

JJA Project Overview

The John James Audubon Bridge project is a new Mississippi River crossing between Pointe Coupee and West Feliciana parishes in south central Louisiana.

The bridge--proposed to be the longest cable-stayed bridge in North America--will replace an existing ferry between the communities of New Roads and St. Francisville.

The bridge will also serve as the only bridge structure on the Mississippi River between Natchez, Mississippi and Baton Rouge, Louisiana (approximately 90 river miles).

The Audubon Bridge project will include:

- A 2.44 mile four-lane elevated bridge structure with two 11-foot travel lanes in each direction with 8-foot outside

shoulders and 2-foot inside shoulders

- Approximately 12 miles of two-lane roadway connecting LA 1 east of Hospital Road at New Roads to US 61 south of LA 966 and St. Francisville
- Four new intersections at existing LA 1, LA 10, LA 981 (River Road) and US 61 for entry to and exit from the new roadway and bridge

The project is being constructed by Audubon Bridge Constructors, a joint venture of Flatiron Constructors, Granite Construction and Parsons Transportation Group.



The John James Audubon Bridge project is expected to be completed in 2010.



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The Pelican Report

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Test shafts have been completed

The installation of test shafts has been completed while the permanent production shafts are currently being installed to support the bridges two towers. The piles for Bridge 8, Bridge 7 and Bridge 6 are now complete. Bridge 8 is the nearest bridge to the U.S. 61 access south of St. Francisville. Piles for Bridge 2 across the Big Cajun II railroad spur is 40% complete. Bridge 2 will be the longest conventional bridge along the roadway alignment. The 4,051-foot-long bridge structure will provide a railroad grade separation. Work continues on both trestles. Their completion is subject to the completion of the nearest row of drilled shafts (the line of shafts closest to the trestle.)

The John James Audubon Bridge will be 12,883 feet long, with a 1,583-foot main span. It will sit 65 feet high over the Mississippi to facilitate river navigation. The builders are currently using the hammer grab when hard compacted soil is encountered; otherwise the pressurized water and air lift procedure is used. The methods were chosen to facilitate the construction method (casings) and the typology of the soils encountered that were previously determined by geotechnical investigation (boreholes).



The Pelican Report on the John James Audubon Bridge is a service of Louisiana TIMED Managers
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Meet the Bridge Builders



Five Questions with Chuck Duggar

What is your role on the John James Audubon Bridge project?

I am Chuck Duggar, the Project Manager for Louisiana TIMED Managers.

I am responsible for administering the contract and handle some

aspects of design, essentially overseeing the entire Design-Build process.

How did you get involved with this project?

Prior to working on the Audubon Bridge project, I was an existing member of LPA Group, Inc., one of three companies that make up the joint venture of LTM. I served as Office Manager for LPA's Tallahassee office working predominantly in bridge design. While in Tallahassee, I participated in a bridge review for three bridges in Louisiana in 2003, including the John James Audubon Bridge. Once legislation passed in 2004 and LTM was selected to oversee the design-build process, I was asked to transfer to Louisiana and serve as project manager, an opportunity I was eager to pursue.

Tell me about one of your most memorable project involvements.

My most memorable project was working on the Tren Urbano in San Juan, Puerto Rico. Translated as "Urban Train," the Tren Urbano is a metro system linking San Juan, Bayamon and Guaynabo. This project marked my debut as a project manager on a design-build construction project.

What is your professional background?

Upon graduating from Auburn University, I accepted my first job with Figg and Mueller, an engineering firm dealing primarily with pre-cast bridges. I was employed with Figg and Muller for nine years, before moving to DMJM+HARRIS. At DMJM+HARRIS, Duggar was involved with his two most memorable projects, the Tren Urbano in San Juan, Puerto Rico and another project in Myrtle Beach. He remained with DMJM+HARRIS for six years before joining the LPA team.

Tell me a little about your personal background.

Margaret, my wife of 19 years, and I moved to Baton Rouge from Tallahassee with our three children, Marygrace, 9, Allen, 6 and Emory, 4. I have found the move to be quite enjoyable despite the undeniable LSU Tiger fan base. It is difficult to raise an Auburn Tiger in Mike the Tiger's lair!

TIMED Program Overview

The TIMED (Transportation Infrastructure Model for Economic Development) Program is the single largest transportation program in state history. The TIMED Program was created by Act 16 of the 1989 Louisiana Legislature and was voted for by the people. The \$4.9 billion improvement program includes widening 536 miles of state highways to four lanes on 11 project corridors, widening and/or new construction on three major bridges and improvements to both the Port of New Orleans and Louis Armstrong International Airport. The Program is designed to enhance economic development in Louisiana through an investment in transportation projects. In 2002, the Louisiana Department of Transportation & Development accelerated the TIMED Program. LA DOTD hired a consultant to assist with the management of the Program and decided to bond out the remainder of the Program, with the first bond sale of \$275 million occurring in August 2002. The TIMED Program is now scheduled to be completed many years earlier than the 2002 estimate of a 2031 completion.

Hurricane Impacts

Louisiana's TIMED Program felt the wrath of the 2005 hurricanes. These storms caused billions of dollars in damage throughout the Gulf Coast region, resulting in an unprecedented spike in the cost of materials, a labor and housing shortage and a remarkable demand on the construction industry. Workers are displaced. Contractors are in high demand. Equipment is scarce. And the cost of steel has reached unimaginable highs. These factors have led to budget and schedule pressures on TIMED projects. At close of Fiscal Year 2006, an increase of \$700 million in the total projected costs of the TIMED Program was directly related to the hurricane impacts. Additionally, the schedules on the TIMED major bridge projects were affected, resulting in delays and therefore pushing completion dates into 2012 and possibly beyond.

The LA DOTD remains committed to the TIMED Program. The Program is progressing, despite any temporary set backs realized in 2005. Funding from the Act 16 gasoline and special fuels tax remains dedicated to the TIMED projects and bond sales allow for continued advanced construction. The completion delays on the Huey P. Long Bridge Widening project and the Florida Avenue Bridge project are unfortunate effects from hurricanes Katrina and Rita. The success, however, of holding the groundbreaking ceremony on the Huey P. Long Bridge Widening project—just months after the very communities it serves were flooded—is encouraging and a sign of the commitment from the TIMED Program.

The TIMED Program will continue to help rebuild and strengthen Louisiana. From connecting communities and promoting economic growth to enhancing evacuation routes and promoting solid infrastructure, TIMED is a fundamental part of Louisiana's recovery.