



625 Texas Street, Suite 200 | Shreveport, LA 71101
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Metropolitan Planning Organization Transportation Policy Committee

MINUTES

Friday, August 4, 2023 (9:00 AM) NLCOG

NLCOG

625 Texas Street, Suite 200
Shreveport, LA 71101

Members Present

Mr. Alan Clarke – MPC City of Shreveport
Mr. Bruce Blanton – Webster Parish
Mayor Tommy Chandler – City of Bossier City
Mr. Butch Ford – Bossier Parish
Mr. David North – LADOTD District 04
Mr. Michael Norton – DeSoto Parish
Mayor Tom Arceneaux – City of Shreveport
Mr. Eric England – Port of Caddo-Bossier
Mr. Dinero' Washington – SporTran

Members Absent

Mrs. Carlotta Askew-Brown – MPC City of Bossier City
Ms. Erica Bryant – Caddo Parish

Others Present

Mr. Kent Rogers – NLCOG
Mr. Chris Petro – NLCOG
Ms. Savannah Williams - NLCOG
Dr. Shelly Barrett - NLCOG
Ms. Rita Arnold – NLCOG
Mr. Adam Driskill - NLCOG
Mr. Josh Chevallier – NLCOG Legal Council
Mrs. Erin Buchanan - DOTD

Call to Order

Mr. Clarke called the meeting to order. Mr. Clarke asked Mr. Rogers to begin a roll call. Mr. Rogers began the roll call. A quorum was present. Mr. Clarke asked for everyone to stand and join him for an invocation and the pledge. Mr. Clarke led us in prayer followed by the Pledge of Allegiance led by Mr. Petro.

Public Comments

Mr. Clarke stated there was one public comment request. He wanted to remind him of the three-minute time limit for his comment.

Mr. John Perkins wanted to address the board regarding I-49. He read a letter written by Sister Margaret McCaffrey dated August 7, 1997. Mr. Perkins stated that they were making improvements and the mayor calls it blight abatements. He said they were stopped by a local civic group that wanted it to stop so it's not to impede this highway, which was to include Mobile in the 1990's. Mr. Perkins says that why they started building there was to do blight abatement and it's just unbelievable of waste, fraud and abuse to bring this back up again when it was killed by law in 1996. Please see the attached letter that was read by Mr. Perkins.

Business

1. Approval of Minutes

The next item on the agenda was for approval of the minutes of the June 23, 2023, meeting. Mayor Chandler motioned, and Mr. Norton seconded to approve the minutes as provided. Mr. Clarke called for questions or comments. Having none, the chair called for a vote and the motion passed.

2. Transportation Improvement Program (TIP) FY 2023-2026 – Updates – STBG Program

Mr. Rogers stated that they had no formal action at this time, but he wanted to take this time, as they used to do, to give them a full update on the 200 K Programming of all the projects in the whole lifespan of the TIP. Mr. Rogers said he printed another sheet after receiving more updates of the projects. Part of the reason for this is, Mr. Rogers stated, is that the state, each year in August and October, there's what they call a federal redistribution. You don't get extra funds, but they let you increase your obligation authority if other states haven't used up their current obligation authority. Mr. Rogers said that what the state is trying to do is push out as many projects as they possibly can, push the timeframe on some of them to get them let prior to the end of federal fiscal year so they can take advantage of more of that obligation limit to push out the projects. He says that two of the big projects with that are the Linwood Phase 3 and 4. Mr. Rogers thinks Patrick was able to get final plans sent out to DOTD last week so hopefully those will go out shortly for an earlier letting that they were originally looking forward to. Same with the engineering portion for the I-69 Service Road. One of the requests they had with them was the gate access road. Mr. Rogers said they had obligated over the lifespan of that project over fifteen million dollars a year and that was spread out over a twelve-year period. The current balance of that is seven million one hundred fourteen thousand one hundred sixty-five dollars. They would like to go ahead and expend that amount rather than the four million they had obligated over the lifespan of the current TIP. Mr. Rogers stated they asked that before they do that to make sure that won't interfere with any of their other projects getting obligated and pushed within that time period. Although the money was there for the whole thing, they want to make sure that they don't get down to the end of the line in few years from now and say we're short on money because they went ahead and let them expend the entire seven million rather than the four million obligated. Mr. Rogers said the others are pretty much the same as they had originally been. The one that has the major increase past that would be the US371 in Webster Parish. He said they are looking at letting the engineering phase of that in 2024 timeframe. The environmental and preliminary engineering has been completed on that

project. Mr. Rogers stated that other than that this was just giving them an update on things. He said the last one, the Active Transportation Plan, they're going to get that posted, but they're still waiting on that final entity statement, and they'll get it posted to their website on Monday, thirty-day turnaround. He will have something for them at the next meeting unless they get a lot of submissions. They're anticipating three to four, but unless they get a lot more, they should have it narrowed down to their preferred choice to submit to them at the next meeting. Mr. Clarke asked if there were any questions for Mr. Rogers. Having none, Mr. Clarke moved to the next item on the agenda, project updates.

Project Updates

1. I-49 Inner City Connector Update

Mr. Rogers stated that for the last six weeks they've been working to refine the #A alternative and have had several meetings. Three very large meetings with DOTD and Federal Highways in Baton Rouge with the full consulting team and several of the different offices within DOTD and Federal Highways present. On the 27th, they had a little more than a half day. Mr. Rogers said that Dr. Kalivoda called it a workshop, but basically laid out everything and everybody sat there with their markers and marked it up saying that this is what we need to fix and to do this and that. They were to have those comments finalized within two weeks. Mr. Rogers stated that they're looking at August 12th to reconvene and address those comments and make sure they are done, and they'll move forward from there towards the public meeting that was part of Dr. Kalivoda's overall timeframe for the project. Being with that, they're looking at sometime in late August for a special MPO meeting, single topic, single agenda item, which would be here's the layout of what we've come up with and what they've come up with for 3A to present to them prior to the public meeting. Looking at roughly October 17th for that public meeting. There are things they are wanting to do after presenting it including meeting again with SHPO, Federal Highways and everyone in between there, and a couple of community meetings prior to the public meeting on that project. Mr. Rogers stated that they're moving pretty close in line with Dr. Kalivoda's original project schedule. He knows that October 17th falls slightly outside of the 3rd quarter timeframe, but some of that is because they had a giant spreadsheet they were following and getting things done by certain dates.

2. I-69 SIU 15 MEGA Grant Application

Mr. Rogers stated that from the consultants: the traffic analysis is completed and evaluated for benefits. They have completed the description for temporary traffic control and are gathering information to refine the draft projected cost estimate. The BCA is nearly complete pending final cost and schedule. They're expecting to have the draft narrative done by the end of next week or beginning of the following week. Mr. Rogers said that from the local team: Mr. England and his group are coordinating the overall effort. They had a local team status call on Monday to review some of that. He believes that Kathy French from the Ports office sent out some example letters of support to the local and state delegation to review for the application. They have been trying to coordinate with Dr. Kalivoda's office on the project and what funding would be available through the state to support it and how much they would support it. SIU 15 is from US 171 in the Stonewall area up to I-20 east of Haughton, almost at the parish border in that area. Mr. Rogers said that from the MEGA Grant program the breakout of funding can be fifty percent for any specific project, fifty percent from MEGA Grant, thirty percent from State/Federal and twenty percent match for one hundred percent funding. The MEGA applications that have the three different programs in it, the INFRA, MEGA, and Rural program, the amounts available for this current year are three to three point one billion for the INFRA program, one point eight billion for the MEGA

program, and six hundred fifty to six hundred seventy-five million for the Rural program. One of the things that is noted in there is the NOFA. Projects can exceed those amounts and can be spread out over multiple years for the application. Mr. Rogers asked if there were any questions or comments and Mr. England stated he had a comment. Mr. England said that they were going to huddle up after the Board of Directors meeting, the project support group, for just five to ten minutes to talk about the final plan for moving forward.

3. I-20 Update

Mr. Rogers stated that Mrs. Erin Buchanan was going to give an update on the I-20 Rehab Project. Mrs. Buchanan stated that they're gearing up to begin a project to repair a portion of I-20 for Bossier City, which includes additional repairs on the Shreveport side as well. This is their I-20 Rehabilitation Project. Mrs. Buchanan presented her slide presentation to the board and public. She says that any changes on dates that come about will be communicated as well as all updates on a regular basis. Mrs. Buchanan said that the rehab section in Bossier City is for around Hamilton Road to Industrial Drive. They will be removing all existing pavement and putting new down. They also have limits that are included that are full depth concrete patching which is extensive in itself. That will be from Industrial, I-220 on the east side of the project, then from Pines Road to I-49 on the west side of the project. Mrs. Buchanan says that not only do they have the rehab project going on, but some extensive patching and repairs as well. The traffic impact will be on both sides east and west just for the preparations. She says the construction phase is not set in stone and there may be some adjustments made to it as the contractor and DOTD move forward. Starting with phase one they will be shifting traffic to the inside lane so the contractor can reup the shoulder so they can eventually put traffic on the outside shoulder and build the outside lanes. Phase two will be shifting traffic to the outside which would've been just built to strengthen the outside shoulders to put traffic on them then begin construction on the inside lane and inside shoulder. At this point they're looking at working eastbound and westbound simultaneously, but again there could be adjustments to that. Any changes will be communicated. Mrs. Buchanan said that phase three is basically a flip flop. They will shift traffic to the inside lane, reconstruct the outside lane, outside shoulder and begin ramp work with ramp closures. The ramp closures are broken down into three stages and there could be changes, but that's what they're looking at right now. Stage one consists of closing Industrial Drive and working on those ramps. Mrs. Buchanan said that obviously they're not going to have ramps closed at the same time. Stage two, currently, is Barksdale ramp and Airline Drive. And stage three will be Old Minden Road. In terms of management of traffic and responding to incidents they will have a dedicated map truck. This contract includes a dedicated map truck as well as a tow truck. This project also includes a queue detection system. It will include quite a few sensor detectors and warning signs at these various locations. The idea is to alert motorists of the condition that they're approaching and will tell them in real time what the queue is looking like to be able to make the appropriate decision. They will have nine portable message signs to inform traffic in the work zone. They do have a stakeholders meeting scheduled for next Tuesday at 10 A.M. at the Bossier Sheriff Sub Station off Viking Drive. They're looking at about two to two and a half years of work. Mr. Rogers asked if the rehab and patching would occur simultaneously. Mrs. Buchanan stated that that would be up to the contractor to do, but she didn't think that that's their plan. Mr. Rogers asked if during the patching it would be shut down to one lane. Mrs. Buchanan said it will, but she thinks it's going to be mostly night work. Mr. North stated that it's currently set to be night work. Mrs. Buchanan stated that the patching is full depth which is all the way to the roadway base and not just the surface. Mr. Clarke asked if she would come back and give them an update when the work begins on the Shreveport side of I-20. Mrs. Buchanan said that she can provide updates throughout the project if that's what Mr. Rogers wanted. Mayor Chandler asked if they were able to delay the closing of the bridge on HWY 80 at the same time as I-20? Mrs. Buchanan said that probably, but she wasn't sure of the letting time on that bridge but doubted that would be happening simultaneously. Mr. Washington asked if they had any preliminary traffic counts for the alternate roads that they may be getting off at. Mrs. Buchanan stated that through the traffic management plan the consultant put

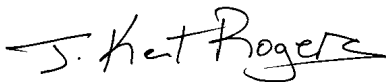
all that together and she didn't have that in front of her. Mr. Washington asked if they could have that shared with them so he could share with the bus service, especially Bossier, to share what their service is going to look like. Especially if they'll be expecting a lot of additional cars getting off on Airline. A public question was asked if the widening of the shoulder work for traffic to go around during the construction was going to stay intact for emergency purposes. Mrs. Buchanan said the shoulders were being rebuilt as part of this as well and strengthened to put traffic on them. They asked if they would be left permanently so they could fully get off the road. Mr. Rogers said they'll end up with wider, deeper shoulders, but there won't be a full initial travel lane. It won't be adding capacity. The public stated that it looks like it will be concrete shoulders and asked if that were true. He asked if they will be full depth concrete in the future rather than asphalt. Mr. Rogers stated that unfortunately they couldn't steal from the center to add capacity because the biggest issue with that is the Benton Road, Airline Drive and Barksdale exits. That there was no room to steal from. Mr. North stated that if you expand to one side you run into clearance problems. Benton Road in Bossier would have to be completely redone to add another lane. We have attached the slide presentation which Mrs. Buchanan followed for her presentation. Mr. Clarke asked if there were any questions or comments from the committee.

Announcements

Mr. Rogers stated that there is no meeting in July. The next meeting will be Friday, September 15, 2023.

Adjourn

With no remaining agenda items, Mr. Clarke entertained a motion to adjourn. Mr. Washington motioned, and Mr. Norton seconded, and the meeting was adjourned.

A handwritten signature in black ink that reads "J. Kent Rogers". The signature is written in a cursive, flowing style with a horizontal line extending from the end of the name.

J. Kent Rogers, Secretary

PUBLIC COMMENT CARD

All cards must be returned to the Chair prior to the start of the meeting. Comments will not be accepted during the meeting. You will be called upon at the appropriate time to speak.

Please print:

Date: 8-4-23

Name: John Perkins

Address: _____

E-mail: _____

Phone: () _____

I am representing: ☐ myself ☐ business ☒ organization

Name of business / organization: Attentale strong

Comment on: ☒ Agenda item ☐ Non-agenda item

Briefly describe your comment(s):

I-4G

As a reminder, public comment is limited to three (3) minutes per speaker.

Comments relative to any issues that are in active litigation will not be heard in this meeting.

Speakers are to address the Chairman, not each other or the audience, and are expected to conduct themselves in an appropriate manner.

The use of abusive or profane language shall not be allowed. No debate or argument between speakers and/or members of the audience shall be permitted.

August 7, 1997

Attention: Mr. J. Kent Rogers
Northwest Louisiana Council of Governments
509 Market Street
Suite 1000
Shreveport, LA 71101

Dear Mr. Rogers:

A few days ago I came to your office and viewed the document-Caddo Bossier Metropolitan Area Transportation Improvement Program (TIP) for Fiscal Years 1998 through 2001. I understand it is scheduled for adoption at the next meeting, August 13th.

In reviewing the document I noticed it listed TIP 455-08-0049 (I-49 comments I-20 to I-220) Environmental Impact Study.

When I questioned the funding of this Project to a gentlemen in your office, he called Baton Rouge and learned that this impact study has not been funded and should be removed from the document.

I am, therefore, writing to you to request that TIP 455-08-0049 be removed from this document before the meeting on the 13th.

Also I take this opportunity to request that the route I-49 to I-20 to I-220 be removed from the map and that the idea of an impact study be abandoned. The residents, particularly the Patzman Civic Club, have written many letters to their representatives requesting that the impact study not be funded. The residents know the impact such a highway would have on their neighborhood and know that it would be very negative for them. If this plan would be taken off the map as even a possibility, the residents could work more fully for neighborhood improvements in their community. As long as the highway possibility lingers, improvements in the neighborhood are hindered.

I appreciate your attention to this matter and also request that I might be permitted to attend the meeting on the 13th.

Sincerely,

I-20 Rehab Project No. H.012889

District 04:

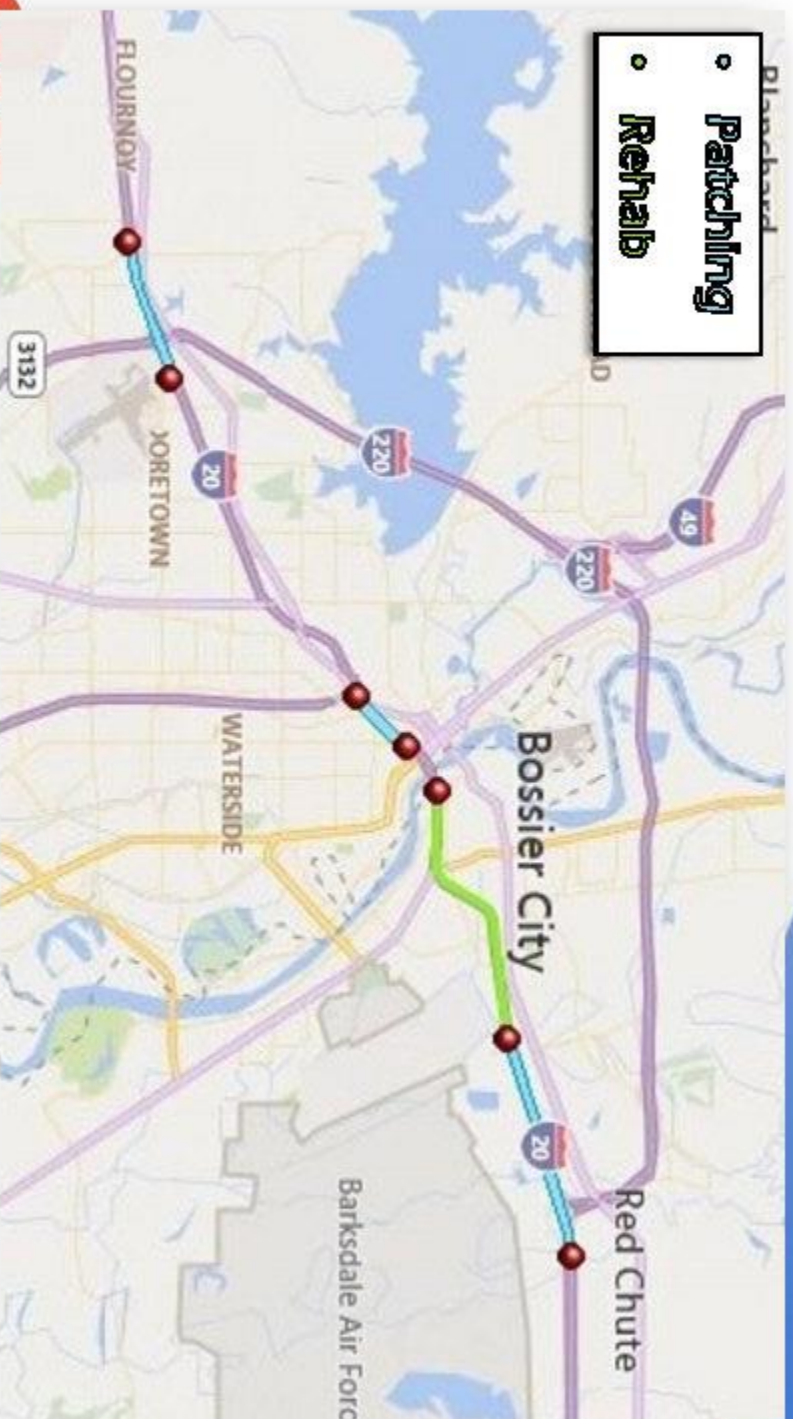
District 04 Administrator:	David North, P.E.
Area Engineer:	Steve Christner, P.E.
Project Engineer:	Demarcion Evans, P.E.
Public Information Officer:	Erin Buchanan

PROJECT DETAILS:

- ❖ Letting date: May 10, 2023
- ❖ Notice To Proceed: July 31, 2023
- ❖ Assembly period: 90 calendar days
- ❖ Work to begin: September 18, 2023 (est.)
- ❖ Calendar days bid: 730 days
- ❖ Bid amount: \$117.6 Million

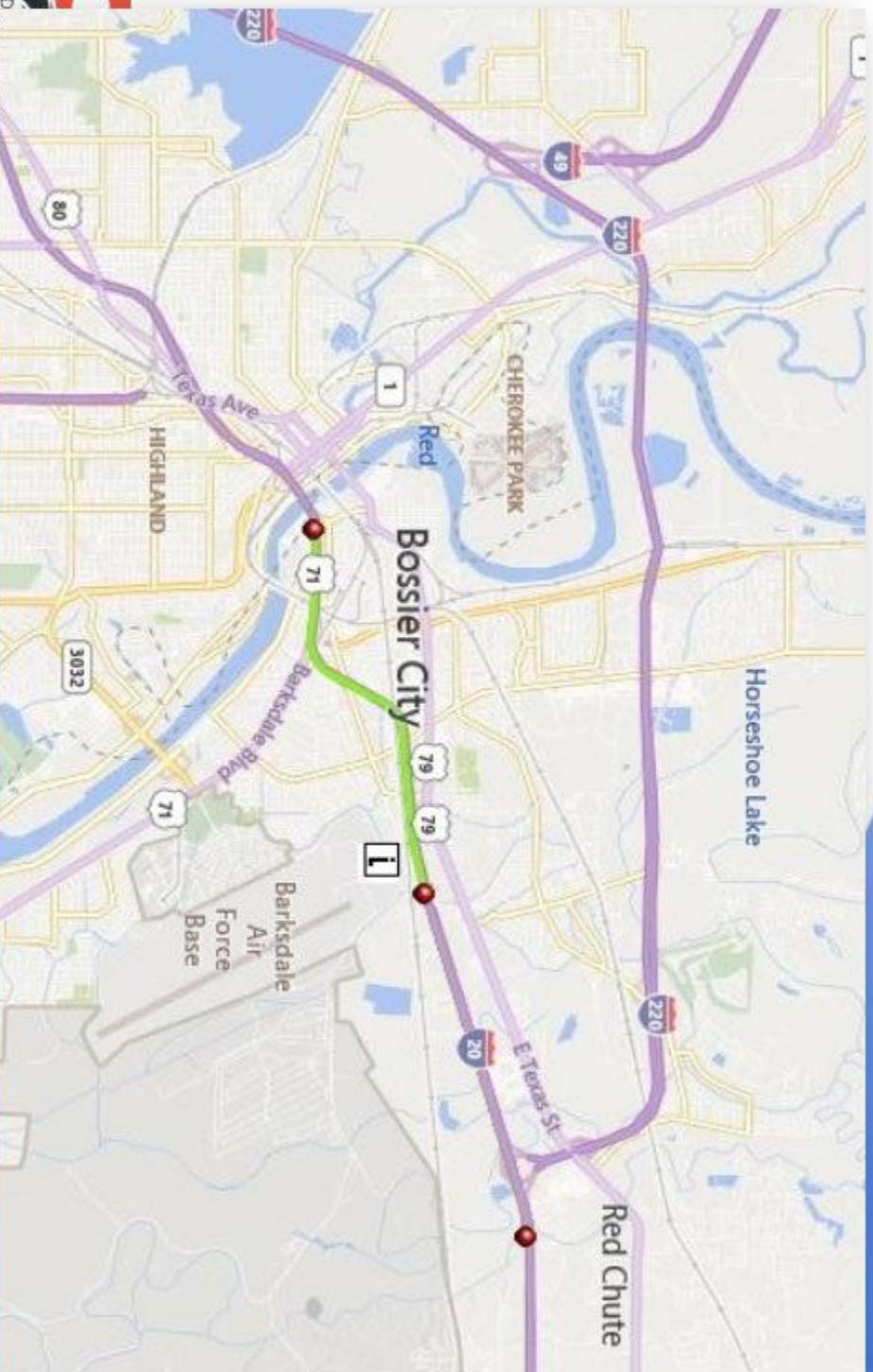
TOTAL LIMITS

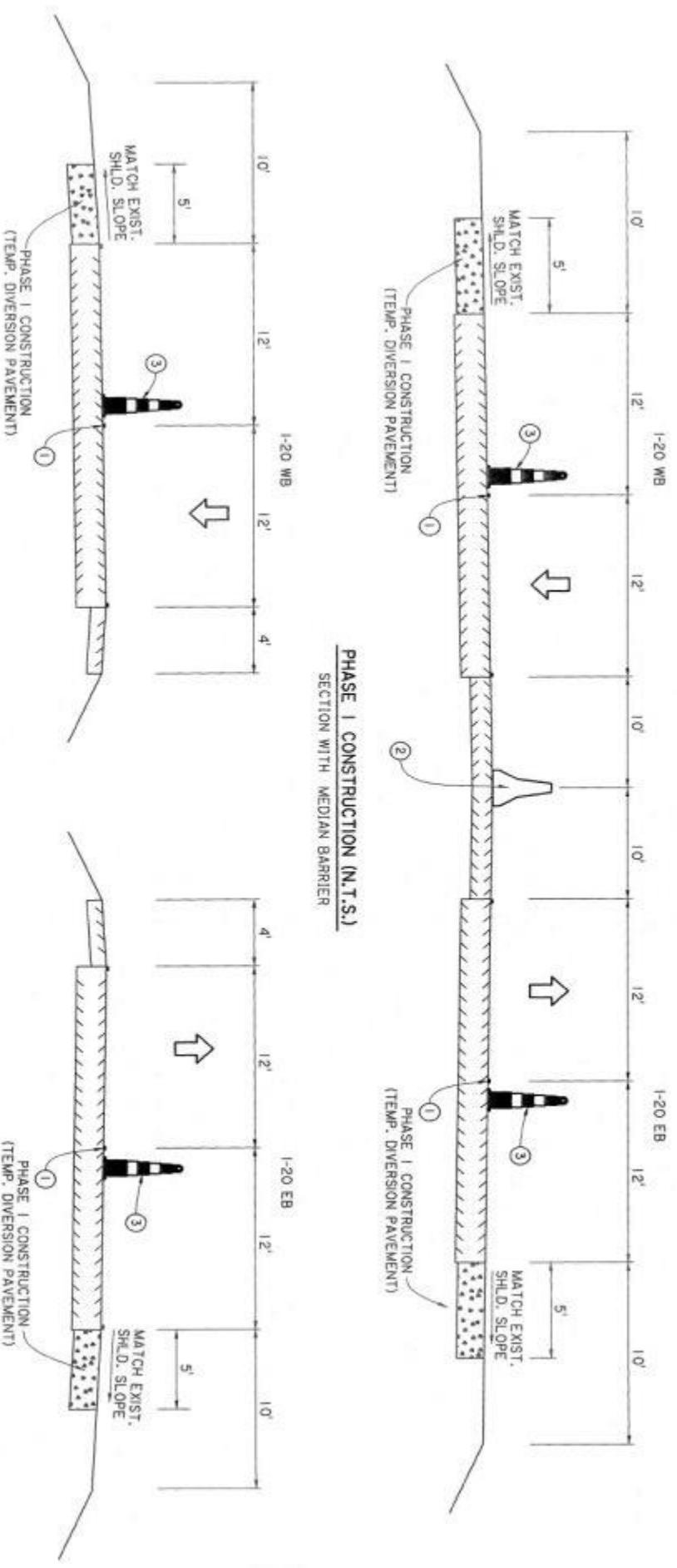
Pines Road in Shreveport to I-220 in Bossier City



REHAB LIMITS

Traffic Street to Industrial Exit in Bossier City

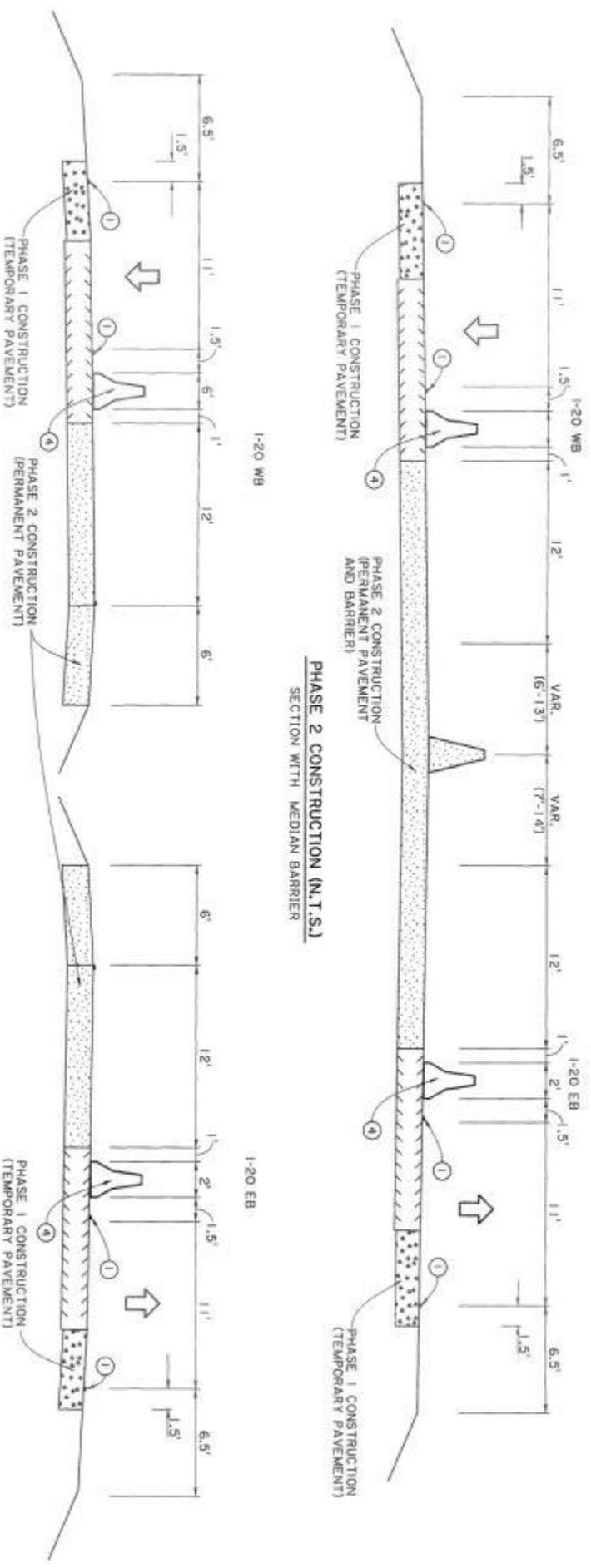




PHASE 1:

CONSTRUCTION

- ❖ Shift traffic to the inside lane.
- ❖ Install concrete barrier rails.
- ❖ Construct 5 foot Temporary Diversion Pavement in the outside shoulder area.

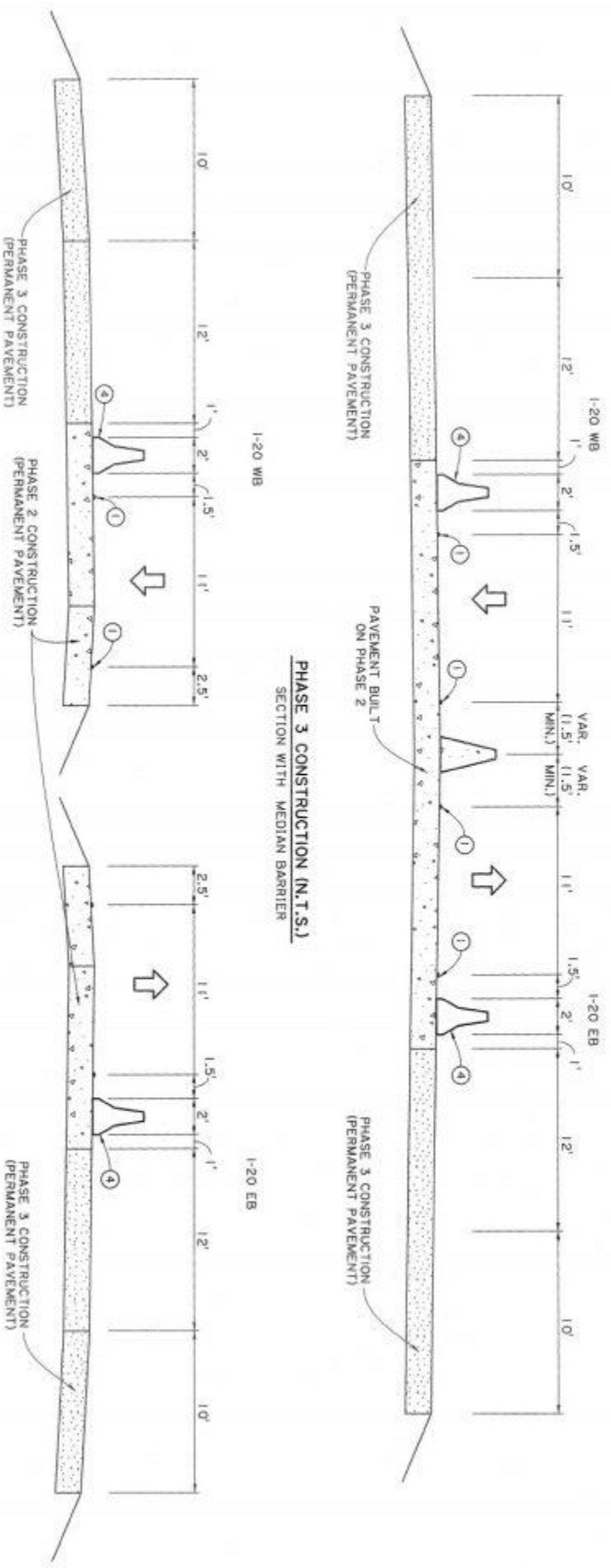


PHASE 2 CONSTRUCTION (N.T.S.)
SECTION WITHOUT MEDIAN BARRIER

PHASE 2:

- ❖ Shift traffic to the outside lane.
- ❖ Construct the inside lane and inside shoulder.

CONSTRUCTION



PHASE 3 CONSTRUCTION (N.T.S.)
 SECTION WITHOUT MEDIAN BARRIER

PHASE 3 CONSTRUCTION (N.T.S.)
 SECTION WITH MEDIAN BARRIER

PHASE 3:

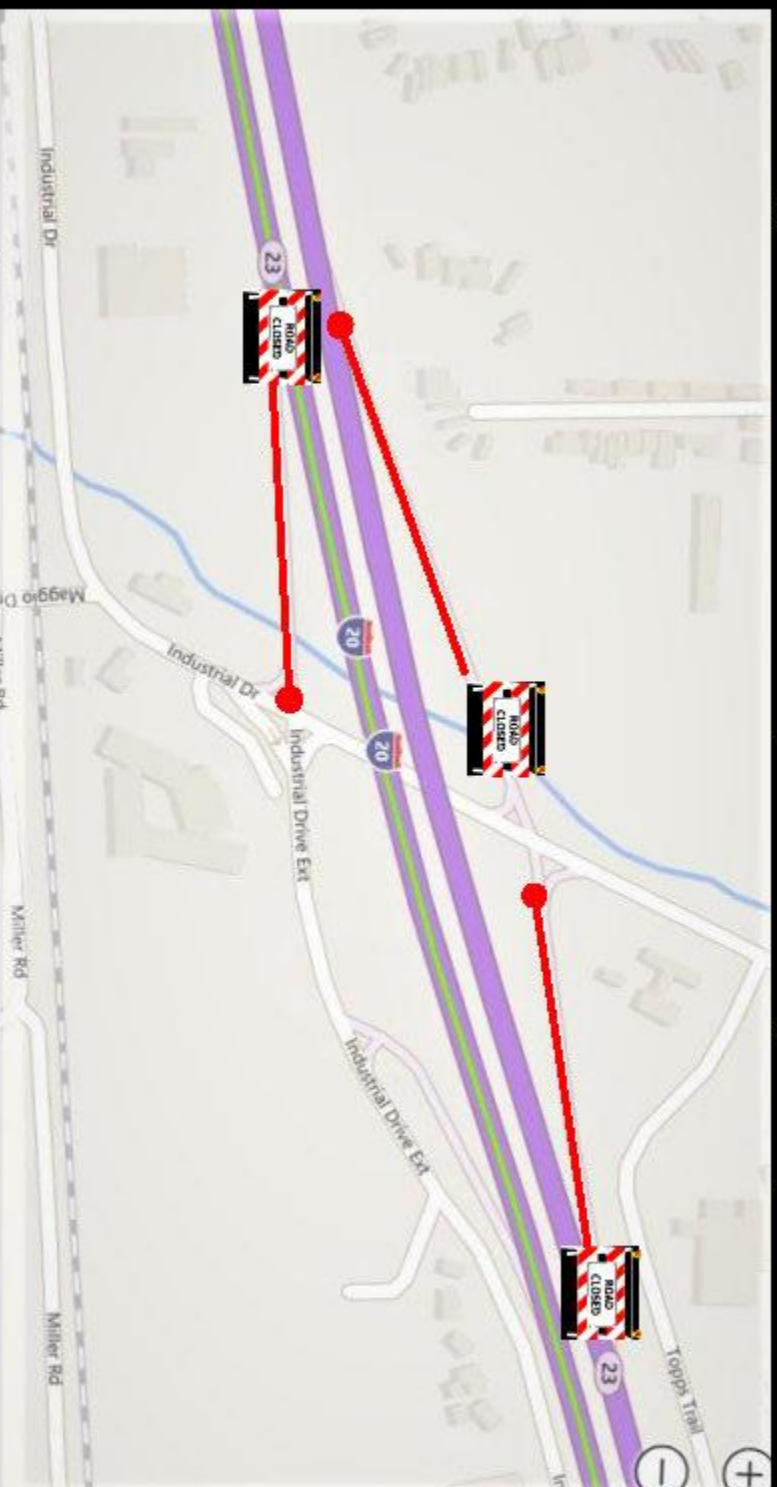
CONSTRUCTION

- ❖ Shift traffic to the inside lane.
- ❖ Construct the outside lane, outside shoulder and begin ramp work with ramp closures. (Stages 1, 2 & 3)

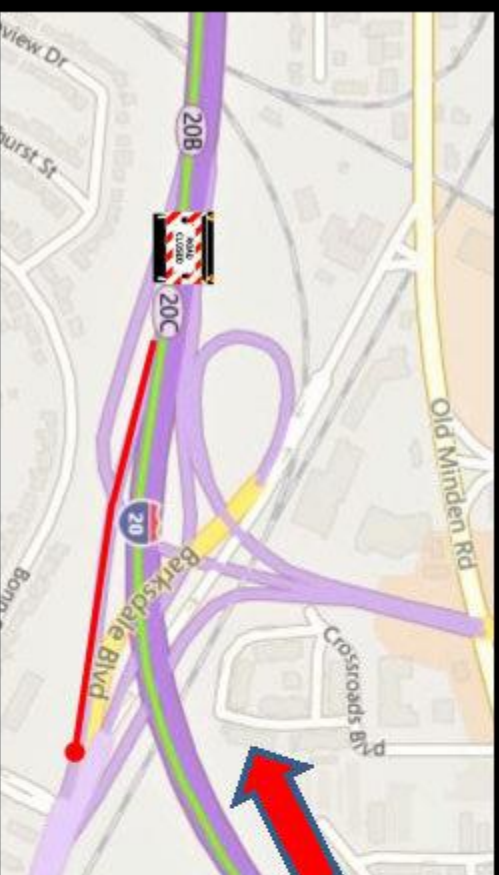
Phase 3: Ramp Closures

STAGE 1

Closing of Industrial Dr. (LA 782-2) ramps.



STAGE 2

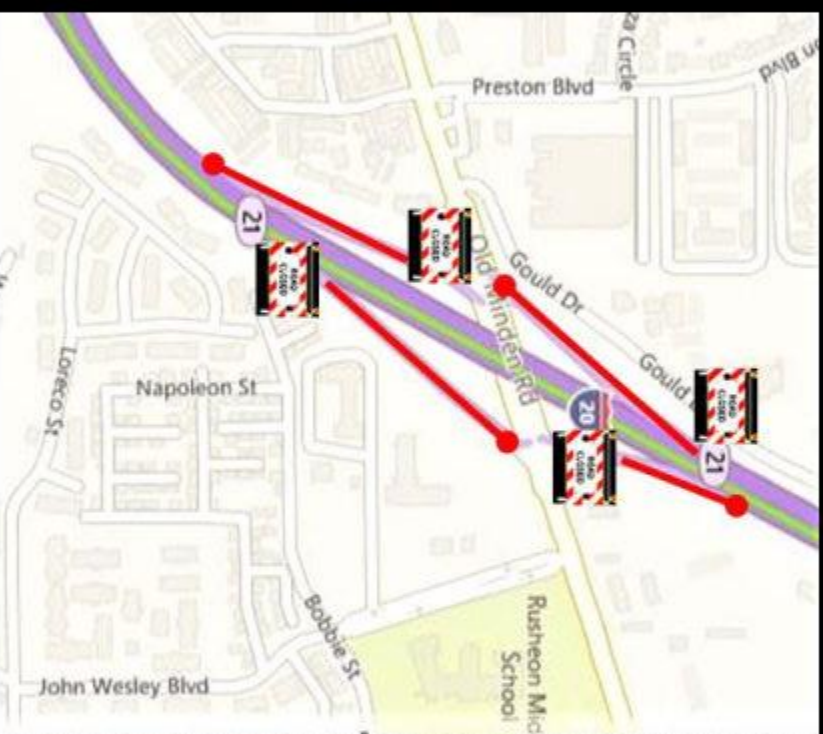


**Closing Eastbound Barksdale
Ramp & Airline (LA-3105)
ramps.**



STAGE 3

Closing Old Minden Rd. (LA-72) ramps.



MAP & TOWING

Motor Assistance Patrol Operations:

One daily Patrol Truck w/ Utility Back and 1 Slide Back. 7.5 ton capacity tow truck will be provided.



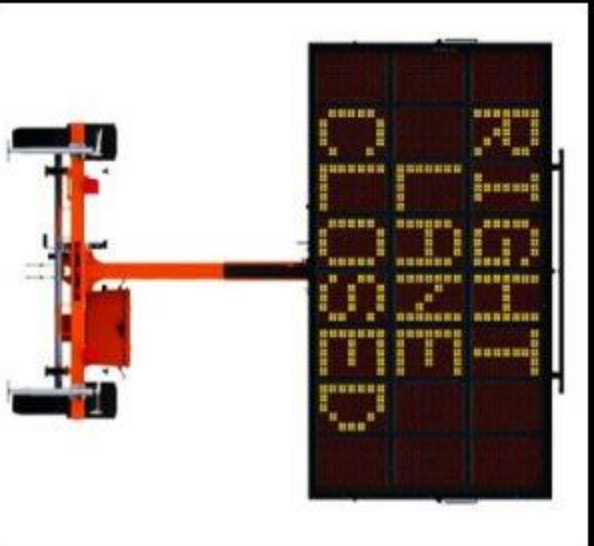
The diagram illustrates the I-220/I-20 interchange. The top section shows the Eastbound lanes of I-220, with lane numbers LA 3132 and LA 3270. The bottom section shows the Westbound lanes of I-220, with lane numbers LA 3132 and LA 3276. A large blue arrow points to the right, indicating the direction of travel. The interchange is labeled 'I-220' and 'I-20'. A note indicates 'NO ON RAMP, PAVT. RECONSTRUCTION'.

- The Eastbound system will start with 16 radar sensors & 12 warning signs at **I-20, I-49 NB, I-49 SB, I-220, LA-3132.**
- The Westbound system will start with 16 radar sensors and 5 warning signs at **US-80, I-220, LA-3 & LA-157.**
- Option for Project Engineer to add additional signs if needed.

SIGNS

Portable, Changeable Message Signs:

The contractor will provide **9** **PCM's** to inform traffic in the work zone



Permanent Dynamic Message Signs:

There are **5 DMS's** on I-20, **1 DMS** on I-220, and **1 DMS** on I-49 that can be utilized to inform driver's of future conditions.



QUESTIONS?

District 04:

District 04 Administrator:

David North, P.E.

Area Engineer:

Steve Christner, P.E.

Project Engineer:

Demarcion Evans, P.E.

Public Information Officer:

Erin Buchanan

Erin.Buchanan@la.gov

(318) 549-8402