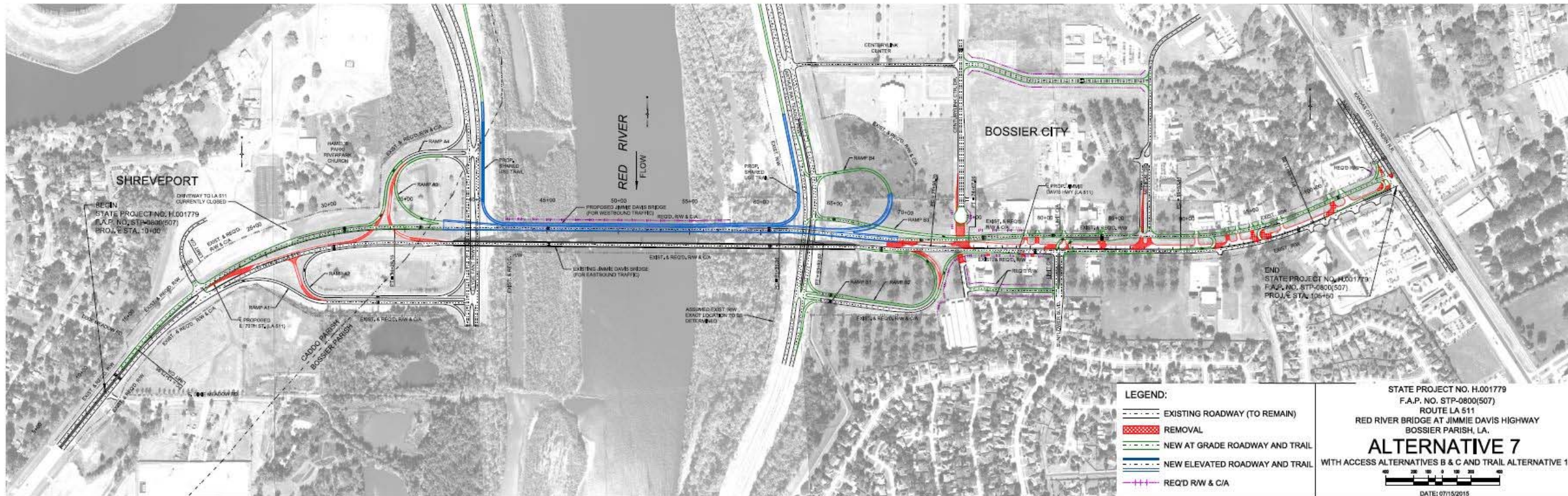
DOTD will prepare a Supplemental Environmental Assessment (SEA), in accordance with the National Environmental Policy Act (NEPA), and a Draft Section 4(f) Statement, in accordance with the US Department of Transportation Act of 1966, to identify a new Selected Alternative that will be different from the one approved in the July 2015 EA. The Alternative Design Concept presented at this Public Meeting, following consideration of the public comments received, will be identified as the Selected Alternative to be studied in the SEA.

The SEA will compare the potential environmental effects of the Alternative Design Concept following consideration of the public comments to the potential effects of the Selected Alternative in the July 2015 EA that included Bridge Alternative 7, Trail Alternative 1, Access Alternative B, and Access Alternative C. The total project cost for those alternatives in 2015 was estimated to be \$81.4 million if the bridge is a steel girder main span and \$80.9 million if it is a concrete segmental construction main span.

(See Centerfold for drawings of the Alternative Design Concept and the July 2015 Selected Alternative.)

(Project Information Continued on Back.)

2015 SELECTED ALTERNATIVE



ALTERNATIVE DESIGN CONCEPT

