

*Louisiana Department of
Transportation and Development*

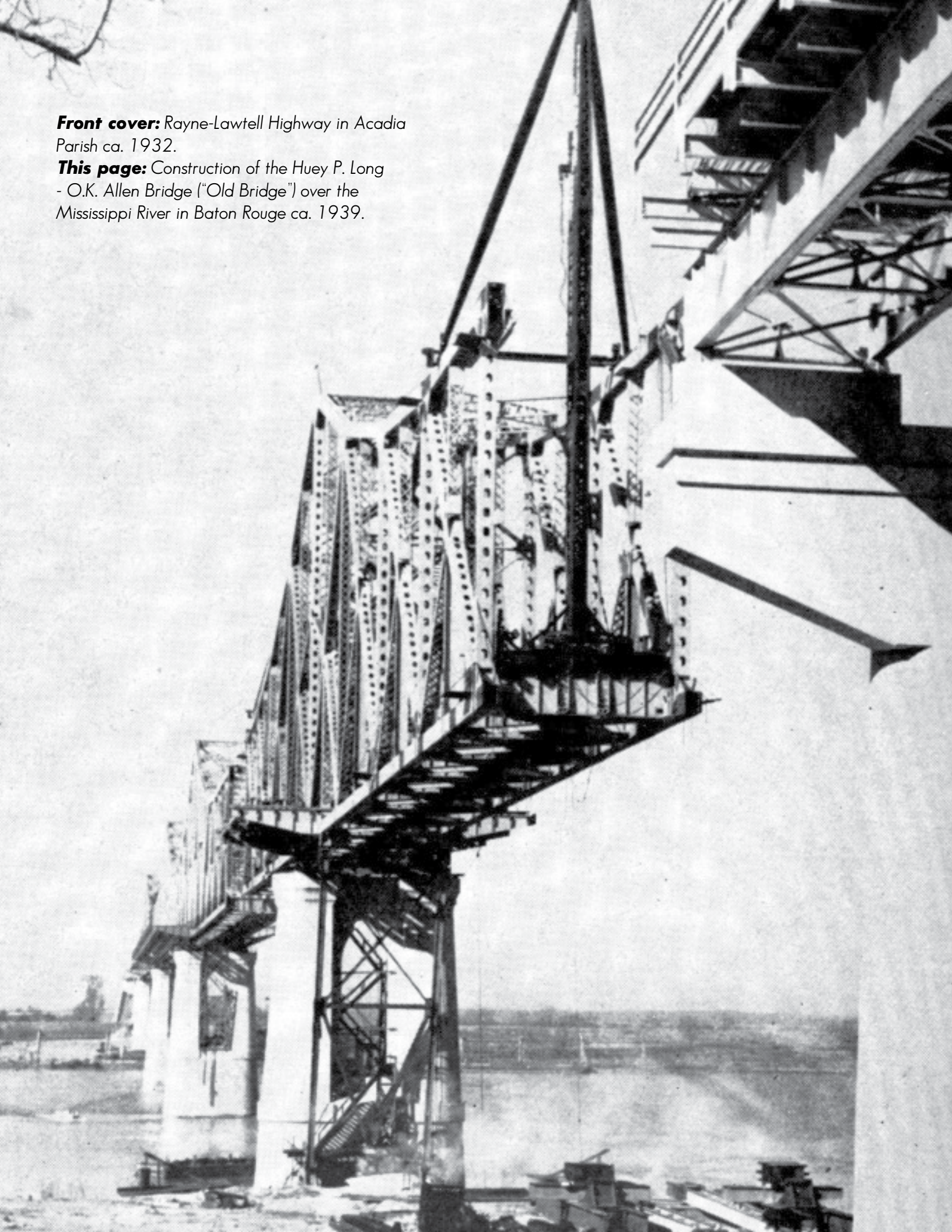


*Celebrating a Century
of Progress and Achievements*

1921-2021

Front cover: Rayne-Lawtell Highway in Acadia Parish ca. 1932.

This page: Construction of the Huey P. Long - O.K. Allen Bridge ("Old Bridge") over the Mississippi River in Baton Rouge ca. 1939.



From the Secretary

The Louisiana Highway Commission. The Louisiana Department of Highways. The Louisiana Department of Transportation and Development. This department has had those names, and along with them a storied 100-year history. 2021 marked a century of DOTD's infrastructure investment for Louisiana's citizens and visitors. While the year was a challenging one due to Hurricane Ida and the continuing COVID-19 pandemic, we were able to achieve numerous milestones. We've started and completed several major projects, and probably the biggest success stories for the department this past year have been the passage of the bipartisan Infrastructure Investment and Jobs Act (IIJA) by Congress, and the signing of the vehicle sales tax legislation. Our state is set to receive nearly \$6 billion in federal funding over the next five years from IIJA, and we will begin receiving an estimated \$150 million in FY 23-24 from vehicle taxes. I'm proud of the things we've accomplished in 2021, and I'm extremely optimistic for 2022 and the years beyond.



Unfortunately, our centennial year has seen a record number of deaths on our highways. With the latest statistics showing 922 crashes and 1,005 fatalities, it's extremely disheartening to see our highway fatality statistics soaring in the wrong direction. We consistently stress to everybody the dangers of distracted and impaired driving and the importance of seat belts, but we have to do better. Having over a thousand fatalities on the road in a year is inexcusable, unacceptable, and frightening, especially when the vast majority of them are preventable. There is not one parish in the state that did not witness at least one accident. We have to do better, Louisiana; it's everyone's responsibility. For a century, safety has been a staple, and given the advancements in engineering, education, and enforcement, we will double down on our efforts to achieve safety.

Times haven't always been good for DOTD over the last century, but our commitment to the citizens and visitors of Louisiana has never wavered. Back then, now, and into the future, we will always work tirelessly to move Louisiana onward by delivering a safe and innovative multimodal transportation and infrastructure system.

Shawn D. Wilson, Ph.D.
DOTD Secretary

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Construction of the LA 15 bridge over Pine Bayou in Baskin in 1950.

DOTD: A Brief History



I-10 Twin Span Bridge between New Orleans and Slidell being reconstructed after 2005's Hurricane Katrina.

Infrastructure. This one word sums up so many aspects of how we stay connected to each other and beyond. Without it, we couldn't fly across the country, travel to the grocery store, shop online, or even communicate with each other. Infrastructure is essential to the lives of everybody on the planet, and maintaining and improving it must be a continuous process.

The Louisiana Department of Transportation and Development has its roots as far back as the dawn of the automobile age. On February 10, 1879, the state Legislature approved

Act 33 to establish the Board of State Engineers. At that time, the board's primary duty was to survey waterways, levees, and various public works, and to report any necessary improvements to the governor. In 1898, Article 294 of the Louisiana Constitution expanded the board's duties to "furnish the different road districts with plans and specifications for public roads, and such assistance and advice as will tend to create a uniform system of public roads throughout the State." Additionally, Article 239 gave the board authority to "contract with and permit any steam railroad corporation to construct, maintain, freely use

and operate on the public levees, a railroad track or tracks." Those levees remained under the supervision of the various levee districts.

As the automobile increased in popularity, the state realized that roadways needed to be built, maintained, and linked together by a body that could dedicate resources to this statewide infrastructure. In 1910, the Legislature created the State Highway Department. During this time, Louisiana's first state route system was defined, consisting of approximately 5,000 miles of roadways. The Federal Highway Act of 1921 called for each state to designate a portion of its roads as federal roadways; each state was responsible for maintaining those roads. At the 1921 Special Session, the Louisiana Legislature passed Act 95 to create the Louisiana Highway Commission. The act also provided for 7,000 miles of roadway to be in the state's highway system. To fund the newly created agency, Act 81 created a gas tax of 1¢ per gallon and Act 120 created a tax on motor vehicles.

The Louisiana Highway Commission quickly discovered that its finances prevented the agency from assuming all maintenance of state highways at once. The agency partnered with parishes equipped with maintenance organizations to cover the costs of state roadways. Almost all parishes in the state agreed to this arrangement, and by the time of the Louisiana Highway Commission's first biennial report to the governor and Legislature on June 15, 1922, approximately 2,500 miles of roadway had been constructed.

One point of interest during this time is that 1921's Act 95 authorized the Louisiana Highway Commission to appoint enforcement



Top: Reinforced concrete bridge over Hudson Creek along the Colfax-Alexandria Highway in Grant Parish ca. 1922.

Bottom: Colfax-Alexandria Highway with sand-clay gravel surface in Grant Parish ca. 1922.

officers on motorcycles to patrol state highways. These officers' duties were to verify that all motor vehicles had the proper licenses and to enforce traffic regulations. In 1922, there were 14 enforcement officers throughout the state. The state highway patrol remained under the supervision of the Louisiana Highway Commission until the Louisiana Department of State Police was created in 1936.

Over the next two decades after the creation of the Louisiana Highway Commission, the agency brought thousands of miles of roadways into the state system, including the gravel-surfaced Jefferson Highway in 1924, the first interstate highway in the state. The



Top: New materials testing lab at LSU ca. 1926, now the Art Building.
Bottom: Bowie-Transylvania Route 155 in East Carroll Parish in 1951.

1920s were a busy time for the new agency. In addition to acquiring the task of building and maintaining the state's highway system and enforcing regulations, the commission published the first issue of Louisiana Highway Magazine in 1925 and established a materials testing laboratory at Louisiana State University's new campus south of Baton Rouge, also in 1925. By 1926, the gas tax had increased to 2¢ per gallon. The agency realized the fuel tax was inadequate and recommended doubling it to 4¢. The Great Mississippi Flood of 1927 destroyed an undetermined quantity of highways and bridges across the state, leading the commission to

invest nearly \$900,000 to repair the state's infrastructure. As the 1930s came around, operating and maintenance costs were reduced to an absolute minimum due to the Great Depression. In 1930, the Legislature allowed the issuance of bonds for highway and bridge construction.

In 1940, the Louisiana Highway Commission was reorganized and renamed the Louisiana Department of Highways. Shortly thereafter, and at the request of the federal government, the department transitioned to wartime practices during World War II. The primary focus was the construction of new highways allowing easy access to military facilities and industrial plants. Another major effect of the war was the department's drastic reduction in operations and maintenance due to most personnel joining the war effort. Despite the hardship, the department was able to keep most state highways open and start planning for the resumption of activities after the war.

Following the war, the Department of Highways resumed normal operations. In the late 1940s, the gas tax was up to 9¢ and there were nearly 15,000 miles of highways in the state system. Approximately 15,000 guide signs were posted along highways statewide at a cost of \$2 per sign.

By the early 1950s, the state highway system was beginning to show its age. At this point, most of the highway system was over 20 years old and needing to be brought up to modern standards. The cost of updating the system was estimated to be over \$600 million. Also at this time, 3/8 of a cent of the state sales tax was diverted to improving the state's secondary roads, which were those built of

gravel and shell. In 1956, President Dwight D. Eisenhower signed into law the Federal Aid Highway Act of 1956, creating the Interstate Highway System. The Louisiana Department of Highways began interstate construction throughout the state the following year. And by 1959, the department had grown to a point in which a new headquarters building was necessary. The new building was constructed near the Baton Rouge Expressway/I-410, which was soon to become I-110. The department's headquarters has remained in this building since that time.



Highway department's new headquarters, designed by A. Hays Town, not long after completion.

Throughout the 1960s and 1970s, the Department of Highways continued with business as usual as interstates continued to be built throughout the state. I-12 was completed in 1976, providing controlled access between Baton Rouge and Slidell. More significantly in 1976, the Louisiana Department of Highways was abolished and became the Louisiana Department of Transportation and Development.

In the years following the creation of DOTD, there were many milestones and accomplishments. Interstates across the state continued to be completed and maintained. The depart-

DOTD LOGO EVOLUTION

NO LOGO	1921-1940
	1940-1960
	1960-1976
	1976-1982
	1982-1990
	1990-2002
	2002-2012
	2012-present
	Centennial Year



A jumble of boats on LA 23 in Empire following Hurricane Katrina in 2005.



ment was reorganized into nine districts and five offices under the secretary, an arrangement that remains in place today. The Legislature created the Louisiana Transportation Research Center (LTRC) in 1986, a cooperative unit of DOTD and Louisiana State University. LTRC's goal is to help identify, develop, and implement new technology to improve the state's transportation system.

Recognizing the need for increased safety and assistance to motorists in active construction zones around the state, DOTD contracted out for a motorist assistance program in the mid-1990s. The separate programs were consolidated around 2010 into the Motorist Assistance Patrol (MAP), one of the major success stories of the department. MAP provides free basic services to stranded motorists in the Baton Rouge, New Orleans, Lake Charles, Shreveport/Bossier City, Alexandria, and Northshore areas.



Motorist Assistance Patrol then (top) and now (bottom).

As technology became more advanced at the turn of the century and millennium, DOTD installed the first traffic cameras in the state on I-12 in Baton Rouge. In 2004, the department launched the 511 travel information system. The 511 website shows real-time traffic conditions along state highways, as well as video feeds of the hundreds of traffic cameras that have since come online. The site also shows information being displayed on digital message boards around the state.

DOTD faced its share of challenges in recent years, as well. In 2005, Hurricane Katrina and Hurricane Rita devastated areas of Louisiana. Approximately 2,000 miles of roadway were submerged and damage costs were estimated at \$1.3 billion. In 2016, two catastrophic floods in March and August closed most major highways across the state for days and weeks. In addition to seasonal weather problems like ice storms and hurricanes, other major weather events impacting the state's infrastructure were Hurricane Laura and Hurricane Delta in 2020, and Hurricane Ida in 2021.

As funding for DOTD became more scarce in recent years, particularly due to the fuel tax remaining the same since 1989, the department has received numerous federal grants and has discovered innovative ways to invest in infrastructure. In 2006, construction began on the John James Audubon Bridge linking Pointe Coupee and West Feliciana parishes, the first design-build project in the state. In 2016, under the leadership of Governor John Bel Edwards, the Governor's Task Force on Transportation Infrastructure Investment was created. Also in 2016, Louisiana received its first discretionary grant, \$60 million in Fos-



Hurricane Ida was second only to Hurricane Katrina in terms of damage and intensity.

tering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grant funding from the U.S. Department of Transportation. In 2018, the state Legislature allowed issuance of Grant Anticipation Revenue Vehicle (GARVEE) bonds for major infrastructure projects. Also in 2018, the state received \$45 million in Infrastructure for Rebuilding America (INFRA) grant funds from the federal government. In 2019, Governor Edwards signed House Bill 578 into law, appropriating \$700 million from the BP oil spill settlement to transportation projects across the state. The first public-private partnership (P3) for the state came to fruition in 2019 with the Belle Chasse Bridge and Tunnel Replacement project. DOTD partnered with Plenary Infrastructure Belle Chasse, LLC, an indirect, wholly owned subsidiary of Plenary Group Concessions USA Ltd., to start this major project.

In 2021, Congress passed the Infrastructure Investment and Jobs Act (IIJA), the largest dedicated highway and bridge investment since the construction of the Interstate Highway System. DOTD will receive nearly \$6

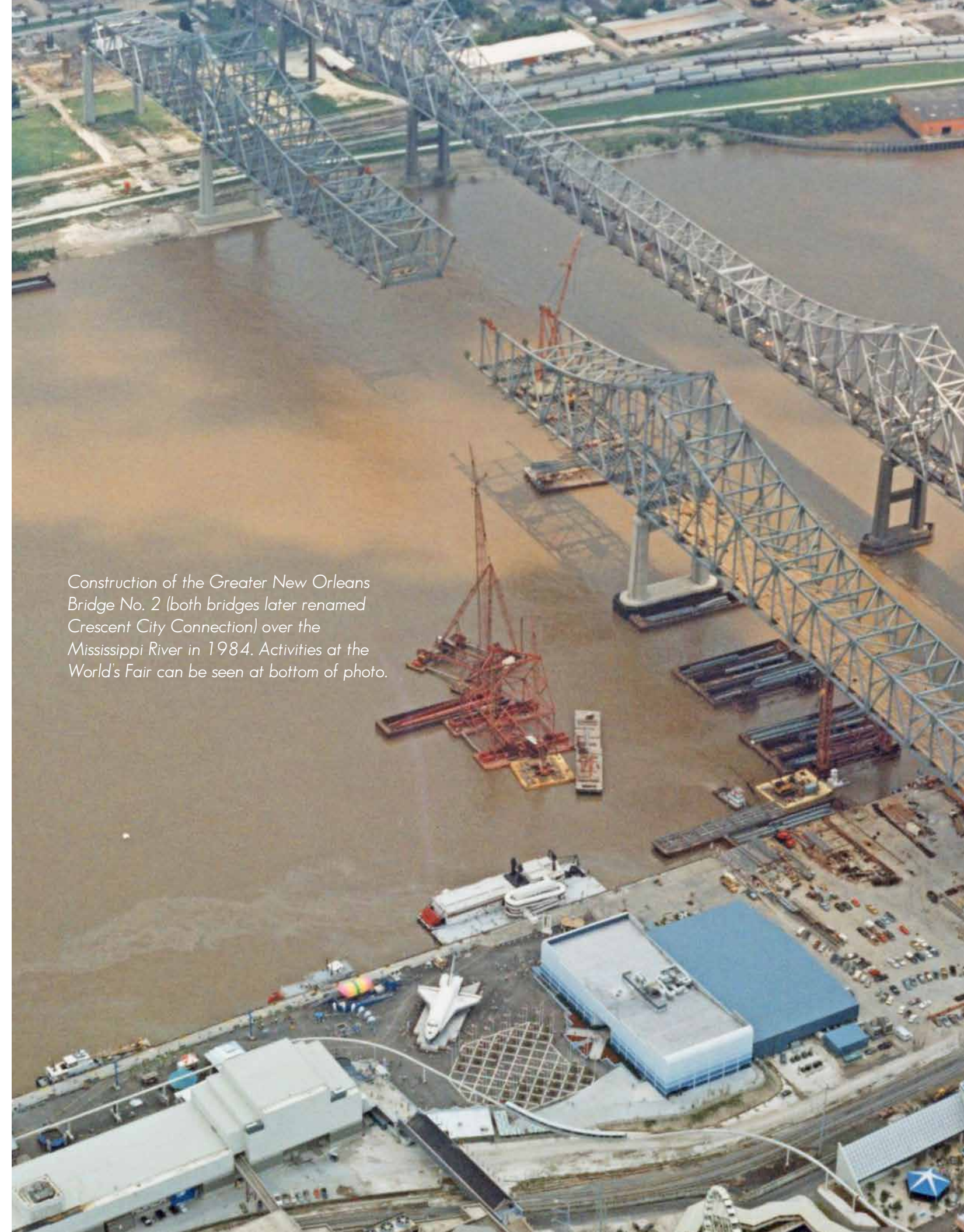


Lucky-Ringgold highway surface treatment in Bienville Parish ca. 1932.

billion over five years to be allocated toward highways, bridges, public transportation, electric vehicle infrastructure, airports, and a more resilient transportation system capable of recovering from disruptions, such as extreme weather. The bipartisan IIJA is also the largest investment in passenger rail since the creation of Amtrak. With funding from the IIJA, DOTD will be able to advance several much-needed major road and bridge projects in which funding had not yet been identified.

By 2021, DOTD celebrated a century of delivering infrastructure to citizens and visitors across Louisiana. Unfortunately, the centennial occurred during yet another period of challenges not only for the department, but also for people across the world. In 2021, the estimated cost to bring existing roads and bridges to adequate standards had reached nearly \$15 billion. While the IIJA will be a major step in reducing that backlog, it's still a tremendous problem for DOTD and citizens of the state, especially since the gas tax has remained at 20¢ per gallon since 1989. And 2021 was the second year of the global COVID-19 pandemic with millions of deaths worldwide. DOTD was not immune, as the department sadly lost eight employees to the virus while 1,500 were positive, causing staffing shortages.

Despite the challenges, DOTD is looking to 2022 and the decades beyond with great optimism and hope. The wonderful people of Louisiana have proven time and time again their resilience in the face of major hardship, and our great state will prevail no matter what. 🇺🇸



Construction of the Greater New Orleans Bridge No. 2 (both bridges later renamed Crescent City Connection) over the Mississippi River in 1984. Activities at the World's Fair can be seen at bottom of photo.

*Veterans Memorial Bridge over the Ouachita River
in Harrisonburg in 2019.*



The TIMED Program



The most recent TIMED project to be completed was the Curtis-Coleman Memorial Bridge in 2016.

DOTD's Transportation Infrastructure Model for Economic Development (TIMED) program delivered one of the most ambitious and unique infrastructure programs in the United States, and, until the Infrastructure Investment and Jobs Act of

2021, the largest in the history of Louisiana. The value of the TIMED program was more than \$5 billion and resulted in 536 miles of new and widened roads, port improvements, airport upgrades, and two large bridge projects spanning the Mississippi River.

In the 1980s, DOTD first took on the idea of creating a new program to improve the transportation network with a dedicated funding source. At the time it was the largest transportation investment program in state history by far, and one of the most unique in the history of the nation.

The vision was to show how dedicating specific funds to an overall program would help the economic viability of the state and improve the quality of life for residents. To say the least, it was no easy task, and connecting jobs and



1995 terminal upgrades at the then New Orleans International Airport resulted from TIMED.



Top: TIMED provided critical facility improvements to the Port of New Orleans.

Bottom: The widening of LA 15, another TIMED project, included a new bridge over the Tensas River.

economic development to infrastructure investment was not as commonplace as it is now.

The champions of this idea were many over the years, but none more critical than in those early years because the idea of such a program was so foreign. As a result, there were many obstacles to overcome both internally and externally. Due to the unrelenting advocacy of DOTD and support of various governors, the program became reality on March 7, 1989 when the Louisiana Legislature passed House Bill 17. Authored by Representative Quentin Dastugue, who was also chairman of the House Transportation, Highways And Public Works Committee, the bill introduced



Left: Kam Movassaghi was DOTD's secretary during TIMED's transition from pay-as-you-go to bonded.
Right: Sherri LeBas was DOTD's assistant TIMED program manager before becoming secretary in 2010.

the TIMED program and 16 specific transportation projects. With a vote of 30 to 7, the bill passed in the senate and was signed into law as Act 16 of the 1989 First Extraordinary Session of the Legislature, effective January 1, 1990. The act imposed an additional motor fuel tax of 4¢ per gallon to fund the entire TIMED program, including preconstruction, construction, and administrative costs.

In addition, Act 16 included specific language pertaining to the types of projects that would be funded and how the funding would be collected and allocated. To initiate the program, the state held a bond sale in 1990 to finance the program. The funding allowed design and environmental clearance to begin on some projects and initiated funding for the Port of New Orleans and the New Orleans International Airport (now the Louis Armstrong New Orleans International Airport), two designated TIMED projects.

Throughout the 1990s, DOTD was delivering projects through the TIMED program, but funding was "pay-as-you-go," and the deliv-



U.S. 167 was one of the major highway widening projects in the TIMED program.

ery was slower than most were willing to accept. Discussion soon focused on how the program could be accelerated. Some even called for its dissolution. Two options became clear: Hire an overall program manager to act for the DOTD on everything from right-of-

way and utilities to environmental permitting and construction management, and bond out the program to expedite project delivery.

In 2002, after a lengthy process, Louisiana TIMED Managers (LTM), a joint venture of G.E.C., Inc., Parsons Brinckerhoff, and The LPA Group, Inc., was awarded the contract.

By hiring LTM, DOTD made a commitment to deliver these projects at an accelerated pace, which more quickly opened the door to economic development and improved safety conditions. Along with the new program management, the funding of the program was converted from “pay-as-you go” to bond financed, leading to many projects being delivered much sooner than the original 2031 completion date. The early completions resulted in significant savings in construction costs from future inflation.

By the end of 2013, LTM and DOTD had delivered progress as promised, including more than 500 miles of widened roadways, the John James Audubon Bridge over the Mississippi River linking St. Francisville and New Roads, and the program’s largest, most

innovative and complex project, the Huey P. Long Bridge widening.

Even hurricanes Katrina and Rita and other severe storms did not deter or sway the program from moving forward. In fact, the public and political resolve to keep pushing forward was stronger after these disasters because the roadways and bridges were improving evacuation routes statewide and continuing the state’s commitment to invest in its infrastructure.

Due to various environmental and legal issues causing extensive delays, two of the TIMED projects were incorporated into DOTD’s Highway Priority Program. Those projects are the construction of LA 3241 in St. Tammany Parish and the new Florida Avenue Bridge in New Orleans.

The first two phases of LA 3241 were let in 2021. The third phase of LA 3241 is fully funded and scheduled to let in 2023, thanks to innovative financing and delivery methods. The Florida Avenue Bridge project remains on hold.

The legacy of the TIMED program will continue to benefit Louisianans and visitors for generations to come. 🇺🇸



At the time of its completion in 2012, the John James Audubon Bridge was the longest cable-stayed bridge in North America.

The widening of the Huey P. Long Bridge was a massive \$1.2 billion investment that resulted from TIMED.



I-20 construction between Catalpa St. and Texas Ave. in Monroe in 1964.



Each year for National Work Zone Awareness Week, DOTD's activities include a cone memorial at headquarters to recognize nationwide fatalities in work zones. This display is from 2008.

A Century of Governors

DOTD is one of 15 state agencies in the governor's cabinet. Over the last 100 years, DOTD has operated under 20 governors through 25 administrations. Sadly, former governors Buddy Roemer and Edwin Edwards died in 2021.

John M. Parker
1920-1924

Henry L. Fuqua
1924-1926

Oramel H. Simpson
1926-1928

Huey P. Long
1928-1932

Alvin O. King
1932

Oscar K. Allen
1932-1936

James A. Noe
1936

Richard W. Leche
1936-1939

Earl K. Long
1939-1940

Sam H. Jones
1940-1944

Jimmie Davis
1944-1948

Earl K. Long
1948-1952



John Bel Edwards
2016-Present

Robert F. Kennon
1952-1956

Earl K. Long
1956-1960

Jimmie Davis
1960-1964

John McKeithen
1964-1972

Edwin Edwards
1972-1980

Dave Treen
1980-1984

Edwin Edwards
1984-1988

Buddy Roemer
1988-1992

Edwin Edwards
1992-1996

Mike Foster
1996-2004

Kathleen Blanco
2004-2008

Bobby Jindal
2008-2016

A Century of Leadership

Beginning with Chairman Wilson T. Peterman in 1921 through Secretary Shawn D. Wilson in 2021, 29 individuals have led DOTD over the last 100 years.

Wilson T. Peterman
1921-1924

W.E. Atkinson
1924-1926

Frank T. Payne
1926-1928

O.K. Allen
1928-1930

A.P. Tugwell
1930-1936

L.P. Abernathy
1936-1939

F. Warren Raggio
1939-1940

W. Prescott Foster
1940-1942

D.Y. Smith
1942-1946

J.L.V. Grenier
1946-1947

P.A. Frye
1947

R.B. Richardson
1947-1952

George S. Covert
1952-1956

R.B. Richardson
1956-1960

Ray Burgess
1960-1964



Shawn D. Wilson
2016-Present

Arsene L. Stewart
1964-1967

A.B. Ratcliffe, Jr.
1967-1969

Leon Gary
1969-1971

W.T. Taylor
1971-1976

George A. Fischer
1976-1980

Paul J. Hardy
1980-1984

Robert G. Graves
1984-1988

Neil L. Wagoner
1988-1992

Brig. Gen. Jude W.P. Patin
1992-1996

Frank M. Denton
1996-1998

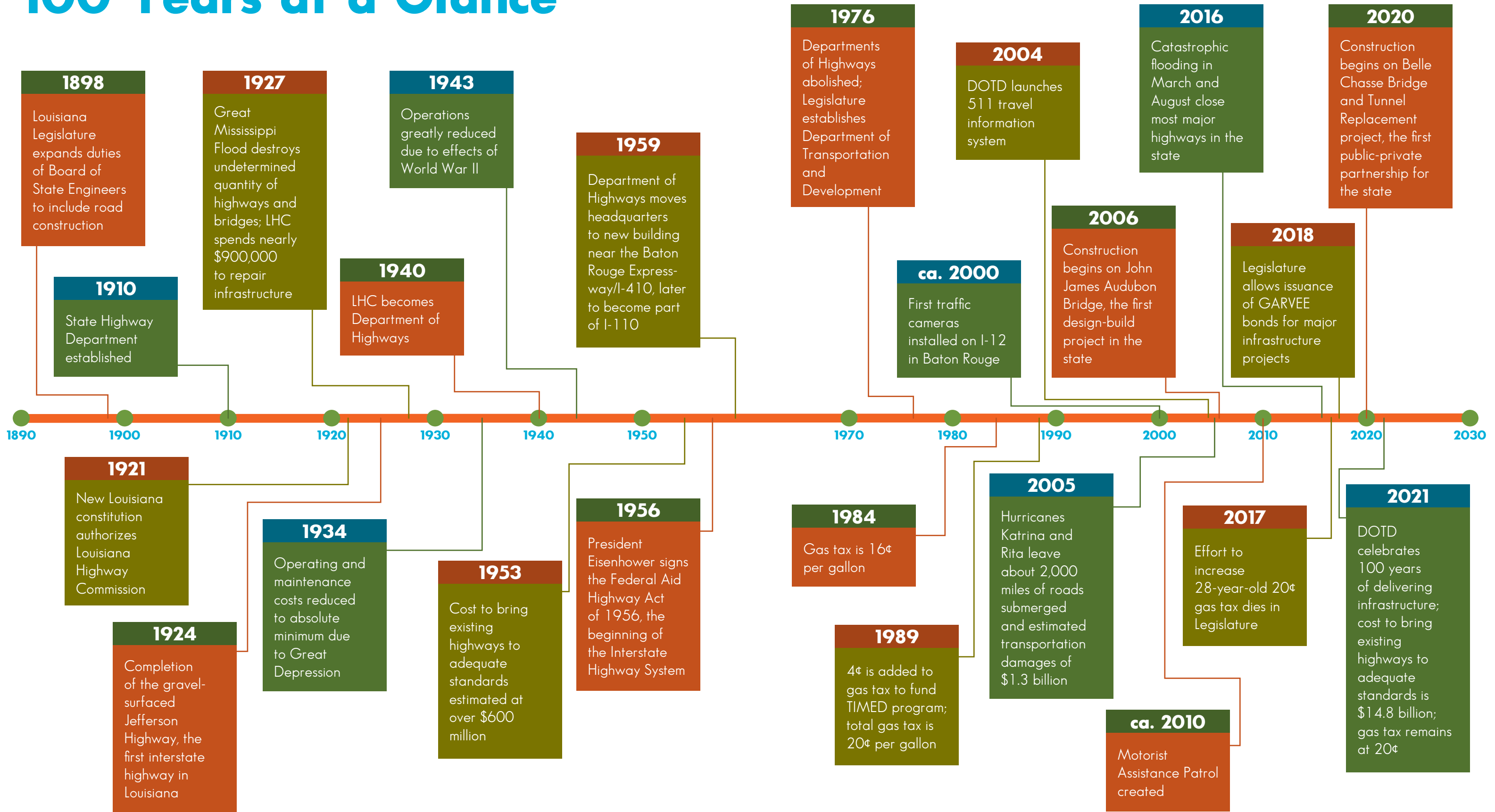
Kam K. Movassaghi
1998-2004

Johnny B. Bradberry
2004-2008

William Ankner
2008-2010

Sherri LeBas
2010-2016

100 Years at a Glance



Construction of the Sunshine Bridge over the Mississippi River in St. James Parish in 1964.



Jena-Nebo Highway in LaSalle Parish two miles south of Jena ca. 1930.

Centennial Year Accomplishments

2021 Statewide Routine Maintenance

- **Bridges**
 - 6,500 inspections
 - 500 repaired
 - 5 replacements
- **Mowing**
 - 390,000 acres
 - \$16 million (contract, agreements, and in-house)
- **Litter picked up**
 - 46,000 cubic yards
 - \$8.1 million (contract, agreements, and in-house)
- **Herbicide**
 - 110,000 acres
 - \$3.3 million (in-house)
- **Ditch cleaning**
 - 410 miles
 - \$7.3 million (in-house)

State System Numbers

- **Miles of state/federal highways**
 - 16,516.31
 - 39,188.51 lane miles
- **Number of bridges**
 - 12,586
 - 7,872 on-system (state/federal)
 - 4,714 off-system (local)

Despite being the second year of the COVID-19 pandemic and enduring worker and materials shortages, DOTD enjoyed a wide array of accomplishments and achievements in its centennial year. Between January 1 and December 31, a total of 228 projects consisting of 1,062.12 miles were let around the state, equaling an investment of \$630.8 million.

The following pages feature some of DOTD's more prominent projects and other noteworthy events that took place in 2021. 🇺🇸



Top: The public awaits the grand opening of the John James Audubon Bridge in Pointe Coupee/West Feliciana parishes in 2011.

Bottom: DOTD Secretary Johnny Bradberry, Baton Rouge Mayor-President Kip Holden, and other officials cut the ribbon on the I-10/Picardy Avenue interchange project in Baton Rouge in 2006.

Centennial Events



Secretary Wilson was joined by former secretaries Paul Hardy, Kam Movassaghi, and Bill Ankner at a panel discussion on May 13, 2021. Not pictured is former secretary Sherri LeBas Firnberg, who joined the discussion via Zoom.

DOTD celebrated its centennial with several events throughout 2021. The department hosted four panel discussions of various topics, and each included different participants from various transportation-related fields. The panels took place at DOTD's headquarters in Baton Rouge, and they were also streamed on Zoom. The first panel featured a discussion with former DOTD secretaries, the second with general contractors and former DOTD chief engineers, the third with general contractors, and the fourth with contractors discussing concrete and asphalt.

On May 14, DOTD employees gathered at headquarters and the district offices to simultaneously celebrate United for Infrastructure Week and DOTD's century of progress and achievements.

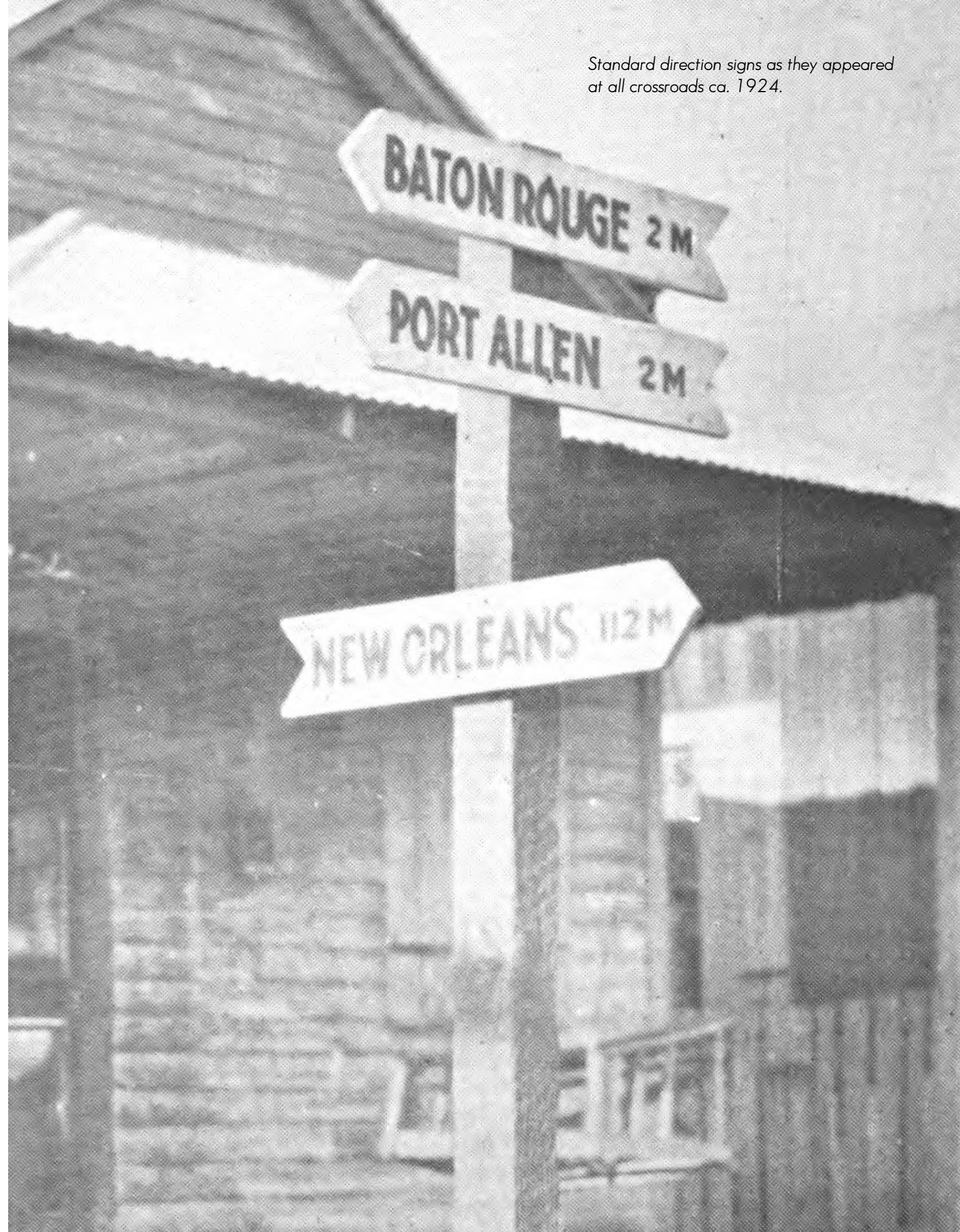


DOTD employees gather on the front lawn at headquarters on May 14, 2021.

Also in 2021, the department designed an agency flag. Six designs were offered and employees voted on and chose their favorite design. The flag will fly at all DOTD locations statewide. 🇺🇸



DOTD's new agency flag.



Standard direction signs as they appeared at all crossroads ca. 1924.

Louisiana Memorial World War II Bridge
("Calcasieu River Bridge") over the Calcasieu
River in Lake Charles in 1954.



Calcasieu River Bridge



The Calcasieu River Bridge has been a southwest Louisiana landmark since 1952.

On January 4, 2021, DOTD issued a notice of intent to enter a public-private partnership (P3) to reconstruct I-10 and the Calcasieu River Bridge in Lake Charles. The bridge, which is officially named the Louisiana Memorial World War II Bridge, opened to traffic in 1952 as part of the U.S. 90 system and later became part of I-10 in the 1960s.

By March, DOTD had received 37 letters of interest in the P3 from contractors, and by July had short-listed four joint ventures: Calcasieu Bridge Partners, Calcasieu Connectors Group, I X Bridge Group, and I-10 Calcasieu Mobility Partners LLC. The con-

tract is anticipated to be awarded in the first half of 2023.

The Calcasieu River Bridge and I-10 within the project limits will be reconstructed to ensure that the vertical clearance, horizontal alignment, sight distances, and other road and bridge elements meet current design criteria. 🇺🇸

I-10 Widening from Henderson to Atchafalaya Basin Bridge Completion



Secretary Wilson and state and local officials cut the ribbon.

On January 19, 2021, DOTD Secretary Wilson participated in a ceremony to mark the completion of construction on the I-10 widening from Henderson to the Atchafalaya Basin Bridge in St. Martin Parish. The secretary was joined by state and local officials.

The project involved replacing the original interstate pavement in each direction for 2.7 miles along I-10 from LA 347 to the base of the Atchafalaya Basin Bridge. An additional lane was added in the westbound direction. The project also added roundabouts at the Henderson interchange.

The project was awarded to Gilchrist Construction Co. LLC of Alexandria for \$54.7 million. Approximately \$10 million in Fostering Advancements in Shipping and Transporta-

tion for the Long-Term Achievement of National Efficiencies (FASTLANE) funding was allocated to fund this project.

With the help of the FASTLANE grant awarded in 2016 by the U.S. Department of Transportation to the state of Louisiana to partially fund this I-10 widening project, the improvements to I-10, such as this one and two other widening projects between Henderson and the I-10/I-49 interchange, will enhance economic development opportunities for the parish and state, provide safer, more efficient travel for motorists, and create a better evacuation route in the event of a hurricane or other natural disaster.

Construction on the first of three sections began in 2017, and all three segments are expected to be complete in 2024. 🇺🇸



Equipment used for the Statewide Highway Planning Survey ca. 1937.

Crews remove ice on a ramp at the I-20/I-49 interchange in Shreveport.



Winter Weather Preparedness

In February 2021, Louisiana was hit with unusually cold winter weather. Rain and freezing temperatures caused most major corridors in Louisiana to be closed due to ice on the roadways. In preparation, DOTD had salting equipment and supplies ready to be dispatched. Crews continuously monitored roadway conditions throughout the state and kept roads open as long as it was safe to do so. When sleet and ice accumulation was too much for safe travel, DOTD had barricades and warning signs ready to be placed. In total, crews used 5,281,854 lbs. of salt and 166,732 lbs. of brine on state roadways during the icy weather.

Through MyDOTD press releases, social media, and the 511 website/app, the department kept the public advised of roadway closures in real time. Multiple advisories for the public to avoid all unnecessary travel were released.

Once weather conditions improved, DOTD prioritized the maintenance and opening of routes based on traffic volumes. 🇺🇸



Above: Jacob Cannon removes downed tree limbs in the Alexandria area.

Left: Ice on the interstate at the I-10/I-110 split in Baton Rouge.

Airport Connector Road and Bridge in Lafourche Parish Construction Begins

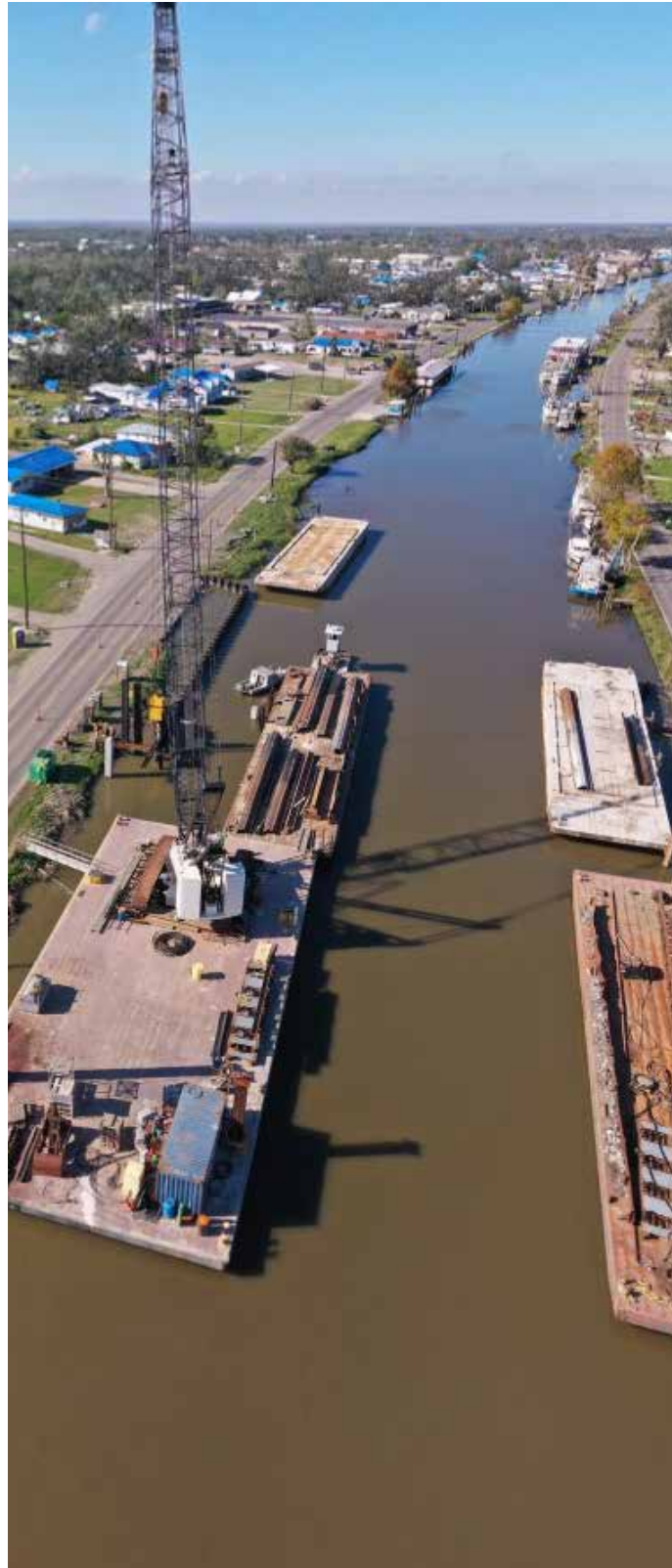
On February 10, 2021, a project was let that will directly connect the South Lafourche Leonard J. Miller, Jr. Airport with LA 3235. The project will construct a new roadway and movable bridge that will connect Airport Road/LA 308 to LA 3235. The new roadway, which is expected to be complete in 2025, will provide the airport with direct, safe connectivity to Port Fourchon and the statewide highway network.

This \$31 million project, partially funded by a Better Utilizing Investments to Leverage Development (BUILD) grant, will improve the safety, quality of life, sustainability, and economic competitiveness of Lafourche Parish, Port Fourchon, and the airport. Completion of this project will allow residential, commercial, and airport traffic to divert from rural, two-lane undivided highways with high crash rates (LA 1 and LA 308) to a safer and more efficient four-lane divided highway (LA 3235). 📍



Above: The future intersection of the new roadway and LA 3235.

Right: Construction on the vertical-lift bridge underway in Bayou Lafourche.



Highway construction in Grant Parish in 1949.





Construction of I-10 at Perkins Road and Acadian Thruway in Baton Rouge in 1963.

Federal Approval for I-10 Widening Project in Capital Region

On February 25, 2021, DOTD announced that the extensive environmental assessment of the I-10 reconstruction and widening project in Baton Rouge received federal approval, and a finding of no significant impact was issued by the Federal Highway Administration.

In November 2020, DOTD announced that Kiewit/Boh, a joint venture, had been selected as the contractor for Phase I of the I-10 widening project from LA 415 in West Baton Rouge Parish to Essen Lane on I-10 and I-12 in East Baton Rouge Parish. Phase I of the project, which has an estimated construction cost of \$716 million, is from just west of Washington Street to Essen Lane on I-10 and I-12.

Kiewit/Boh was one of four proposers who submitted letters of interest and one of three who submitted statements of qualifications as part of an innovative delivery process called construction management at risk (CMAR). This project will be the first CMAR project in Louisiana. Each of the three teams was comprised of nationally known contractors, and each one has a strong presence in Louisiana. CMAR uses a design professional who is engaged by DOTD for professional pre-design or design services, or both. DOTD contracts separately with a CMAR contractor to engage in the pre-construction and construction phases. The selection team included two private sector representatives.

It is anticipated that construction on Phase I of the widening project could begin by the first quarter of 2023.

A substantial part of the project will be funded using Grant Anticipation Revenue Vehicle Bonds, which are also known as GARVEE bonds. A minimum of \$360 million of GARVEE proceeds will go toward construction of this phase. Additional contributions include \$12 million from the City of Baton Rouge-Parish of East Baton Rouge Government and \$24 million through the Capital Region Planning Commission.

Improvements on this decades-old corridor have already begun with the opening of the Terrace Street off-ramp in 2018 and the current construction of an improved College Drive exit ramp, which is expected to open in 2022. 🇺🇸



Typical traffic backup on I-10 eastbound entering Baton Rouge in 2018.

“Take 10” Litter Pickup Pledge



Money that could be spent on infrastructure improvements statewide.

It's ugly. It's dirty. It's expensive. It's preventable. On March 30, 2021, DOTD implemented a new policy for field crews to pick up trash in the footprint of where they're working for the day. This has resulted in dozens of bags of litter and other debris cleared, even in small areas, on a daily basis. The campaign is called Take 10 and DOTD crews that are out on a site will take 10 minutes to pick up litter daily.

DOTD spends approximately \$9 million per year picking up over 50,000 cubic yards of litter. That \$9 million includes mowing/litter contracts, sweeping contracts, municipal agreements, sheriff's office agreements, and in-house removal costs. This money could be used to overlay dozens of miles of roadway.

Litter also washes into our lakes, bayous, and other waterways, which is not only unattractive, but it can also be deadly for wildlife. Often, this trash will clog the drainage system and lead to flooding of streets and homes.

With Take 10, DOTD issued a challenge to local municipalities (cities and parishes) to implement the same policy for their field crews. Whether it's patching potholes, repairing guardrail, or applying roadway striping, DOTD employees continue to remove trash and debris in their work areas each day. The department asks that local entities not already doing this to consider doing the same.

The goal is to improve Louisiana's communities, but governmental agencies can't do it alone. DOTD also needs commitments from the general public to not litter in the first place, as well as to pick up trash when it's safe to do so.

In January 2022, Governor Edwards created the Governor's Task Force on Statewide Litter Abatement and Beautification. The task force will work to find policy solutions for Louisiana's litter problem, educate the public, and promote community litter abatement activities. DOTD is proud to be one of the 26 members of this task force. 🇺🇸



Littering was a major problem even in 1955.



Construction of I-20 at LA 33 in Ruston in 1959.

Construction of Alexandria-Pineville Expressway at 4th Street in Pineville in 1964.

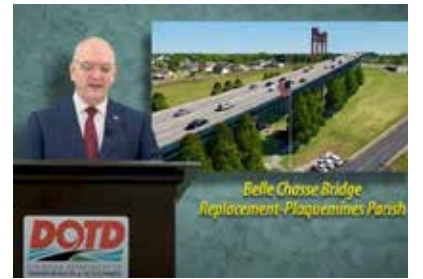


Belle Chasse Bridge and Tunnel Replacement Virtual Groundbreaking

On April 12, 2021, Governor Edwards and Secretary Wilson held a virtual groundbreaking ceremony for the Belle Chasse Bridge and Tunnel Replacement project. This project is the first public-private partnership (P3) that DOTD has undertaken. The \$180 million project will replace the existing tunnel and movable bridge on LA 23 with a fixed four-lane bridge over the Intracoastal Waterway.

The P3 will be combined with funds from the \$45 million Infrastructure for Rebuilding America (INFRA) grant that DOTD received in June 2018, as well as \$26.2 million in federal funds allocated to DOTD, \$12 million in federal funds allocated to the Regional Planning Commission, and up to \$12 million in GARVEE bond proceeds. With this financing, and with tolls once the bridge is complete, DOTD is able to construct the new bridge using private investment.

The tunnel in Belle Chasse opened in 1956 and the current bridge was built in 1968. The average daily traffic is approximately 35,000 and 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 hurricane evacuations for motorists. 📍



The virtual groundbreaking can be seen on DOTD's YouTube channel.



The tunnel ca. late 1950s and in 2019.

Hurricane Debris Cleanup Completion



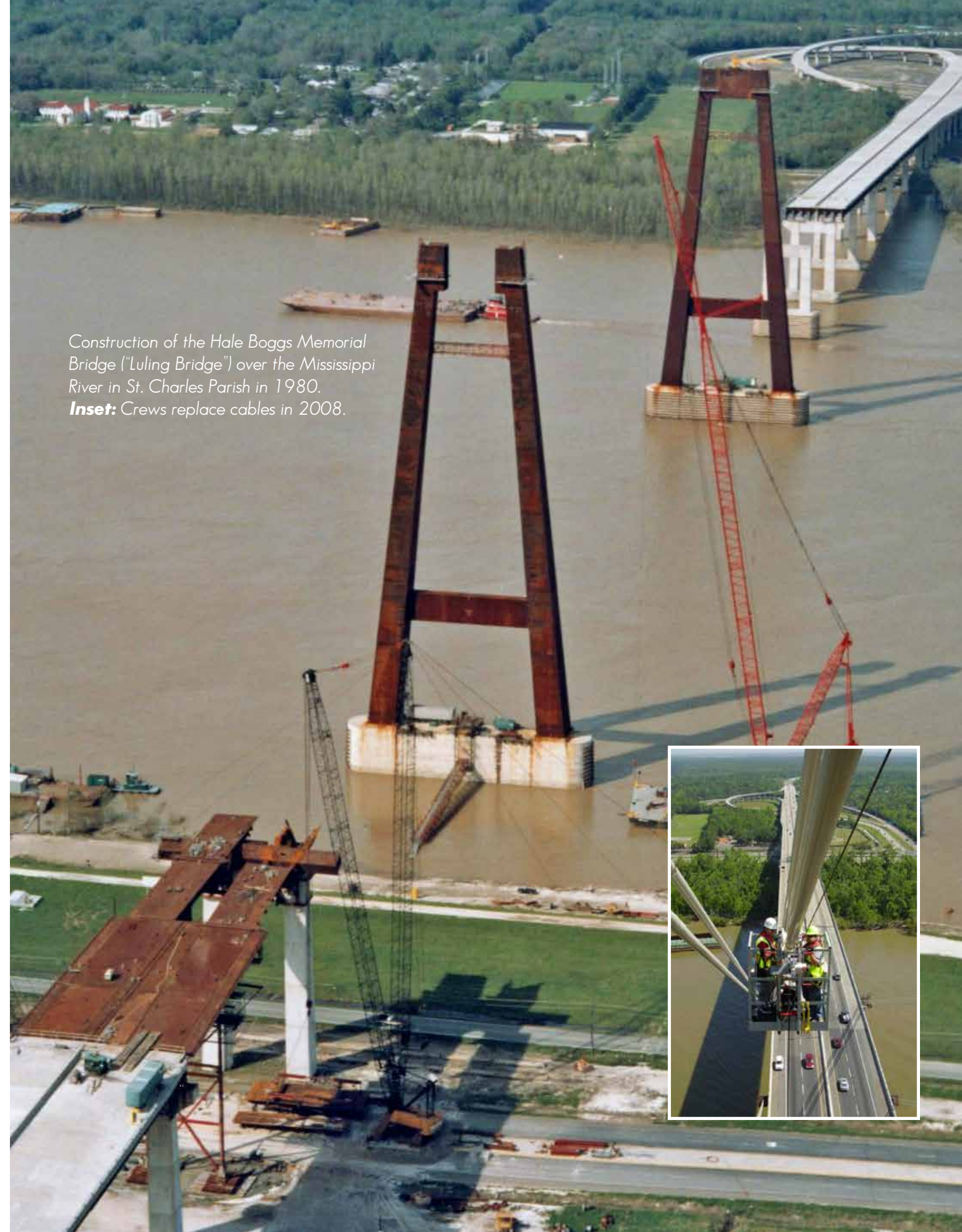
Debris on LA 14 in Lake Charles following Hurricane Laura in 2020.



Top: LA 27 after Hurricane Audrey in 1957.

Bottom: LA 27 after Hurricane Laura in 2020.

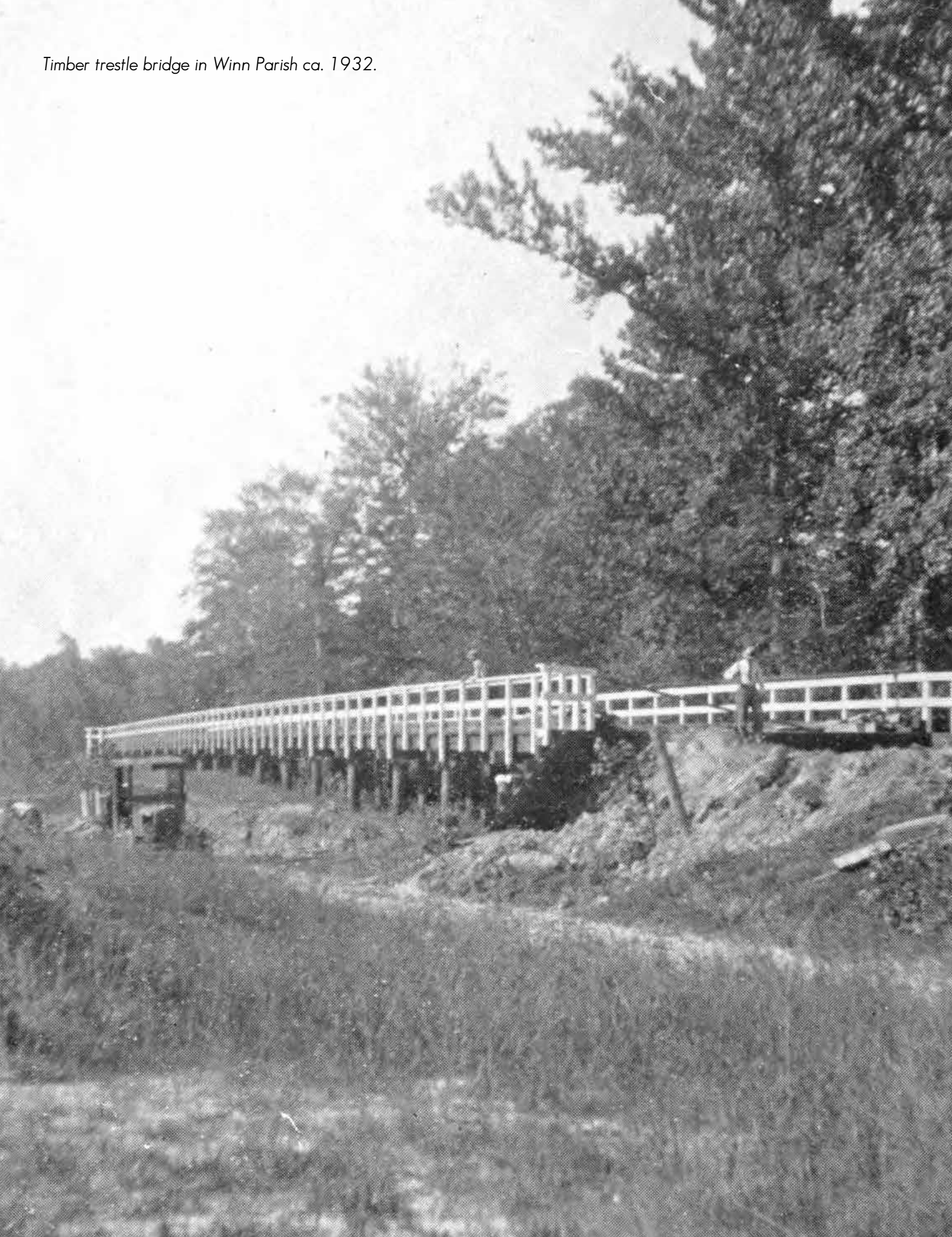
On April 19, 2021, DOTD announced that crews had completed all debris pickup from the devastating hurricanes Laura and Delta that made landfall on August 27, 2020, and October 9, 2020, respectively. The hurricanes made landfall approximately 13 miles apart in the southwestern portion of the state, which received severe damage. Upon completion, crews had removed 3.3 million cubic yards of debris statewide, with 2.2 million cubic yards being removed in southwest Louisiana alone. 🇺🇸



Construction of the Hale Boggs Memorial Bridge ("Luling Bridge") over the Mississippi River in St. Charles Parish in 1980.

Inset: Crews replace cables in 2008.

Timber trestle bridge in Winn Parish ca. 1932.



Groundbreaking for New College Drive Exit in Baton Rouge

On May 11, 2021, Governor Edwards and Secretary Wilson were joined by state and local officials to celebrate the beginning of construction on the highly anticipated new I-10 College Drive exit in East Baton Rouge Parish.

This \$52.3 million design-build project will eliminate the need for an additional structure by realigning the existing I-12 westbound traffic to more closely follow that of the I-12 eastbound alignment, and spanning both I-12 eastbound and I-12 westbound with a new I-10 westbound bridge. This will allow I-10 westbound traffic to exit to College Drive without crossing through mainline interstate traffic. Additionally, this alignment avoids additional visual and noise impacts to surrounding businesses and neighborhoods during and after construction.

This new exit is one part of a multi-phased project that will widen I-10 from LA 415 in West Baton Rouge to the I-10/I-12 split in East Baton Rouge.

On a daily basis, over 21,000 vehicles use the College Drive exit and another 98,000 travel through this interchange on I-10 westbound.

In October, DOTD announced its partnership with Baton Rouge Green to replace every tree removed due to construction with two new trees. Trees benefit the environment by removing carbon dioxide and other pollutants from the air, and by catching rainwater.

The design-build team consists of the contractor Boh Bros. Construction Company and designer Gulf Engineers & Consultants. Construction is estimated to be completed in late 2022, weather permitting. 🌳



Top: Traffic exiting from I-10 westbound onto College Drive in 2004.
Bottom: Rendering showing new trees after construction is complete.

*The Gulf of Mexico and LA 82 in
Cameron Parish in 2019.*



Hurricane Preparedness

On June 1, 2021, the start of the annual hurricane season, DOTD announced its preparations for the 2021 season. Prior to the start of the season, DOTD personnel participated in and conducted virtual state and department-wide hurricane readiness and response exercises, and met to review and discuss evacuation and contraflow operations. Additionally, DOTD conducted the annual Mississippi/Louisiana contraflow meeting on May 27 in Louisiana. Representatives from DOTD, Louisiana State Police, Mississippi Department of Transportation, Mississippi Highway Patrol, and Florida Highway Patrol met to discuss effective operation plans in the event of contraflow activation.



A DOTD worker clearing debris from a storm drain in Bossier Parish in preparation for Hurricane Harvey in 2017.

To maximize response efforts, DOTD also decentralized many of its response activities to the district level, including vehicle staging areas for emergency evacuation efforts and debris management. In addition to hurricane preparedness, DOTD refined its emergency response plans to include response efforts for multiple hazardous

threats and the incorporation of emergency operation response preparedness into normal day-to-day operations.

In an emergency, DOTD is responsible for assisting parish emergency operations personnel with transporting people who can't transport themselves. Since 2005, DOTD has developed a process to assist parishes with moving people without transportation from at-risk areas. During emergencies, DOTD managers remain in frequent contact with parish emergency operation directors throughout the impacted regions, assessing local needs and immediately responding with buses.

DOTD is also responsible for public works and engineering functions on the state infrastructure system such as contraflow, debris management, damage assessment on state routes, and emergency repairs to the transportation infrastructure. DOTD also established a fully equipped Emergency Operations Center, which includes a call center, an information center, a traffic and transportation team, and a public works and engineering team. The information center includes stations to monitor weather and all modes of transportation (marine traffic, rail, airports, and highways). If the possibility of heavy rain, tropical storm force winds, and flooding is forecast, DOTD monitors the roadways for possible flooding, to remove fallen trees from the roadway, and to close any roads as needed. 🚧



Construction of the Horace Wilkinson Bridge ("New Bridge") over the Mississippi River in Baton Rouge in 1966.



Construction of the I-10 Atchafalaya Basin Bridge in Iberville/St. Martin parishes in 1970.

Completion of I-20 Mississippi River Bridge Rehabilitation Project

On June 2, 2021, DOTD announced the completion of a major project to rehabilitate the I-20 Mississippi River bridge that connects Madison Parish to Vicksburg, Mississippi. The \$30 million project began in January 2019 and involved numerous repairs to the 50-year-old structure, which is one of only a few interstate river crossings in Louisiana.

Work included a concrete overlay of the bridge deck to improve the riding surface, upgrades to the electrical system, and new LED roadway lighting fixtures. Roadway fiber optics were also replaced with new cameras and radar, which are integrated into Mississippi's IT network. Selected bridge bearings were also adapted to provide the ability to reposition the bridge truss upriver as necessary. Steel structural connections at certain locations on the bridge were also modified to improve resiliency, and corroded members were either repaired or replaced. A modern stainless steel fastener system was used for the replacement of many of the bolts, and finger joints were also partially removed and replaced. New navigational and aerial beacons were installed, along with improvements to the bridge monitoring system and enhancements to the inspection access walkways.

With the increase in large truck traffic along the I-20 corridor, the project extends the service life of the vital river crossing for many more years. 🇺🇸



Top: New LED roadway lighting was installed.
Bottom: The bridge was opened in 1973 and is next to the Old Vicksburg Bridge, which opened in 1930 and is now exclusively a railroad bridge.

LA 1 Bridge over Caddo Lake



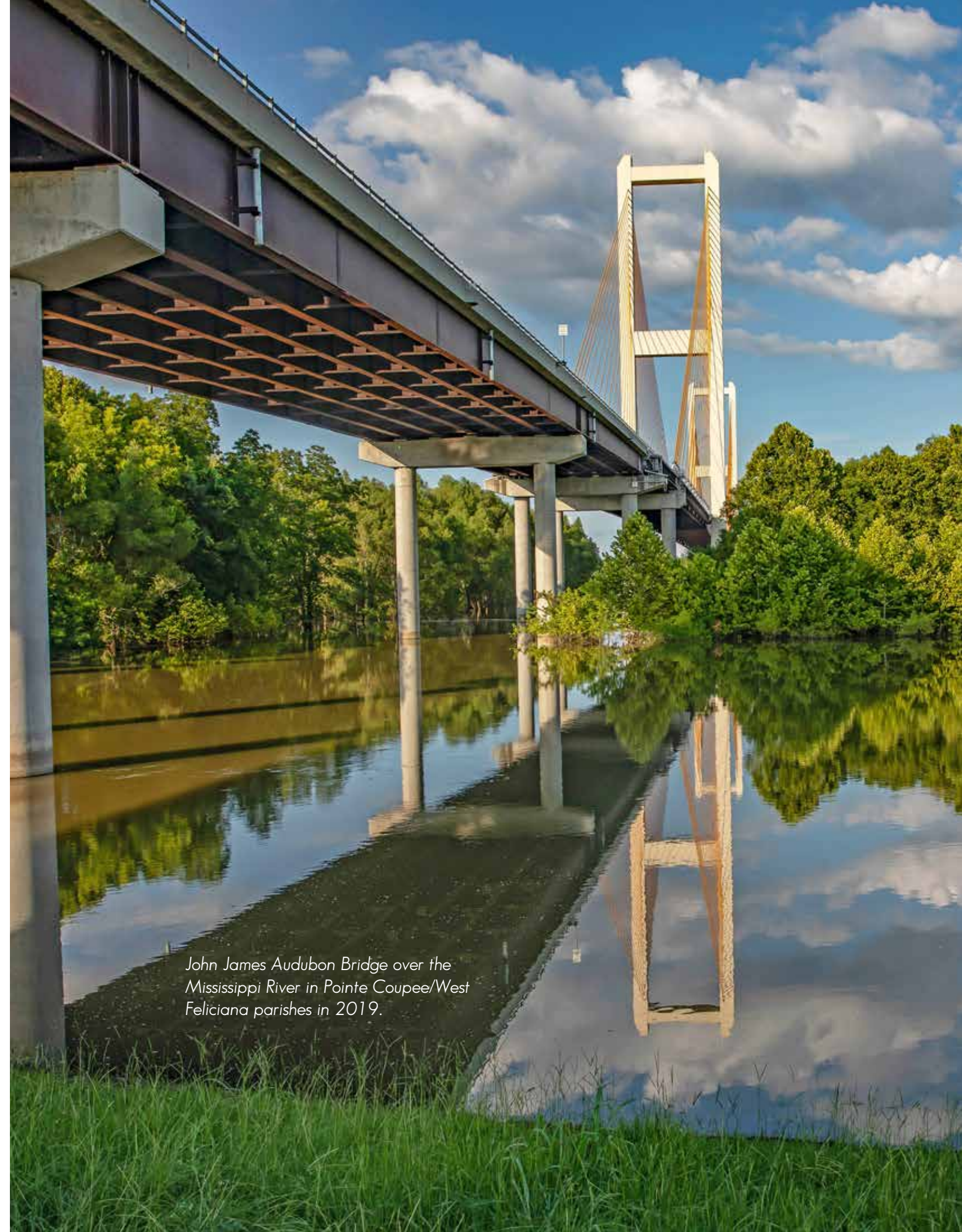
The old bridge over Caddo Lake was built in 1940.

On June 9, 2021, a project was let that will replace the 81-year-old LA 1 bridge over Caddo Lake near Mooringsport in northern Caddo Parish. The \$18.2 million project involves clearing and grubbing (removal of trees and other growth), utility relocation, asphalt concrete pavement, construction of a new bridge, and removal of the old structure.

The new structure is being built adjacent to the existing bridge on a slightly adjusted alignment. The original plan was to allow motorists to continue using the existing LA 1 bridge throughout construction. However, after an inspection, the bridge was closed

to traffic as a safety precaution. Closing the existing bridge will also result in time and cost savings.

The current LA 1 bridge was built in 1940 and carries approximately 4,800 vehicles per day. The bridge is an important connector between the towns of Mooringsport and Oil City, as well as points north and south. The entire project is anticipated to be complete in mid-2024, with progress dependent on weather conditions. 🇺🇸



John James Audubon Bridge over the Mississippi River in Pointe Coupee/West Feliciana parishes in 2019.



Construction of I-20 between Allen Avenue and Fairfield Avenue in Shreveport in 1963.

LA 1 Intracoastal Waterway Bridge Replacement Project



LA 1 crossing the Intracoastal Waterway.

On June 9, 2021, a project was let that will begin the first phase of replacing the LA 1 bridges over the Intracoastal Waterway in West Baton Rouge Parish. The original northbound and southbound bridges were completed in 1960 and together carry approximately 50,000 vehicles per day. Due to large numbers of vehicles traveling from LA 1 to the Horace Wilkinson Bridge carrying I-10 into Baton Rouge, the northbound bridge experiences extreme traffic congestion nearly every day during morning and afternoon rush hours.

In the first phase of construction, the new southbound bridge will be constructed and

will feature three 12-foot lanes with two 10-foot shoulders. In an upcoming project, the new northbound bridge will be built with two 12-foot lanes with two 10-foot shoulders. It will also include a third 12-foot lane with 6-foot shoulders, which will be separated from the other two lanes by barriers. The third lane will be an exit lane only for traffic heading to I-10 eastbound.

The \$57.7 million first phase of the project is projected to be complete in early 2023. The second phase is expected to be let in FY 2023-2024. 🇺🇸

Operations Excellence Award for I-10 Widening Project

On August 3, 2021, DOTD announced that it had received the 2021 America's Transportation Operations Excellence Award for the I-10 widening project in Ascension and East Baton Rouge parishes. This award was presented to Secretary Wilson at the annual Southeastern Association of State Highway and Transportation Officials (SASHTO) regional conference. The Operations Excellence Award is presented to projects that demonstrate the ability to operate the existing transportation system as safely and efficiently as possible, and make more effective use of already-existing transportation assets.

This \$72 million project broke ground in February 2018 and was completed in October

2020. The project consisted of widening I-10 from four to six lanes from Highland Road in Baton Rouge to the LA 73 interchange in Prairieville. Additionally, the two bridges on the I-10 overpass above Highland Road were replaced with one large overpass. The LA 928 (Bluff Road) bridge was raised approximately nine inches to comply with updated federal interstate standards.

This widening project was one of four projects that was submitted in the American Association of State Highway and Transportation Officials (AASHTO) annual contest highlighting improvements to quality of life, technology and innovation, and construction operations through these infrastructure projects. Competing states/territories included Alabama, Arkansas, Florida, Georgia, Kentucky, Mississippi, North Carolina, Puerto Rico, South Carolina, Tennessee, Texas, Virginia, and West Virginia. The contest was created to showcase the importance of transportation and how these projects make communities stronger, economies more efficient, and quality of life better. 🇺🇸



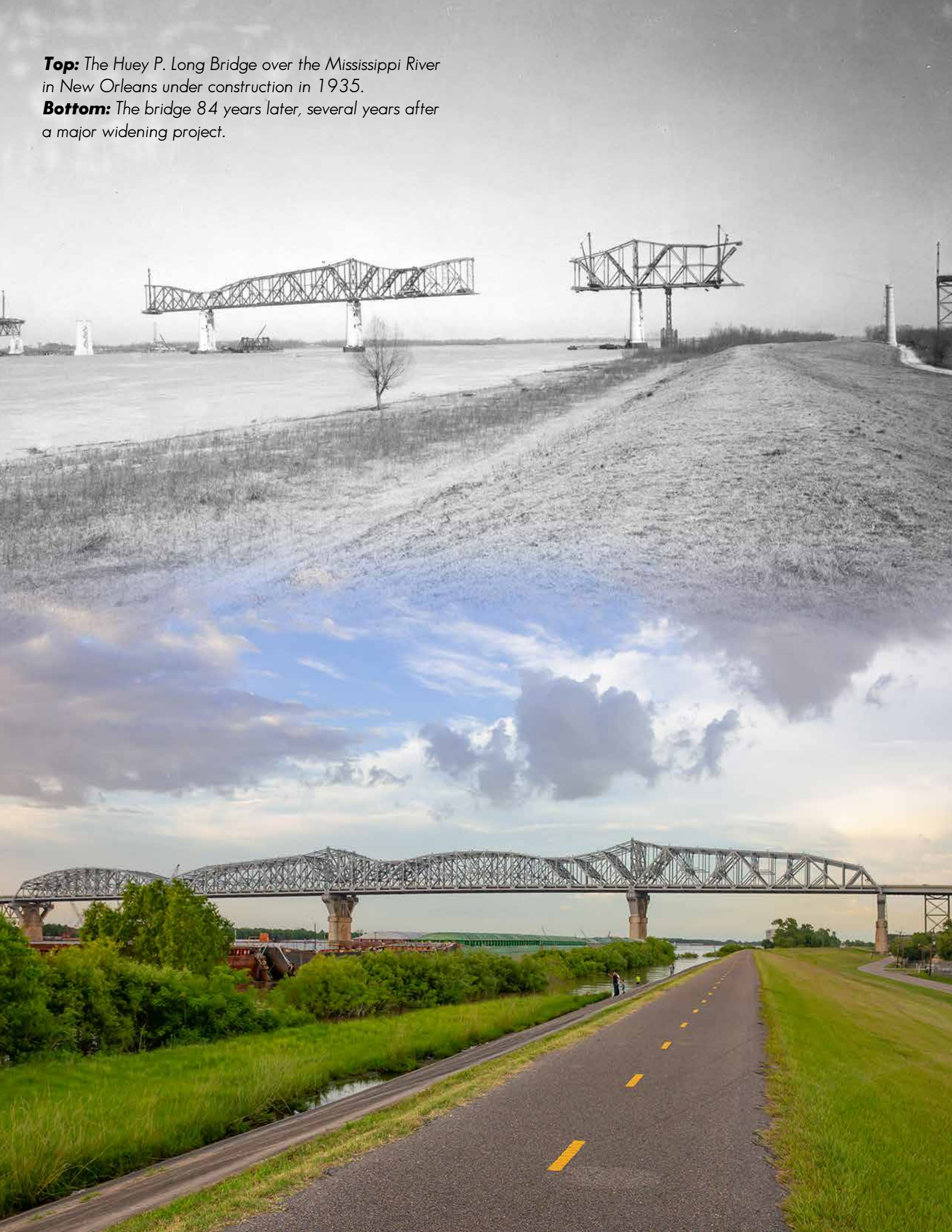
Construction on I-10 at Highland Road in 2020.



Government Street in Baton Rouge in 2021 following its "road diet," which included bicycle lanes and medians with landscaping.

Top: The Huey P. Long Bridge over the Mississippi River in New Orleans under construction in 1935.

Bottom: The bridge 84 years later, several years after a major widening project.



Hurricane Ida



Jean Lafitte was hit hard by Ida, including extensive damage to the Kerner Bridge over Bayou Baritaria after a vessel collision. Crews quickly assembled a temporary bridge that opened about six weeks after the hurricane.

On August 29, 2021, Category 4 Hurricane Ida smashed into Louisiana near Port Fourchon. With sustained winds of 150 mph, this catastrophic storm was tied with Hurricane Laura in 2020 and the 1856 Last Island hurricane as the strongest on record in Louisiana. In terms of damage and intensity, it was second only to Hurricane Katrina, which hit the state 16 years to the day earlier.

DOTD began preparing for the storm by clearing trash and other debris from ditches and culverts across the state. As with the impending wintry weather earlier in the year, barricades were staged for roadway closures and crews continuously monitored roadway conditions throughout the state, keeping the roads open as long as safely possible. Under an abundance of caution, DOTD barricaded low-lying roadways that were known to flood easily. The department also encouraged marine traffic to quickly take all necessary precautions. Once again, the department discouraged travel and kept the public advised

of roadway closures in real time through its usual channels.

After the hurricane had passed, DOTD crews were immediately in the field repairing and replacing signs and signals on state routes.



Extensive damage along LA 24 in downtown Houma after Ida.

Crews also began the long and arduous process of clearing debris from state routes in all affected areas, and a debris removal website with daily updates was included on the 511 website. A call center for all debris-related questions was activated in October. Debris removal will continue into 2022.

Most importantly, even though contraflow wasn't activated for Hurricane Ida, there were no fatalities on state highways due to evacuation. 🇺🇸

U.S. 165 Railroad Overpass Replacement in Morehouse Parish



The old overpass has connected communities for over 80 years.

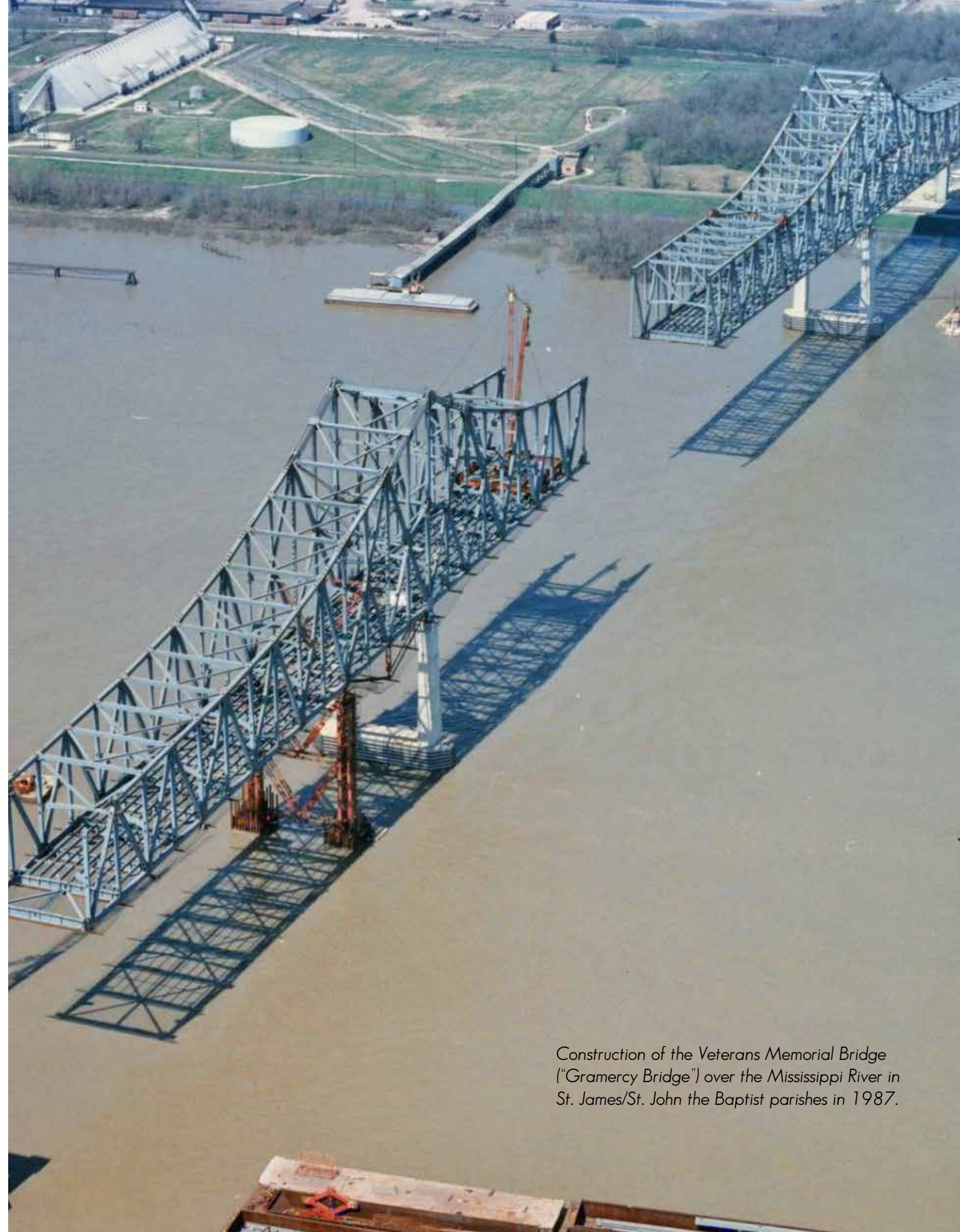
On September 8, 2021, a project was let that will replace the U.S. 165 overpass above the Union Pacific Railroad near Bonita in Morehouse Parish. The existing overpass was built in 1938 over the then Missouri Pacific Railroad.

The overpass is a vital link for all surrounding communities and provides easy access between Monroe and Arkansas. The new overpass will enhance economic development in the forestry, farming, and other industries in northeastern Louisiana.

The \$23 million project is anticipated to be completed in early 2024, weather permitting. 🇺🇸



A similar overpass ca. 1937.



Construction of the Veterans Memorial Bridge ("Gramercy Bridge") over the Mississippi River in St. James/St. John the Baptist parishes in 1987.



Construction of the LA 500 bridge over the Little River in Grant/LaSalle parishes in 1953.

Secretary Wilson Elected President of AASHTO



Secretary Wilson is the first African American president in AASHTO history.

In October 2021, Secretary Wilson was elected president of the American Association of State Highway and Transportation Officials (AASHTO) by the organization's board of directors. With his election, which occurred at AASHTO's annual meeting in San Diego, Wilson became the first African American president in the organization's 106-year history. Before his election, Wilson served as AASHTO's vice president in 2020 and 2021.

As president, Wilson's action plan has established two primary emphasis areas: "Pathways to Equity" and "Partnering to Deliver." The former will increase opportunities for individuals in under-represented populations, such as those pertaining to age, gender, race, and ethnicity, among state DOTs. The latter will create partnerships with transportation and

non-transportation groups in order to celebrate differing perspectives, enhance awareness, and strengthen understanding.

Wilson was appointed secretary of DOTD by Governor Edwards on January 11, 2016 after more than 10 years of executive service at DOTD. He earned a bachelor's degree in urban and regional planning from the University of Louisiana, a Master of Public Administration degree from Southern University, and a Ph.D. in public policy from the Nelson Mandela School of Public Policy and Urban Affairs at Southern University.

Shawn and his wife, Rocki, live in Lafayette and are proud to have two children and two grandchildren. 🏡

Phase II of LA 1 Corridor Project Let



LA 1 high-rise bridge over Bayou Lafourche in Leeville.

On October 6, 2021, Governor Edwards and DOTD announced that the second phase of the LA 1 corridor project was let. James Construction Group, LLC presented the apparent low construction bid of \$463.6 million. Phase II consists of the construction of an 8.3-mile two-lane elevated structure on LA 1 in Lafourche Parish that will provide better connectivity between the communities of Golden Meadow and Leeville. The design of this structure will allow it to be built using “top-down” construction methods for the protection of sensitive wetland and marshes in the surrounding areas. Other elements of this project include road work, highway lighting, intelligent transportation system (ITS) items, and the construction of a levee T-wall. Full construction is expected to begin in the summer of 2022.

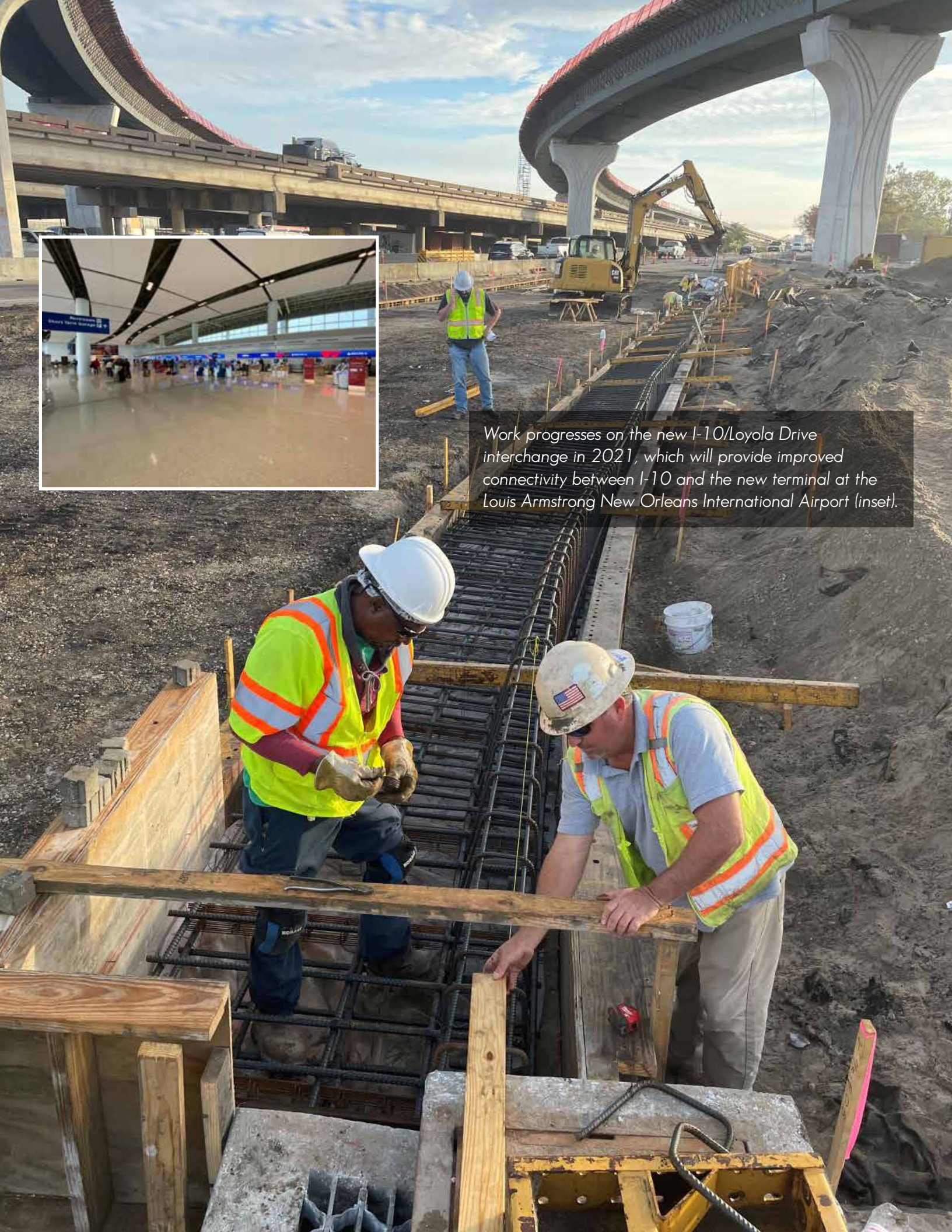
This is part of a multi-phase project to provide an 18-mile elevated highway at a new location between Golden Meadow and Port Fourchon. Phase I consisted of a nine-mile elevated highway along LA 1, as well as a high-rise bridge over Bayou Lafourche. This was completed in June 2012. 🇺🇸



Old LA 1 bridges in Leeville in 1969. The vertical lift bridge on the right is under construction.

I-220 eastbound flyover ramp at I-49 in Shreveport, a much-anticipated interchange that opened in 2018.





Work progresses on the new I-10/Loyola Drive interchange in 2021, which will provide improved connectivity between I-10 and the new terminal at the Louis Armstrong New Orleans International Airport (inset).

Aviation Award Winners



Steven Burdeaux receives the Aviation Professional of the Year award from DOTD Commissioner of Multimodal Commerce Renee A. Lapeyrolerie.

On November 1, 2010, DOTD announced the winners of the inaugural Louisiana Airport of the Year and Aviation Professional of the Year awards. The awards were presented on October 26, at the 2021 Louisiana Airport Managers and Associates Annual Conference held in Baton Rouge.

The Airport of the Year winners were Alexandria International Airport (for commercial service) and Chennault International Airport (for general aviation). The Aviation Professional of the Year award was given to Steven Burdeaux, manager of the Minden Airport and Springhill Airport.

The awards recognize the hardworking airport sponsors and aviation professionals in Louisiana, and the inaugural Louisiana Airport of the Year and Aviation Professional of the Year awards recognize superior achievement and leadership in the state's aviation field.

These awards honor excellence and professionalism at all levels of airport operations.

To be considered eligible for the Airport of the Year award, an airport must have managed all maintenance inspection issues, managed all significant safety-related features, and made a significant impact on aviation through safety improvements/practices, construction, development, or management of aviation resources. 🇺🇸



Representatives from Alexandria International Airport (top) and Chennault International Airport (bottom) accept their awards.

Infrastructure Investment and Jobs Act

On November 6, 2021, DOTD announced that the state is slated to receive nearly \$6 billion from the Infrastructure Investment and Jobs Act (IIJA) after the U.S. House of Representatives passed the bipartisan bill, which was passed by the U.S. Senate in August 2021. The IIJA is the largest dedicated highway and bridge investment since the construction of the Interstate Highway System. In addition, Louisiana is well positioned to compete for billions more with the Bridge Investment Program and other major projects that will deliver substantial economic benefits to communities across Louisiana, including broadband, resiliency, ports, and rail.

Statewide, funding from the IIJA will be allocated as follows:

- \$4.8 billion to highways
- \$1.01 billion to bridges
- \$470 million to public transportation
- \$179 million to airports
- \$73 million to electric vehicle infrastructure
- \$20 million to a more resilient transportation system that has the capability to recover from disruptions such as extreme weather

This is the largest federal investment in public transit and clean drinking water and wastewater infrastructure in history, as well as the largest investment in passenger rail since the creation of Amtrak. Funding is also provided for power infrastructure, additional protection from droughts and floods, reconnecting com-

munities divided by transportation infrastructure, electric vehicle charging infrastructure, electric buses, environmental remediation, and high-speed internet. 🇺🇸



Senator Bill Cassidy (top) and Representative Troy Carter (bottom) were instrumental in getting the IIJA passed for Louisiana.

Crews using AquaDams on I-10 during the 2016 flood.



Concrete core testing machine ca. 1930.



Second-to-Last TIMED Project: LA 3241



Governor Edwards, Secretary Wilson, and state and local officials break ground.

On November 19, 2021, Governor Edwards and Secretary Wilson held a groundbreaking ceremony to celebrate the start of construction on the LA 3241 corridor in St. Tammany Parish. State and local officials attended the ceremony celebrating the construction of the new four-lane highway on the Northshore. LA 3241 is a three-phase project, which will create a four-lane highway from the intersection of LA 40/LA 41 in Bush to I-12 in St. Tammany Parish. The first phase, constructed by Brown Industrial Construction, LLC, will cost nearly \$46 million. Phase I will take place between LA 40/LA 41 and LA 435. The second phase, constructed by James Construction, will cost \$62.5 million. Phase II

will be built between LA 36 and LA 435. The third phase between LA 36 and I-12 is fully funded and anticipated to go to bid in 2023.

The LA 3241 project is part of the Louisiana Transportation Infrastructure Model for Economic Development (TIMED) program. It is the 15th TIMED project to move forward.

Phases I and II are projected to be complete in late 2023 or early 2024, weather permitting. 🇺🇸

DOTD Exceeds DBE Goal for FY 2021



Guinn Construction is a DBE contractor and has been a strong presence in such projects as bridge replacements across the state.

On December 7, 2021, DOTD announced that it had exceeded its annual participation goal for the Disadvantaged Business Enterprise (DBE) program for the 2020-2021 fiscal year that ended September 30. The goal, determined by DBE Uniform Report formula calculation and approved by the Federal Highway Administration, was set at 15 percent. DOTD exceeded the goal at 15.42 percent.

The DBE program was created to remedy past and current discrimination against minority-owned firms. The intention is to level the playing field for socially and economically disadvantaged individuals wanting to do business with the DOTD on U.S. Department of Transportation federally assisted projects.

The annual goal is based on a percentage of the federal-aid funds each state department of transportation receives yearly and is re-evaluated every three years. In 2020, there were 380 prime and subcontracts awarded to DBE firms in Louisiana totaling more than \$75 million. 🇺🇸



Cars waiting for the Plaquemine-Sunshine ferry in 1960. The ferry carried nearly 270,000 vehicles across the Mississippi River in 2021.

*John James Audubon Bridge
nearing completion in 2011.*





Construction of I-210 at Ryan Street in Lake Charles ca. 1975.

Continued Safety Improvements Statewide

Throughout 2021, DOTD continued its focus on the safety of motorists with ongoing improvements like roundabouts, flashing yellow arrows, cable barriers, and J-turns.

Roundabouts redirect conflicting traffic, such as left turns, which cause crashes at traditional intersections, and they improve safety, operations, and aesthetics of an intersection. Greater safety is achieved primarily by slower speeds and the elimination of more severe crashes, and 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.

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. These signals have been shown to help drivers make fewer mistakes. They keep motorists safer during heavy traffic and reduce delays when traffic is light.

Cable barriers deflect vehicles that enter the median, keeping them from potentially crossing over into oncoming traffic. They are designed to absorb the impact of the collision and hold a vehicle in the median to prevent it from moving back into traffic. Cable barriers are an innovative and cost-effective solution to prevent head-on collisions that usually result in fatalities.



Top: New roundabout at the intersection of LA 22 and LA 70 in Ascension Parish in 2020.

Bottom: Cable barriers along I-20 in Bossier Parish in 2014.

J-turns safely and efficiently manage 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 to turn right, proceed to the nearby U-turn, and then return to its original course. J-turns reduce the risk of crashes, optimize the capacity of roadways, and reduce wait time for left-turning traffic. 🇺🇸

Climate Initiatives



More widespread use of electric vehicles is one of DOTD's climate initiatives.

During 2021, DOTD continued its participation in statewide climate initiatives. In 2020, Governor Edwards created the Climate Initiatives Task Force, consisting of 23 voting members who investigate and recommend ways to reduce greenhouse gas emissions in the state. DOTD is a member of the task force and is concentrating on ways of reducing emissions in transportation. The goal is to incrementally reduce greenhouse gas emissions to net zero by the year 2050.

One of DOTD's biggest priorities is exploring alternative fuels and a more widespread use of electric vehicles. The department envisions a variety of alternative fuel sources, such as hydrogen, biofuel, and natural gas, coexisting

with gasoline and diesel. In particular, many of DOTD's vehicles could be converted to run on various fuel sources.

DOTD is also exploring options to conduct normal business activities free of greenhouse gas emissions. Such options include telecommuting, virtual meetings, and compressed workweeks. The department is also in favor of promoting carpooling.

The Infrastructure Investment and Jobs Act that passed in 2021 will provide \$73 million to Louisiana's electric vehicle infrastructure. 🚗



Department of Highways workers making route markers ca. 1954.

Flooding on the Jefferson Highway in Melville after the Great Mississippi Flood of 1927.



Watershed Initiatives



Governor Edwards surveys flooding from Hurricane Harvey in 2017.

Following the catastrophic flooding in March and August of 2016, problems in Louisiana's floodplain management and community planning were revealed. In an effort to correct these problems and keep the state from experiencing another devastating flood, Governor Edwards established the Louisiana Watershed Initiative and the Council on Watershed Management.

The Council on Watershed Management is comprised of five state agencies. DOTD is one of those agencies and eagerly joins its partners representing proactive leadership, as well as working with local and federal agencies to prevent future flooding disasters.

Additionally, thanks to the Infrastructure Investment and Jobs Act, Louisiana will receive \$20 million for a more resilient transportation system that has the capability to recover from disruptions, such as flooding and ice. 🇺🇸

Multimodal Commerce



Multimodal commerce is a major part of DOTD.

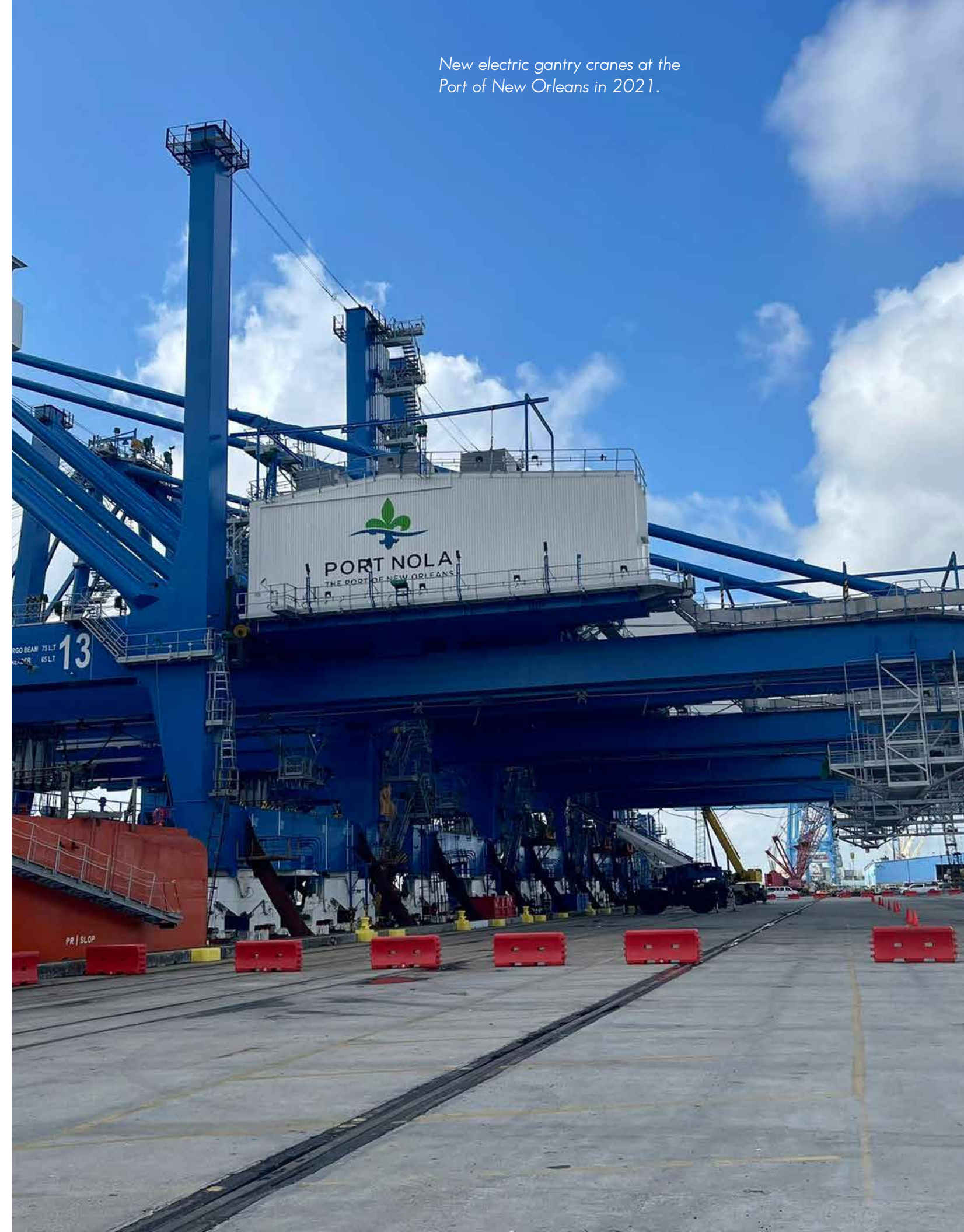
The Office of Multimodal Commerce (OMC) was formed in 2016 within DOTD to enhance the state's focus on multimodal transportation and continues to be a major component of the agency. The OMC is comprised of four divisions: Aviation, Ports and Waterways, Freight and Passenger Rail, and Commercial Trucking. The OMC's commissioner, Renee Lapeyrolerie, was appointed by Governor Edwards in 2020.

All four divisions strive to continue improving Louisiana's multimodal infrastructure through nurturing economic development and quality of life.

One major component of the OMC is the Port Construction and Development Priority Program. The program was established by

Act 452 of the 1989 Louisiana Legislature, and its primary goal is to improve ports and harbors in the state. The program ensures that adequate landside facilities are available to meet a definite market need by providing guidance and public funds to build landside infrastructure, thereby providing jobs and competitive transportation costs to move cargo, minimize highway congestion, improve safety, and reduce maintenance costs on the state's highways. 🇺🇸

New electric gantry cranes at the Port of New Orleans in 2021.



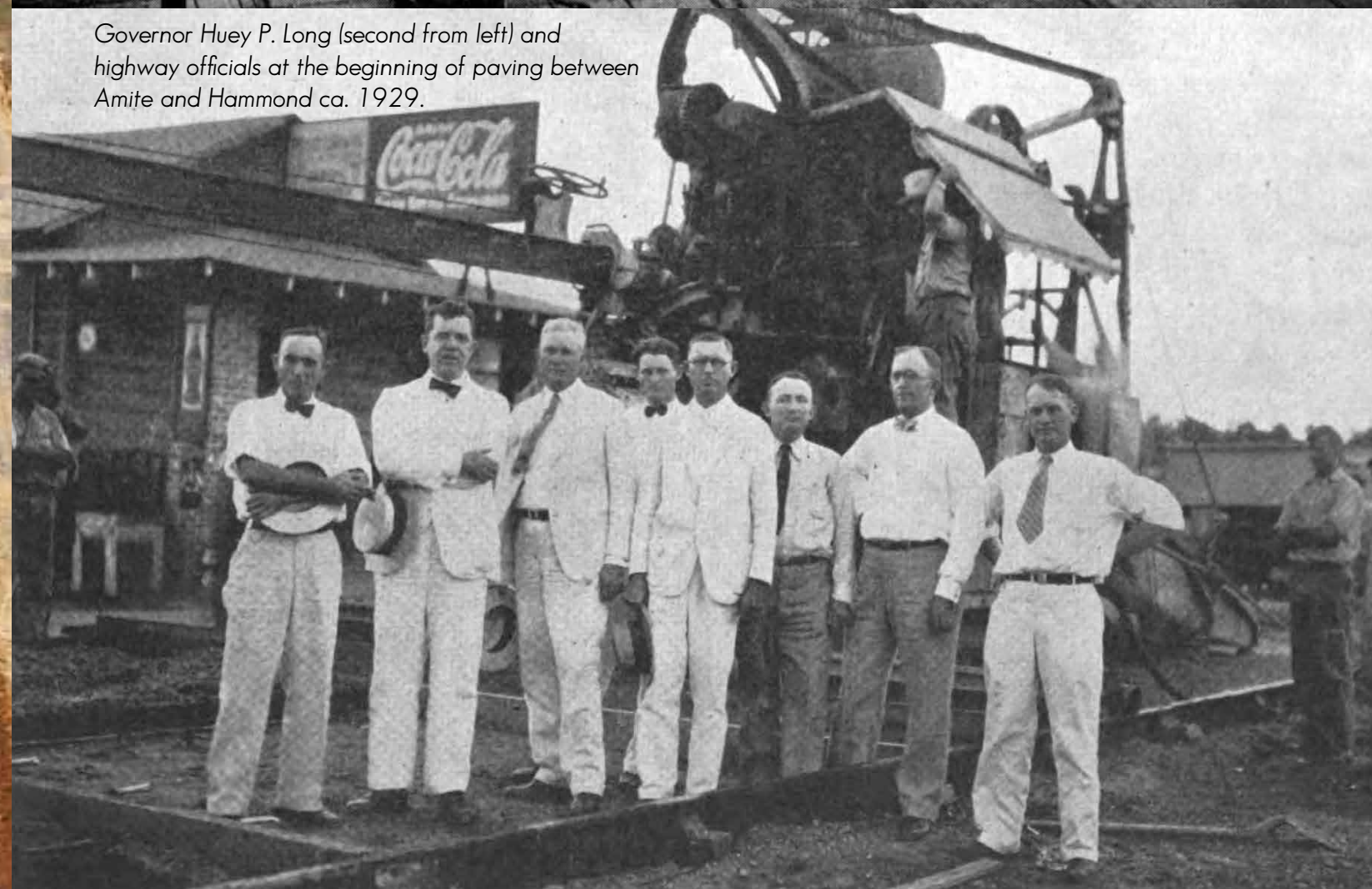
I-10 widening in Lafayette in 2019.



Market Street (U.S. 71) in Shreveport ca. 1939.



Governor Huey P. Long (second from left) and highway officials at the beginning of paving between Amite and Hammond ca. 1929.



Once the new U.S. 165 bridge over the Ouachita River in Columbia was completed, the old Huey P. Long Bridge was imploded on August 27, 2007.



The Future of DOTD

With 100 years of delivering infrastructure now in the history books, what can the people of Louisiana expect from DOTD in the future? The department has accomplished a tremendous amount over the last century, and if the past is an indicator of the future, DOTD will continue making progress to improve the quality of life for Louisiana's citizens and to enhance economic development.



Traffic congestion in the Baton Rouge area continues to be a major problem.

Since the beginning of the Louisiana Highway Commission in 1921, the department has endured the Great Depression, many recessions, World War II, global pandemics, and funding problems. Still, the department has been able to maintain and improve existing infrastructure while starting and completing new projects. DOTD is optimistic that this trend will continue indefinitely, especially with recent federal funding mechanisms such as the Infrastructure Improvement and Jobs Act. The department will continue to take advantage of every funding opportunity while continuing to discover innovative ways of financing projects.

DOTD has proven that it can meet new challenges and trends. Environmental awareness across the globe has drastically increased in recent years and the need for industries to reduce carbon emissions has become more critical. DOTD is set to adapt to a changing world. Since its beginnings, the department has depended on fuel taxes as a major source of revenue. As electric vehicles become more commonplace, DOTD will continue its quest in using new ways to fund infrastructure projects. In fact, Act 486 of the 2021 Regular Legislative Session will provide DOTD with the first sustainable revenue increase in over 30 years. This legislation will appropriate funds to DOTD from vehicle sales taxes annually beginning in FY 2024. The department estimates it will receive \$150 million the first year and \$260 million in subsequent years.

For the coming decades, DOTD has a wish list of major and minor projects to invest in once funding becomes available. Extending I-49 from Lafayette to New Orleans is slowly happening as continuous improvements bring U.S. 90 to inter-



The Jimmie Davis Bridge over the Red River in Shreveport.

state standards. The Baton Rouge region has been in critical need of a new river crossing to ease congestion, and a new Mississippi River bridge will no doubt become a reality.

In the near future, plans for other major infrastructure upgrades will come to fruition. The widening of I-10 in Baton Rouge is already underway with the recent opening of the Terrace Street exit from I-10 southbound and the current construction of a new College Drive exit from I-10 and I-12 westbound. The project to elevate and relocate LA 1 in Lafourche Parish continues. A new I-10 bridge crossing the Calcasieu River in Lake Charles will need to replace the aging Calcasieu River Bridge that was completed in 1952, many years prior to the Interstate Highway System. A feasibility and environmental study is planned in the coming years for this project. And DOTD has issued a notice of intent to enter a design-build contract to replace the Jimmie Davis Bridge in Shreveport.

There's no question that improvements to Louisiana's roads, bridges, ports, airports, and freight and passenger rail, as well as the need for new infrastructure, will continue. DOTD is ready to tackle these challenges. And by doing so, the department will continue its mission for all people of Louisiana: to plan, design, build, and sustain a safe and reliable multimodal transportation and infrastructure system that enhances mobility and economic opportunity. 🇺🇸



This U.S. 90 interchange with LA 85, shown ca. 2010, will eventually become an I-49/LA 85 interchange.



*Natchez-Vidalia Bridge over the
Mississippi River in Vidalia in 2019.*

Dedication

Arthur L. Banderet
June 24, 1947
District 02

This book is dedicated to the brave DOTD employees who have lost their lives while in service to the people of Louisiana. Safety is the department's top priority, and sadly, most of these fatalities were preventable. DOTD has recently implemented a variety of new measures for employees in work zones, such as spotters, alarms on cones, safety vest color changes, changes to emergency lights on DOTD vehicles, and a variety of other enhancements. The emphasis is on magnifying the visibility of employees working in the field. DOTD also tirelessly continues its efforts to educate and remind motorists about the importance of driving responsibly and the dangers of driving while distracted.

Arthur L. Banderet
June 24, 1947

Vincenzo Ficaró
June 24, 1947

Clifton Eves
June 12, 1963

George W. Killen
February 27, 1968

Earnest G. Lightsey
January 14, 1969

Neff Robin
September 9, 1969

Willie Lafitte
May 25, 1979

Wallis E. "Bugs" Meliet
August 31, 1979

Taf Guillory
1980

Bennie Williams
1980

Clifton Eves
June 12, 1963
District 08, Gang 410

Walter R. Tarver, Sr.
April 20, 1981

Horace Frilloux
December 18, 1981

Joseph E. Miller
July 31, 1982

Ralph J. Nuccio
February 26, 1984

William E. Jones
May 29, 1984

Eddie Williams
1985

Jules Emmett Cifreo
August 14, 1985

James Roy
November 18, 1985

Nathaniel Adams
February 24, 1986

Delmar Hargrove
April 7, 1986

Samuel R. Marse
February 5, 1992
District 02, Gang 750

James Manshack
September 16, 1986

Wesley J. Bizette
June 25, 1987

Andre Williams, Sr.
February 16, 1988

Ronald S. Bordelon
February 11, 1989

Richmond Blake
August 29, 1989

Joseph B. Ardoin
May 29, 1991

Samuel R. Marse
February 5, 1992

Dennis James Lallande
June 2, 1992

Robert E. Banks
July 9, 1993

Richard Artis, Sr.
January 9, 1995

Roy Beard
August 29, 1995

Lee John Guilbeau
March 25, 1996

Brad DeWayne Smith
October 1, 1997

Roy Beard
August 29, 1995
District 08, Gang 570

Jenny Mills Richard
February 15, 1998

Anthony Alexander
June 24, 1998

Eddie Paul Lemoine
May 26, 1999

Leroy Williams, Sr.
January 1, 2001

Brian Patrick Freeman
July 11, 2001

Jimmy L. Harrell
May 29, 2002

Duane P. Alleman
April 6, 2010

Wallace Martin
January 15, 2012

Jim Kingsley Gilmer
March 25, 2013

Dorothy Sue Carter
December 1, 2015

Paul V. Featherston
July 3, 2017

Johnny Cole
June 18, 2019

Jeffrey Paul Curry, Jr.
December 11, 2019



Construction workers prepare for pile driving on U.S. 167 in the north-central part of the state in 2007.

This page: Crews repair traffic signals on Siegen Lane in Baton Rouge in 2008.
Back cover: East Pearl River Bridge in St. Tammany Parish ca. 1934 and ca. 2015.



