Welcome to the Open House Public Meeting for the Mississippi River Bridge South Greater Baton Rouge: LA 1 to LA 30 Connector project located in East Baton Rouge, West Baton Rouge, Ascension, and Iberville Parishes. This meeting is sponsored by the Louisiana Department of Transportation and Development. This presentation provides an overview of the status of this proposed project, which we refer to as the MRB South project.

Project Consultant Team Members

- Prime Consultant:
  - Atlas Technical Consultants, LLC
- Subconsultants:
  - CDM Smith, Inc.
    Travel Demand Model & Toll Analysis
  - Neel-Schaffer, Inc.
    Mesoscopic Model & Traffic Analysis
  - INRO Consultants, Inc.
    Mesoscopic Model Support
  - Franklin Associates, LLC
    Public Involvement
  - FIGG Bridge Engineering, Inc.
    Bridge Technical Concepts
  - Shread-Kuyrkendall & Assoc., Inc.
    Roadway Technical Concepts
  - GIS Engineering, LLC
    Navigational Considerations
  - Providence Engineering & Environmental Group LLC
    Environmental Inventory

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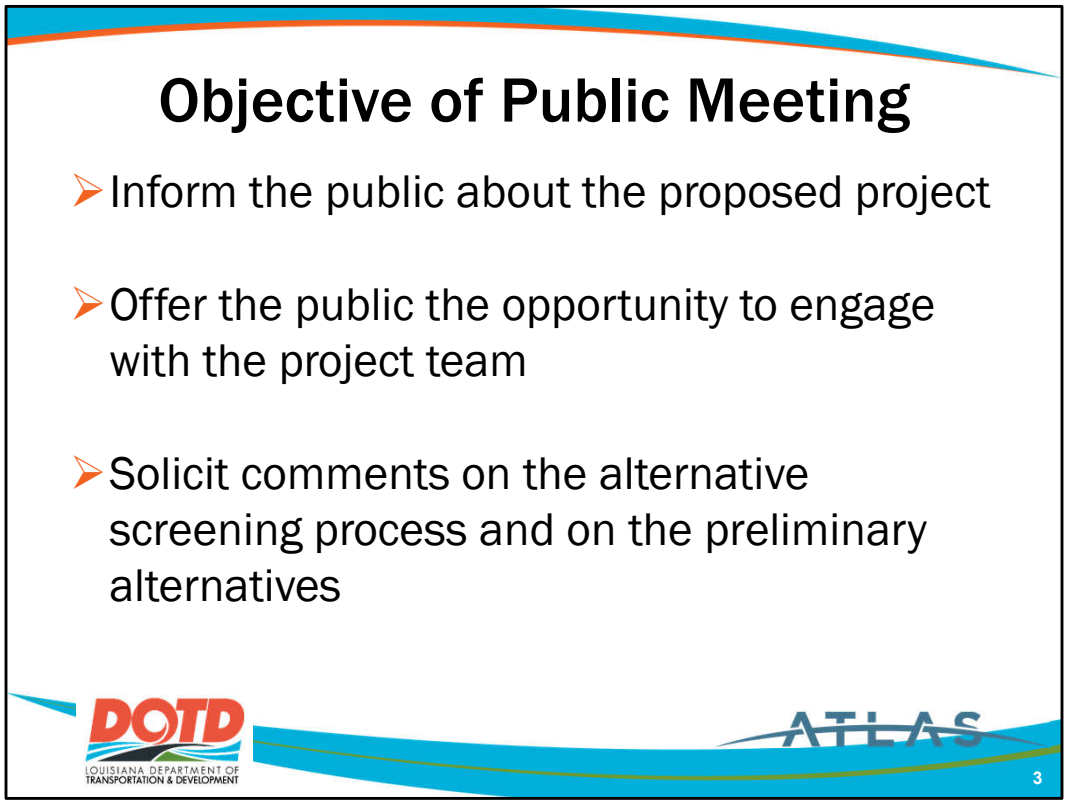
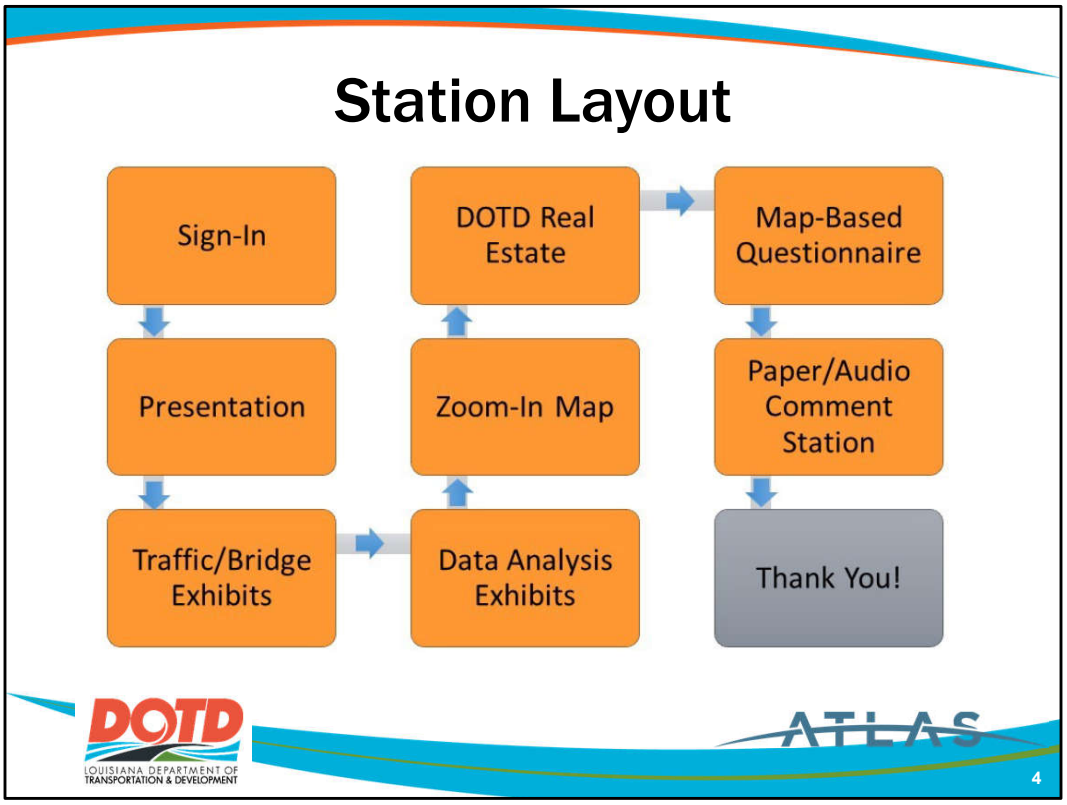
DOTD hired Atlas Technical Consultants to manage the MRB South project. The Atlas Team includes the following subconsultants: CDM Smith (handling Travel Demand Model and Toll Analysis); Neel-Schaffer (handling Traffic Analysis); INRO Consultants (providing Traffic Model Support); Franklin Associates (coordinating Public Involvement); FIGG Bridge Engineering (responsible for Bridge Concepts); Shread-Kuyrkendall (responsible for Roadway Concepts); GIS Engineering (coordinating Navigational Considerations); and Providence Engineering and Environmental Group (responsible for the Environmental Inventory). Subject Matter Experts from each firm are here tonight to answer your questions. Throughout the meeting, please look for personnel wearing project nametags to answer your questions.



The purpose of tonight's meeting is to inform the public about the project, provide an opportunity to engage with the project team, and solicit comments on the screening process and the preliminary alternatives.



The meeting is laid out in stations. Each station provides different information, so please visit each to learn more and speak with the project team members.

The first station is the sign-in station. If you haven't already done so, please be sure to sign-in to the meeting at this station or use the QR code to sign-in virtually.

You are currently at the the Presentation Station. Here, we will provide information about the project, explain how to navigate the public meeting, and how to register comments.

The next station contains Traffic and Bridge Exhibits available for viewing.

This is followed by the Data Analysis Exhibits with comparative data tables about expected impacts from each of the project alternatives.

At the "Zoom-In Map" station, a project team member is available to zoom to a close-up view of locations within the study area.

DOTD Real Estate staff are present to answer questions pertaining to the right-of-way acquisition process at the DOTD Real Estate station.

The final two stations are opportunities to provide feedback. At the Map-Based Questionnaire station, computers are available to access a map-based questionnaire about the project. At the Paper/Audio comment station, please submit written or verbal comment.

Now, on to the project…

Purpose and Need

What is the problem? (Need)

- Congested traffic conditions
- Limited connectivity between road systems along the east and west banks of the Mississippi River
- Lack of alternate routes across the Mississippi River

How can we fix the problem? (Purpose)

- Increase capacity & connectivity across the Mississippi River
- Provide an alternate route for incident management and emergency evacuations.

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A project is developed by recognizing a problem, then developing methods to fix the problem. In planning terms, this is called a project's Purpose and Need. What is the Problem? Why do we NEED the MRB South project? Congested traffic conditions on the roadway network; limited cross-river connectivity; and lack of alternate routes across the river during major incidents or emergency evacuations are the needs this project intends to address.

How can we fix the problems? What is the PURPOSE of this project? The project purpose is To increase capacity and connectivity across the Mississippi River; and Provide an alternate route for incident management and emergency evacuations.

Enhanced Planning

Goals:

- To gather and document pertinent project information,
  - Develop Purpose and Need
  - Identify Constraints (Navigation, Technical Design, Construction, Environmental)
  - Develop Traffic Model(s) and Toll Analyses
  - Collect Stakeholder and Public Input
- To identify the most feasible alternatives to be further evaluated in the NEPA Process

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We are currently in the enhanced planning phase of the project. During this phase, we have two major goals:

The first is to gather and document pertinent project information. We do this through:

Developing a Draft Purpose and Need Statement

Identifying Constraints (including constraints from Navigation, Technical Design, Construction, and Environmental perspectives)

Developing Traffic Model(s) and Toll Analyses, and

Collecting Stakeholder and Public Input

Our second major goal in this phase is to identify the most feasible alternatives to be further evaluated in the environmental review, or NEPA Process. NEPA stands for the National Environmental Policy Act, which requires federal agencies to assess the environmental effects of proposed actions before making decisions.

Project Description

The MRB South project intends to identify feasible corridors where a connector roadway and Mississippi River bridge between LA 1 and LA 30 can be constructed, operated, and maintained while also meeting these goals:

- Limit or minimize impacts to sensitive resources (natural and cultural resources), sensitive populations, homes, businesses, industrial facilities, utilities, and public property
- Improve traffic capacity and connectivity along LA 1,LA 30, and I-10
- Maintain Mississippi River navigation safety and traffic flow

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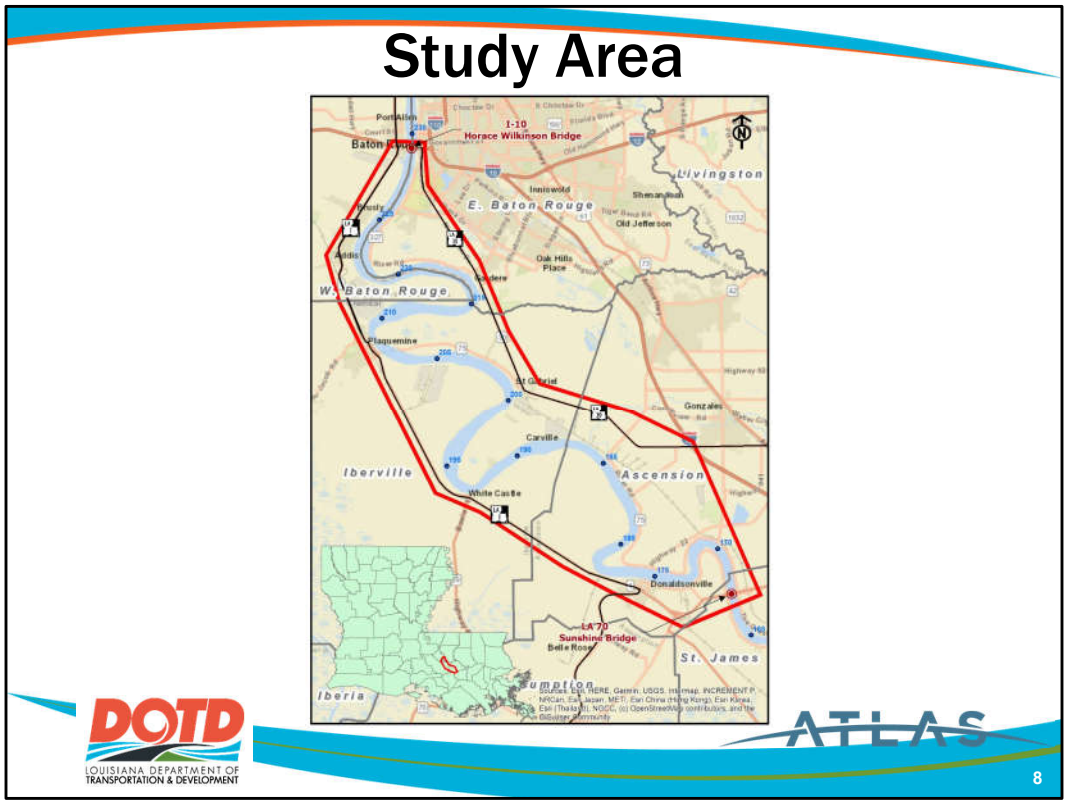
The MRB South project intends to identify feasible corridors where a connector roadway and Mississippi River bridge between LA 1 and LA 30 can be constructed, operated, and maintained while also meeting the goals of:

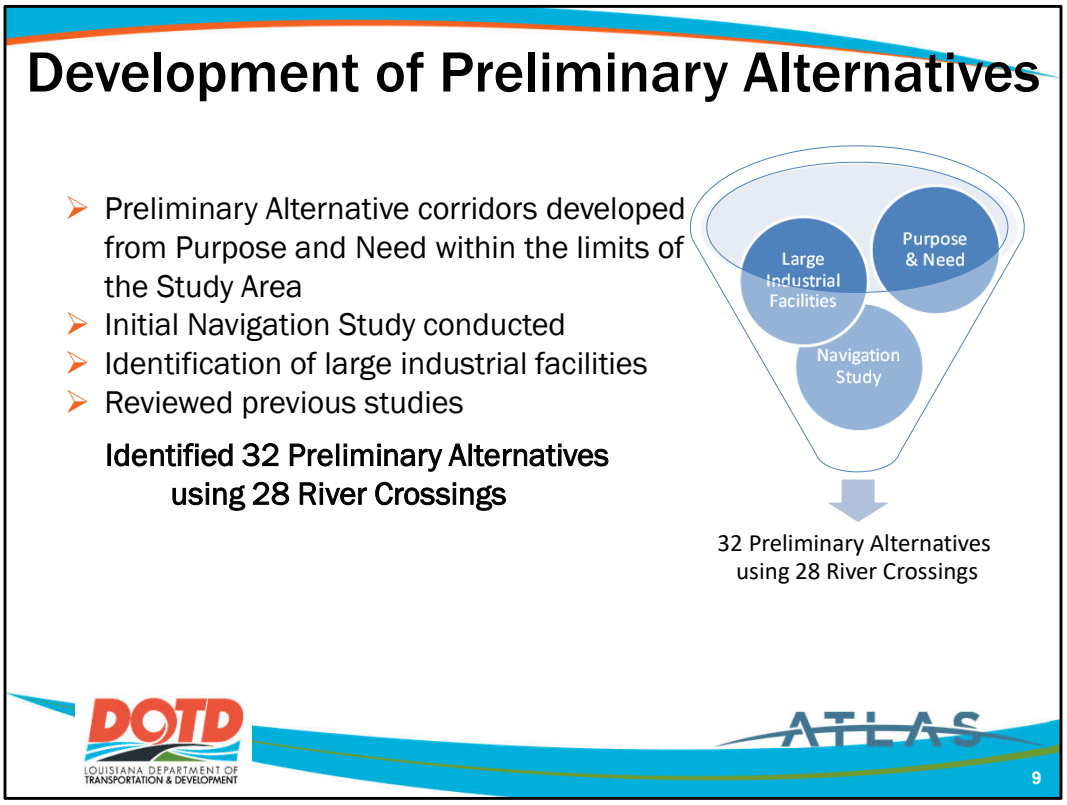
Limiting or minimizing impacts to sensitive resources (natural and cultural resources), sensitive populations, homes, businesses, industrial facilities, utilities, and public property;

Improving traffic capacity and connectivity along LA 1, LA 30, and I-10; and

Maintaining Mississippi River navigation safety and traffic flow

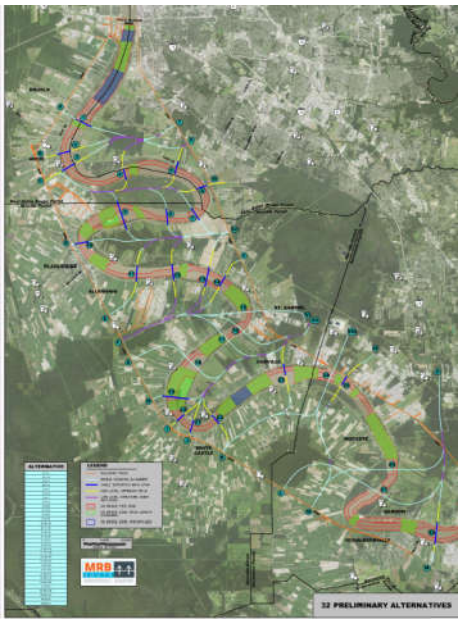


Now that we understand more about the project concept and the goals of enhanced planning, we will discuss the flow of the planning process, starting with the defined project study area. The Study Area is bounded on the north by the Interstate 10/Horace Wilkinson Bridge, on the west by LA 1, on the east by LA 30, and on the south by the LA 70/Sunshine Bridge. Portions of four parishes are within the study area: West Baton Rouge, East Baton Rouge, Iberville, and Ascension.



With the study area defined, the project moved into the development of preliminary alternative corridors, referred to here as alternatives. Using navigation constraints that were defined in the navigation study and avoiding large industrial facilities, a total of 32 preliminary alternatives using 28 separate river crossings were identified. Data from previous studies was reviewed to ensure reasonable alternatives were represented. Traffic models were then generated to determine potential usage of each of the proposed alternatives.

Initial Analysis: 32 Preliminary Alternatives with 28 River Crossings



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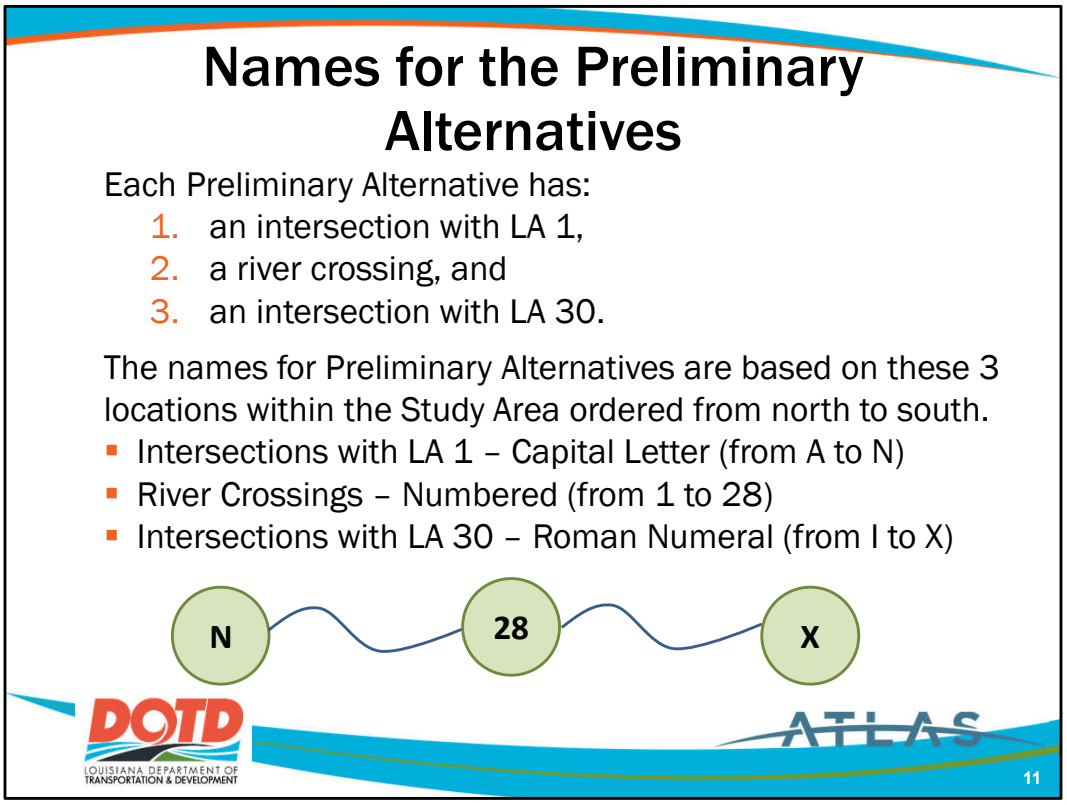
This figure shows the 32 Preliminary Alternatives. A version of this map is also on display at the Traffic/Bridge Exhibits Station.

The objectives were to determine where the river COULD be crossed while:

not exceeding a bridge main span length of around 2,000 feet, avoiding DEQ permitted industrial facilities, and making use of previous study information.



To distinguish among alternatives, a naming convention was needed. Each Preliminary Alternative has: an intersection with LA 1, a river crossing, and an intersection with LA 30. The names for the Preliminary Alternatives are based on these 3 components and ordered from north to south in the study area. Intersections with LA 1 are represented by a capital letter, River Crossings are numbered, and Intersections with LA 30 are represented by a Roman numeral. So the northernmost crossing was named A, 1, roman numeral one and the southernmost crossing was named N, 28, roman numeral ten.

Screening Round 1

The 32 Preliminary Alternatives were screened in Round 1 using:

- Travel Demand Model
- Environmental Resources Mapping
- Bridge Constraints
- Stakeholder Input

12 Preliminary Alternatives Eliminated

8 Highlighted in Pink – Eliminated for low traffic volumes
4 Highlighted in Blue – Eliminated to avoid impacts to sensitive resources

20 Preliminary Alternatives Advanced

ALTERNATIVE
A-1-I
A-1-II
B-2-I
B-2-II
C-3-I
C-3-II
C-4-I
C-5-II
C-6-III
~~C-7-IV~~
~~C-8-IV~~
~~C-9-IV~~
~~D-10-IV~~
E-11-IV
F-12-IV
F-13-IV
F-14-V
~~F-15-VI~~
~~F-16-VII~~
~~F-17-VII~~
~~G-18-VII~~
H-19-VII
I-20-VII
J-21-VII
K-22-VII
K-23-VII
~~K-24-VIII~~
~~L-27-X~~
~~M-24-VIII~~
M-25-IX
~~M-26-X~~
N-28-X

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The 32 Preliminary Alternatives were screened in Round 1 using:
The Travel Demand traffic Model,
Environmental Resources Mapping,
Bridge Constraints, and
Stakeholder Input from the US Army Corps of Engineers and the US Coast Guard.

This process eliminated twelve of the 32 Preliminary Alternatives.
The 8 highlighted in Pink were eliminated for having low traffic volumes
The 4 highlighted in Blue were eliminated to avoid impacts to sensitive resources

This left 20 Preliminary Alternatives that were advanced.

Supplemental Round 1 Screening

(Additional Stakeholder Discussions)

Various Mississippi River navigation interest groups reviewed bridge crossing conceptual designs with estimated bridge pier locations.

10 Preliminary Alternatives Eliminated

Bridge or pier locations would be very difficult to navigate safely.

10 Preliminary Alternatives Advanced

ALTERNATIVE
~~A-1-I~~
~~A-1-II~~
~~B-2-I~~
~~B-2-II~~
~~C-3-I~~
~~C-3-II~~
~~C-4-I~~
C-5-II
C-6-III
E-11-IV
F-12-IV
F-13-IV
F-14-V
H-19-VII
~~I-20-VII~~
~~J-21-VII~~
K-22-VII
K-23-VII
M-25-IX
~~N-28-X~~

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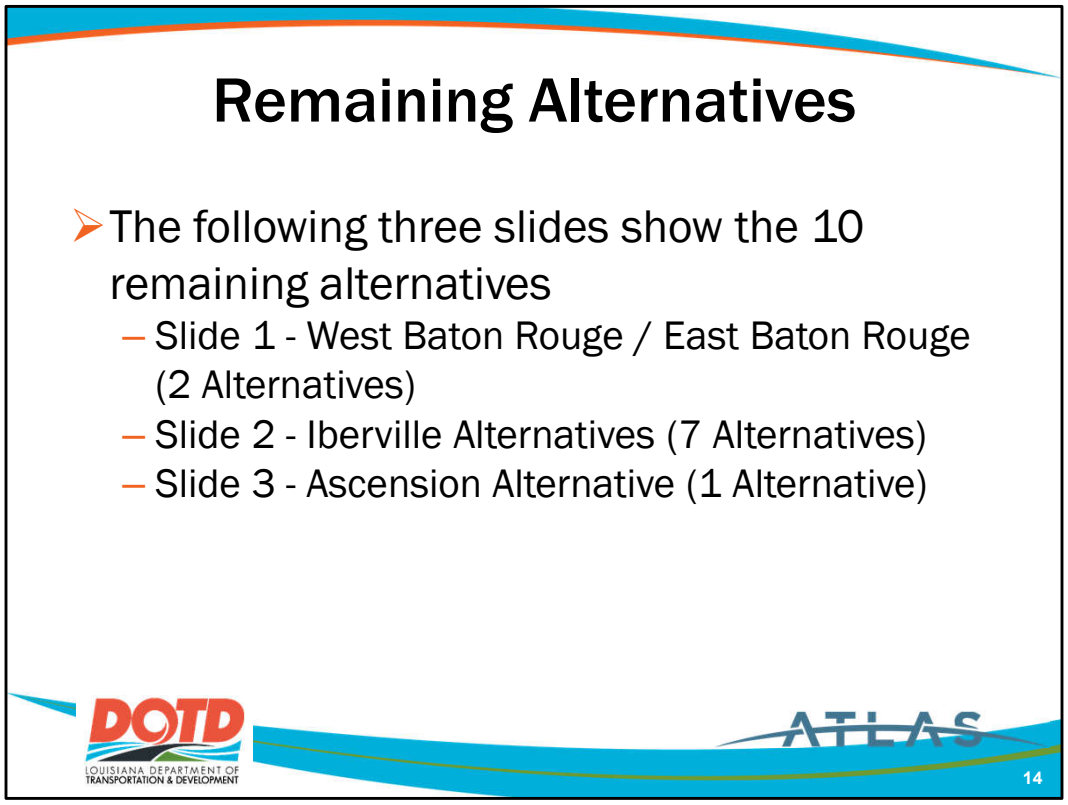
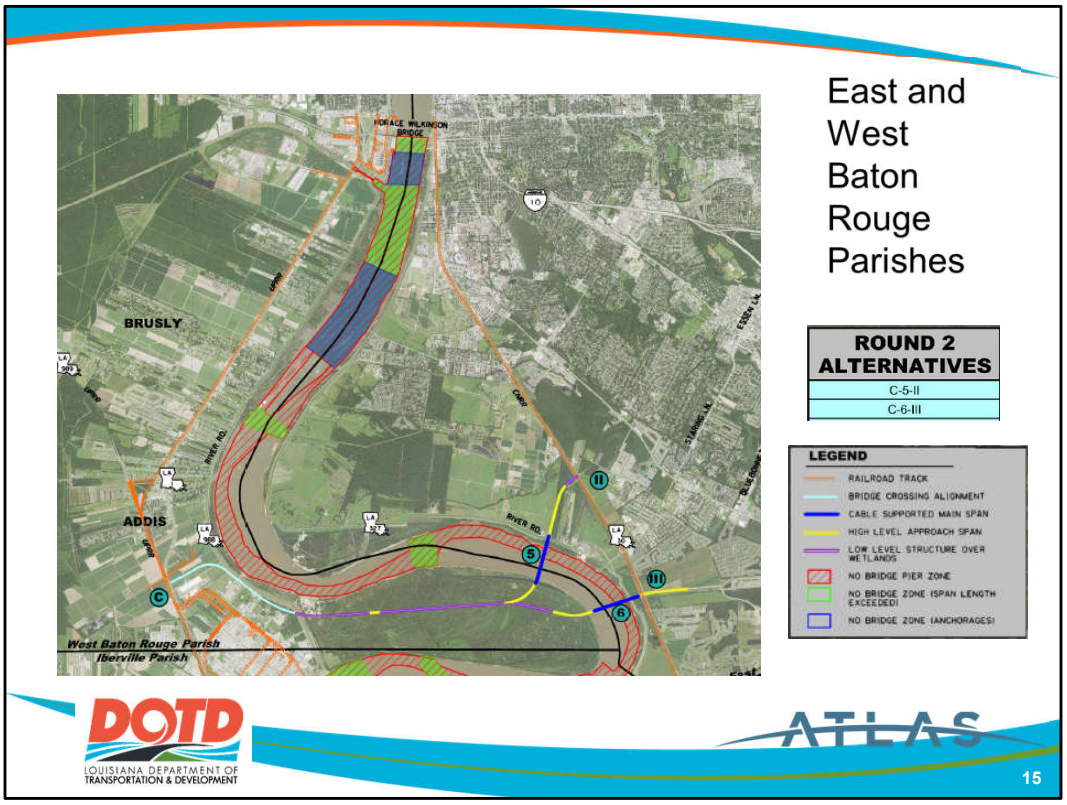
Before moving into Round 2, the 20 remaining Alternatives were discussed in further detail at additional Stakeholder Meetings with various Mississippi River navigation interest groups including deep and shallow draft river pilots, levee districts, and the U.S. Army Corps of Engineers.

These groups reviewed proposed bridge pier locations and identified placements which would make safe river navigation very difficult. Based on their feedback, 10 of the 20 Alternatives were Eliminated. The ten alternatives eliminated are highlighted in red.



The following three slides show the 10 remaining alternatives that have been advanced into Round 2. We would like your feedback on these remaining alternatives. There will be an opportunity to review these maps in further detail at the exhibit stations.

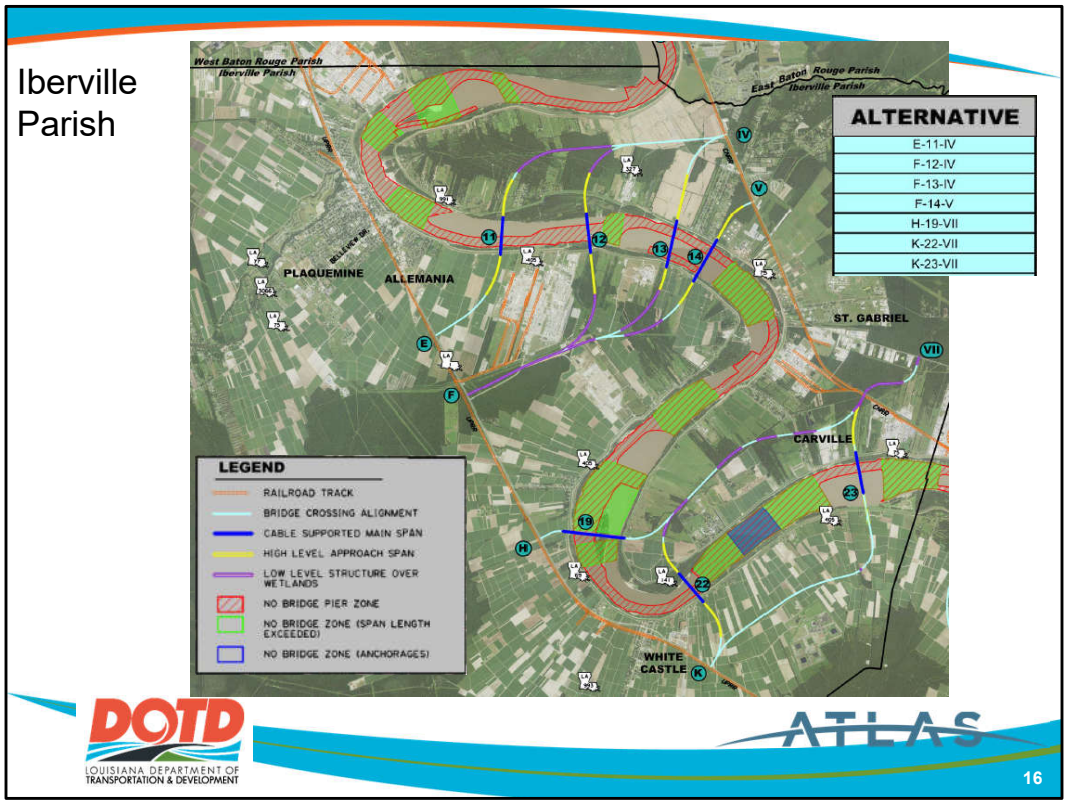


There are two alternatives in West Baton Rouge and East Baton Rouge Parishes.

Both of these alternatives begin on LA 1 north of Dow Chemical, between Sid Richardson Road and Chenago Road.

C-5-roman numeral II crosses the river at River Crossing 5, from Point Manchac, continues northward to the east bank near Ben Hur Road, and ends on LA 30/Nicholson Drive at LSU Innovation Park Drive (formerly GSRI Avenue).

C-6-III crosses the river at River Crossing 6, from the east side of Point Manchac, continues eastward to the east bank downriver from the L'Auberge Casino, and ends on LA 30/Nicholson Drive at Bluebonnet Boulevard.



There are 7 Alternatives in Iberville Parish.

On the west bank, four starting points on LA 1 are shown on this map – E, F, H, and K.

E-11-Roman Numeral 4 begins just north of Old Evergreen Road.

F-12-Roman Numeral 4, F-13-Roman Numeral 4 and F-14-Roman Numeral 5 begin south of Bayou la Butte near the Shintech gate road

H-19-Roman Numeral 7 begins near 24th Street South of Bayou Goula

K-22-Roman Numeral 7 begins south of White Castle Fertilizer Co-op near Burke Road

River crossings on this map include crossings 11, 12, 13, 14, 19, 22, and 23.

11 is from near Evergreen Road northward to the east bank between Crochet Road and Sidney/Agatha Street

12 is from east of Shintech near Dean Road northward to the east bank approximately 0.6 miles west of Gummers Lane.

13 is from east of Flopam northward to the east bank to approximately 0.3 miles west of Roberto's Restaurant

14 is from east of Flopam northward to near Willow Glen

19 is through the Bayou Goula Towhead eastward to Point Clair

22 is downstream of White Castle northwestward to Point Clair

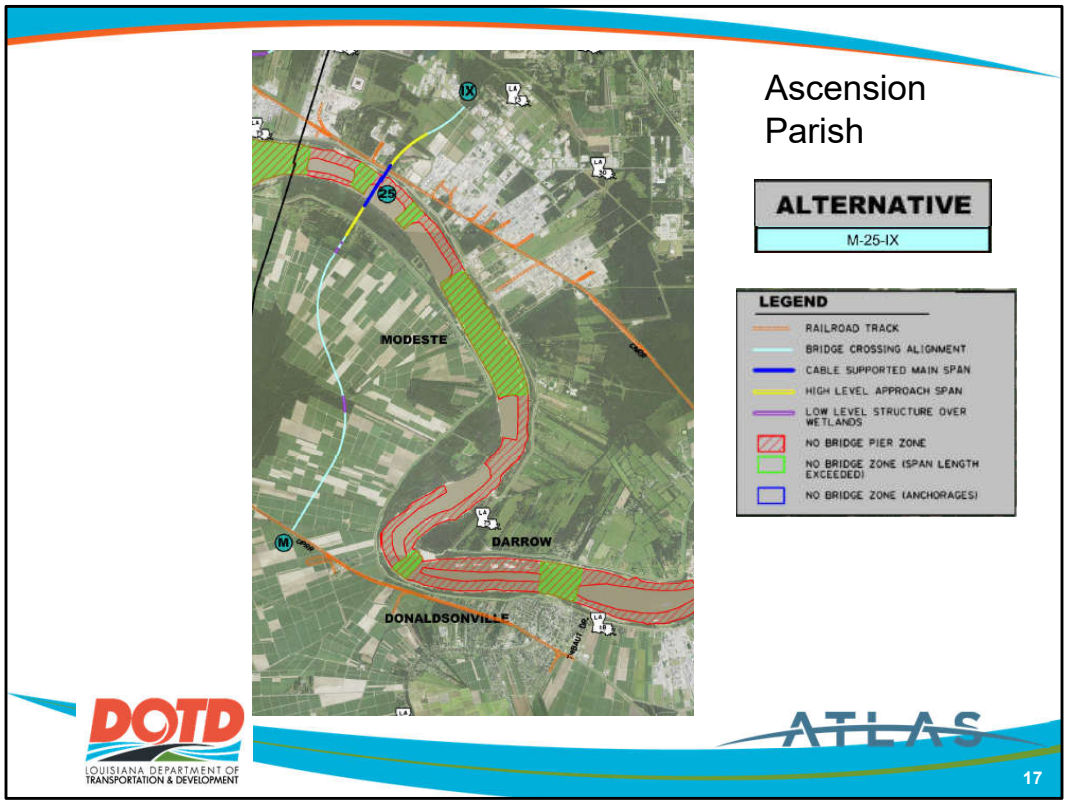
23 is upstream of Claiborne Island northward to east of Carville

On the east bank, three ending points on LA 30 are shown on this map – Roman Numerals 4, 5 or 7.

Roman Numeral 4 is south of University Club South near Laurie Lane.

Roman Numeral 5 is east of Bayou Paul Lane and north of Willow Glen

Roman Numeral 7 is near Bayou Braud.



There is one Alternative in Ascension Parish.

This alternative begins on LA 1 north of Donaldsonville and south of Frank Noel Road

It crosses the river at River Crossing 25, from west of Mulberry Grove Road, across Claiborne Island, northward to the east bank, east of Enlink Riverside, and ends on LA 30 in Geismar, southeast of the Geismar Complex Federal Credit Union.

Preliminary Alternatives Impact Table

ALTERNATIVES	BRIDGE CONCEPT	APPROX. LENGTH IN MILES	NUMBER OF VEHICLES PER DAY ON TOLLED BRIDGE IN 2042 (ADT)	CHANGE IN AREA-WIDE TOTAL VEHICLE HOURS IN 2042 (VHT)		CHANGE IN I-10 TOTAL VEHICLE HOURS IN 2042 (LA 415 to I-10/12) (VHT)		PROPERTY IMPACTS[1]						BRIDGE/ CONSTRUCT-ABILITY ISSUES[2,3]	PRELIMINARY ESTIMATED COST TO CONSTRUCT[4] (millions)	PRELIMINARY ESTIMATED 50-YEAR TOLL NET PRESENT VALUE [5] (millions)	ENVIRONMENTAL[6,7,8]		
				AM	PM	AM	PM	Acres	Structures				PIPELINES/ POWER LINES (linear feet)				LDEQ PERMITTED FACILITIES	ESSENTIAL FISH HABITAT PRESENT (acres)	WETLANDS (acres)
									R	B	P	I	O						
C-5-II		8.0	20,900	-1.36%	-2.7%	1.0%	-8.0%	M	0	1	0	1	0	L	MODERATE	$ 1,596	$206	1	0	H
C-6-III		7.8	23,100	-1.51%	-2.4%	-6.1%	12.9%	M	0	1	0	1	0	L	MODERATE	$ 1,577	$233	1	0	H
E-11-IV		7.7	24,800	-0.08%	-1.1%	2.7%	2.6%	L	14	3	0	0	10	L	MINOR	$ 1,300	$202	0	0	L
F-12-IV		8.3	23,400	-0.21%	-1.6%	2.6%	8.1%	H	12	3	0	4	9	H	MODERATE	$ 1,554	$251	1	0	H
F-13-IV		7.6	25,100	0.19%	-2.0%	2.9%	4.1%	L	14	3	0	5	10	M	MAJOR	$ 1,430	$288	1	0	M
F-14-V		6.9	21,300	-0.16%	-1.4%	-1.5%	3.9%	L	7	0	0	6	5	H	MAJOR	$ 1,409	$250	2	0	M
H-19-VII		8.5	22,200	0.35%	0.7%	2.0%	17.2%	H	0	0	0	0	3	H	MODERATE	$ 1,940	$240	0	0	M
K-22-VII		9.1	21,600	0.83%	1.7%	7.3%	13.3%	H	2	0	0	0	1	M	MINOR	$ 1,399	$246	0	0	M
K-23-VII		8.2	23,200	0.34%	1.7%	3.4%	21.2%	M	0	0	0	0	5	M	MODERATE	$ 1,364	$263	0	0	L
M-25-IX		8.1	24,500	-4.18%	2.2%	3.7%	10.5%	M	5	0	0	0	2	M	MODERATE	$ 1,293	$281	1	30	L

Round 2 Preliminary Alternatives Screening

- Provides quick summary of all data collected and analyzed
- Compares relative benefit of each alternative with color code:
  - Green = most beneficial alternatives
  - Yellow = moderately beneficial alternatives
  - Red = least beneficial or most problematic alternatives

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As part of the alternatives screening process for Round 2, an impacts table was developed to compare the 10 remaining preliminary alternatives against each other. Look at it like an alternative's report card.

Items in red are the least beneficial or most problematic for a specific alternative, while those in yellow are moderately beneficial and those in green show the highest benefit opportunities.

The next slides will look deeper into the impacts table. This table is also displayed at the Data Analysis Station for your review.

Toll Modeling

The Toll Model estimated the travel demand for each bridge alignment. The data output were in Average Daily Traffic (ADT) or average vehicle crossings per day.

- Green = Highest ADT volumes
- Yellow = Moderate ADT volumes
- Red = Lowest ADT volumes

The alternatives selected should have one of the highest ADT values. This indicates that more travelers would choose to take that particular route across the Mississippi River.

ALTERNATIVES	NUMBER OF VEHICLES PER DAY ON TOLLED BRIDGE IN 2042 (ADT)
C-5-II	20,500
C-6-III	23,100
E-11-IV	24,600
F-12-IV	23,400
F-13-IV	25,100
F-14-V	23,300
H-19-VII	22,200
K-22-VII	21,600
K-23-VII	23,200
M-25-IX	24,500

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Included in this round of screening is the tolling model. This estimated the travel demand for each bridge alignment in the design year of 2042 and assuming that a toll would be in place. The data output were in Average Daily Traffic (ADT) or average vehicle crossings per day.

To simplify comparison in the Impact Table, the alternatives were compared and divided into quartiles.

Green indicates Highest ADT volumes

Yellow indicates Moderate ADT volumes; and

Red indicates Lowest ADT volumes

The alternatives with the highest ADT values indicate that more travelers would choose to take that particular route across the Mississippi River.

Traffic Modeling

The Traffic Model estimated the changes in traffic patterns (Vehicle Hours Traveled) throughout the study area's transportation system if a specific alternative were built.

- Green = Greatest percent of time saved
- Yellow = Moderate percent of time saved
- Red = Least percent of time saved (highest delay time)

This section shows:

- Preliminary Alternatives C-5-II and C-6-III provide the most benefit in travel time savec and in travel time saved on I-10.
- Preliminary Alternative K-22-VII provides the least travel time savings.

Note: All projects programmed through 2042 are included in the model (e.g., LA 30 widening, LA 415 to LA 1 Connector).

ALTERNATIVES	CHANGE IN AREA-WIDE TOTAL VEHICLE HOURS IN 2042 (VHT)		CHANGE IN I-10 TOTAL VEHICLE HOURS IN 2042 (LA 415 to I-10/12) (VHT)	
	AM	PM	AM	PM
C-5-II	-1.36%	-2.7%	1.0%	-8.0%
C-6-III	-1.51%	-2.4%	-6.1%	-12.9%
E-11-IV	-0.08%	-1.1%	2.7%	2.6%
F-12-IV	-0.23%	-1.6%	2.6%	8.1%
F-13-IV	0.19%	-2.0%	2.9%	4.1%
F-14-V	-0.16%	-1.4%	-1.5%	3.9%
H-19-VII	0.35%	0.7%	2.0%	17.2%
K-22-VII	0.83%	1.7%	7.3%	13.3%
K-23-VII	0.34%	1.7%	3.4%	21.2%
M-25-IX	4.18%	2.2%	3.7%	10.5%

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The Traffic Model estimated the changes in traffic patterns (Vehicle Hours Traveled) throughout the study area's transportation system if a specific alternative were built.

Green indicates Greatest percent of time saved

Yellow indicates Moderate percent of time saved; and

Red indicates Least percent of time saved (highest delay time)

This section shows:

Preliminary Alternatives C-5-Roman Numeral 2 and C-6-Roman Numeral 3 provide the most benefit in travel time saved and in travel time saved on I-10.

Preliminary Alternative K-22-Roman Numeral 7 provides the least travel time savings.

Note: All projects programmed through 2042 are included in the model (e.g., LA 30 widening, LA 415 to LA 1 Connector).

Rights-of-Way & Property Impacts

Required ROW and Property Impacts were also quantified using a 600-foot wide at-grade (on ground level) corridor.

- Green = Least expected impacts
- Yellow = Moderate expected impacts
- Red = Highest expected impacts

- These impacts are likely to decrease as project designs are refined and the corridor's width reduced to what is needed for road and bridge rights-of-way and construction access.
- Structures are shown as Residential (R), Business (B), Public (P), Industrial (I), and other (O). The "Other" category reflects barns, detached garages, etc.

ALTERNATIVES	PROPERTY IMPACTS[1]						
	Acres	Structures					PIPELINES/ POWER LINES (linear feet)
		R	B	P	I	O	
C-5-II	M	0	1	0	1	0	L
C-6-III	M	0	1	0	1	0	L
E-11-IV	L	14	3	0	0	10	L
F-12-IV	H	12	3	0	4	9	H
F-13-IV	L	14	3	0	5	10	M
F-14-V	L	7	0	0	6	5	H
H-19-VII	H	0	0	0	0	3	H
K-22-VII	H	2	0	0	0	1	M
K-23-VII	M	0	0	0	0	5	M
M-25-IX	M	5	0	0	0	2	M

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The Right of Way portion of the impact discussion table reflect acres and structures present within a 600-foot buffer. The acres are presented in the standard impact colors again with green representing the lowest number of acres, thus the least amount of impact and red indicating the highest acreages, thus the most impact. Structure impacts represent number of structures in the following categories – R is for residential, B is for business, P is for public, I is for industrial, O is for other and may include sheds, shelters, carports, barns, garages, grain silos, cell towers, or similar structures.

Environmental Impacts

Environmental Impacts were identified within a 600-foot wide at-grade (on ground level) corridor.

- Green = Lowest expected impacts
- Yellow = Moderate expected impacts
- Red = Highest expected impacts

- These impacts are likely to decrease as project designs are refined and the corridor's width is reduced to what is needed for road and bridge rights-of-way and construction access.
- Additional factors were reviewed with only those having an impact shown on the table.

ALTERNATIVES	ENVIRONMENTAL [6,7,8]		
	LDEQ PERMITTED FACILITIES	ESSENTIAL FISH HABITAT PRESENT (acres)	WETLANDS (acres)
C-5-II	1	0	H
C-6-III	1	0	H
E-11-IV	0	0	L
F-12-IV	1	0	H
F-13-IV	1	0	M
F-14-V	2	0	M
H-19-VII	0	0	M
K-22-VII	0	0	M
K-23-VII	0	0	L
M-25-IX	1	30	L

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Environmental Impacts were identified within a 600-foot wide at-grade (on ground level) corridor.

Green indicates Lowest expected impacts

Yellow indicates Moderate expected impacts; and

Red indicates Highest expected impacts

These impacts are likely to decrease as project designs are refined and the corridor's width is reduced to what is needed for road and bridge rights-of-way and construction access.

Many resources that are currently shown as impacts will be minimized or avoided, for example, by using elevated bridge structures over wetlands and essential fish habitat.

Additional factors were reviewed with only those having an impact shown on the table.

Proposed Funding Sources

Preliminary Cost Estimates Range from $1.3 Billion to $1.9 Billion

- Funding sources could include state and federal transportation funds, special state and federal funds, local government funds, and private equity.
- DOTD may utilize a Public-Private Partnership (P3) whereby the bridge is funded in part by a private developer who then charges a toll to recoup their investment.

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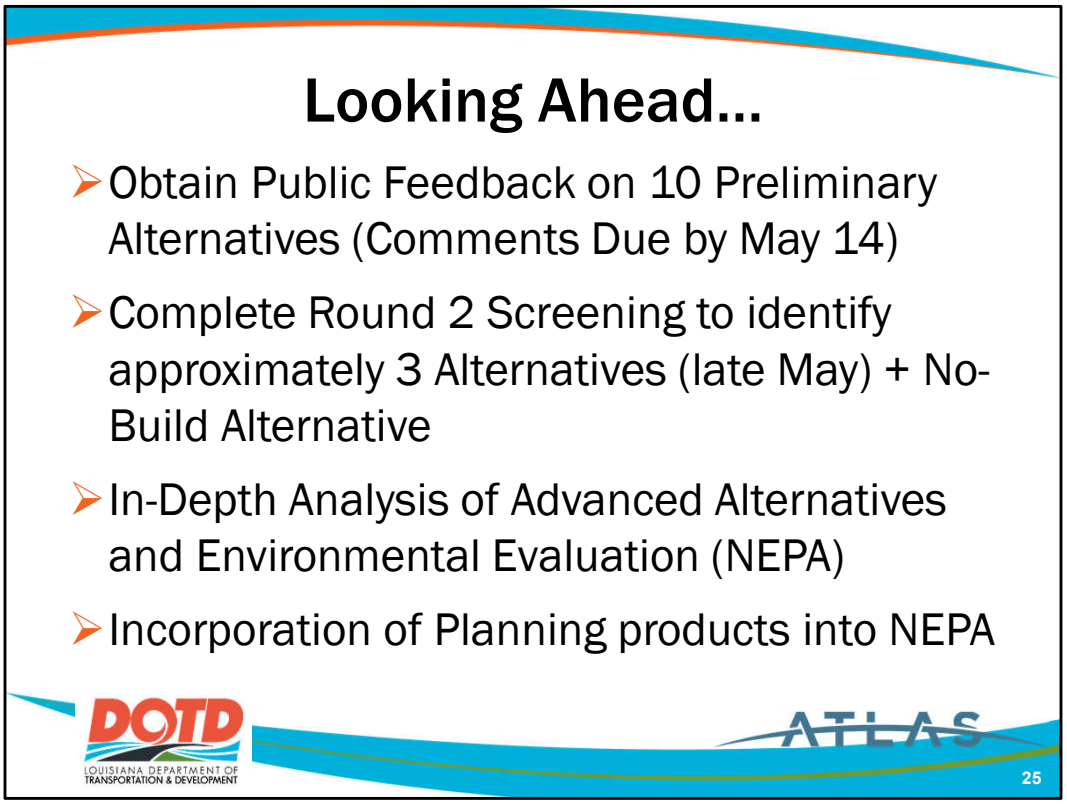
A multitude of funding sources will be needed to deliver a project of this magnitude. Funding sources will most likely include state and federal transportation funds, special state and federal funds (such as surplus funds or discretionary grants), local government funds, and private equity. To take advantage of private equity investment, DOTD anticipates using a public-private partnership construction delivery model for the bridge. In this model, a private developer funds a sizable portion of the upfront project cost and recoups their investment on the back end through toll collections.

The Project Team is hosting Public Meetings like the one you are attending tonight throughout the Study Area. The information presented will be the same for each meeting. If you know of someone who may have questions about the project, please invite them to attend one of the meetings.

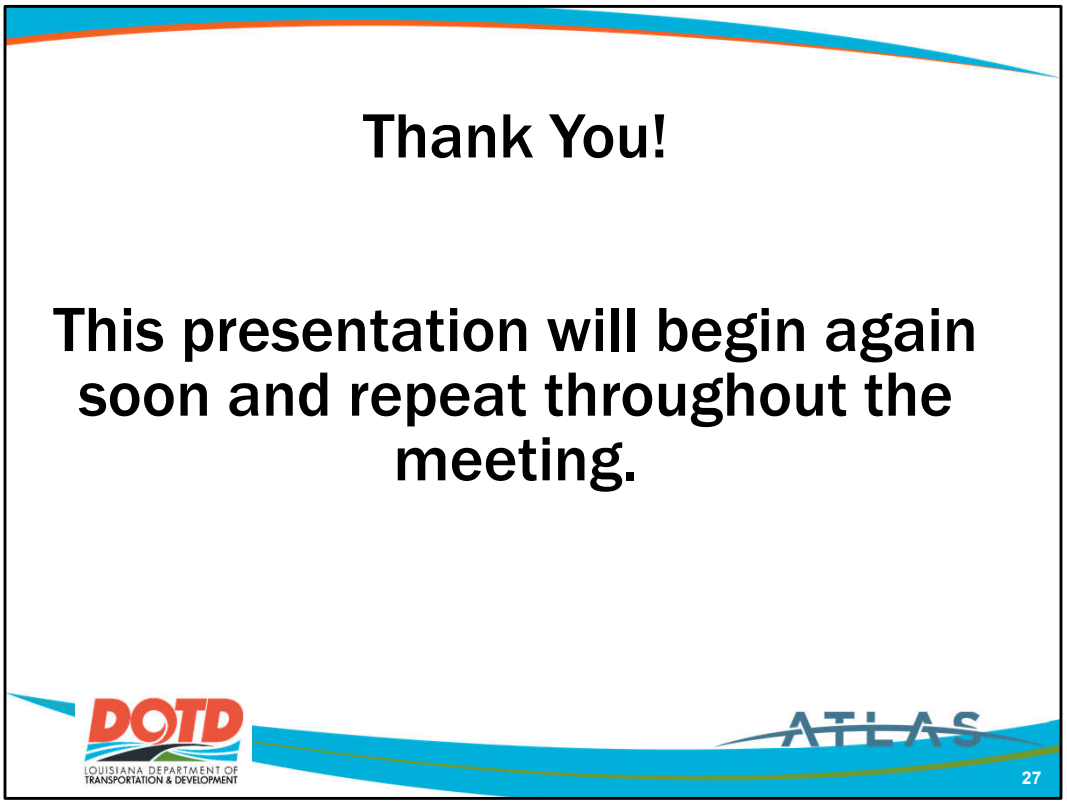
All materials presented will be posted to the project website at mrbsouth.com.



What's next? After the completion of the six public meetings, we will continue to accept comments on the screening process and 10 Round 2 alternatives through May 14th. With these comments in hand, we will complete the Round 2 screening to identify approximately 3 build alternatives (in addition to the alternative that involves not building the project). We will then move to the next steps in the DOTDs project delivery process, which includes in-depth analysis of the advanced alternatives and the environmental evaluation. Please note that DOTD intends to adopt or incorporate by reference all or any portion of the planning products developed during this planning review into the environmental review process, assuming that information is sufficient to meet the requirements of NEPA.

With that, we want to hear from you. Your comments will be used in conjunction with the information in the data tables during the final review of preliminary alternatives. Remember, we want to reduce the number of alternatives to advance into the environmental evaluation process.

So tonight, be sure to sign-in to receive future project updates, review all materials presented, speak with project team members about your questions and concerns, provide us with your comments, and visit the Project Website www.mbrsouth.com.



Thank you for your time! Please visit the other stations and interact with the project team.

This presentation will begin again soon and repeat throughout the meeting.