Parish of Ascension

OFFICE OF THE PARISH PRESIDENT

TOMMY MARTINEZ
Parish President

Local Residents' Comments Added To Ascension-Livingston Parkway Route Study

Contact: Lester Kenyon (225) 450-1138; E-mail: lkenyon@apgov.us
FOR IMMEDIATE RELEASE: February 22, 2013

GONZALES – Ascension Parish President Tommy Martinez announced Friday residents' comments from two public meetings will be added to the Ascension-Livingston Parkway feasibility study engineers are preparing as part of the project's initial development.

Parish engineers along with consulting engineers from Burke-Kleinpeter, Inc. presented residents of Ascension and Livingston parishes with several route options for a proposed four-lane parkway with a bridge crossing of the Amite River. This parkway would connect U.S. Highway 190, Interstate 12 and Interstate 10. The public meetings were held on Feb. 19 and 20.

"With the continued growth that our parish and the region are both experiencing, and with the increased traffic on our present roadway systems, we wanted parish residents to see some alternative ideas for moving traffic between Ascension and Livingston parishes," President Martinez said. "All the comments from our residents are important and key to determining the future of this project."

According to information provided by BKI, the outcome of the study will help identify feasible alternative corridors and roadway configurations. With the completion of the project feasibility project report, the input of community and stakeholder comments will serve as information for the next phase of environmental work prior to indentifying a corridor for construction. Engineers estimate the feasibility study portion of the project to take at least one year.

#

The Planning/Environmental Process is estimated to take one to two years.

Funding for construction of this project would be paid for by a combination of federal, state and local funds, officials said. According to BKE, no funding has been secured at this time.

“It really depends on the funding and getting through the environmental process,” said Ray Miller, a senior project manager with Ascension Parish. “The environmental process and clearance to purchase right of way, to do the alignments and to do the engineering could take another five years. If it all was in place and funding was in place you may see that, but traditionally it would be eight to ten years out before construction starts.”

Currently there are there are three route alternatives being proposed. Alternative 1 is approximately 23.5 to 24.6 miles long. Alternative 2 is approximately 24 to 25.1 miles long while Alternative 3 is approximately 23.4 miles to 24.5 miles in distance.

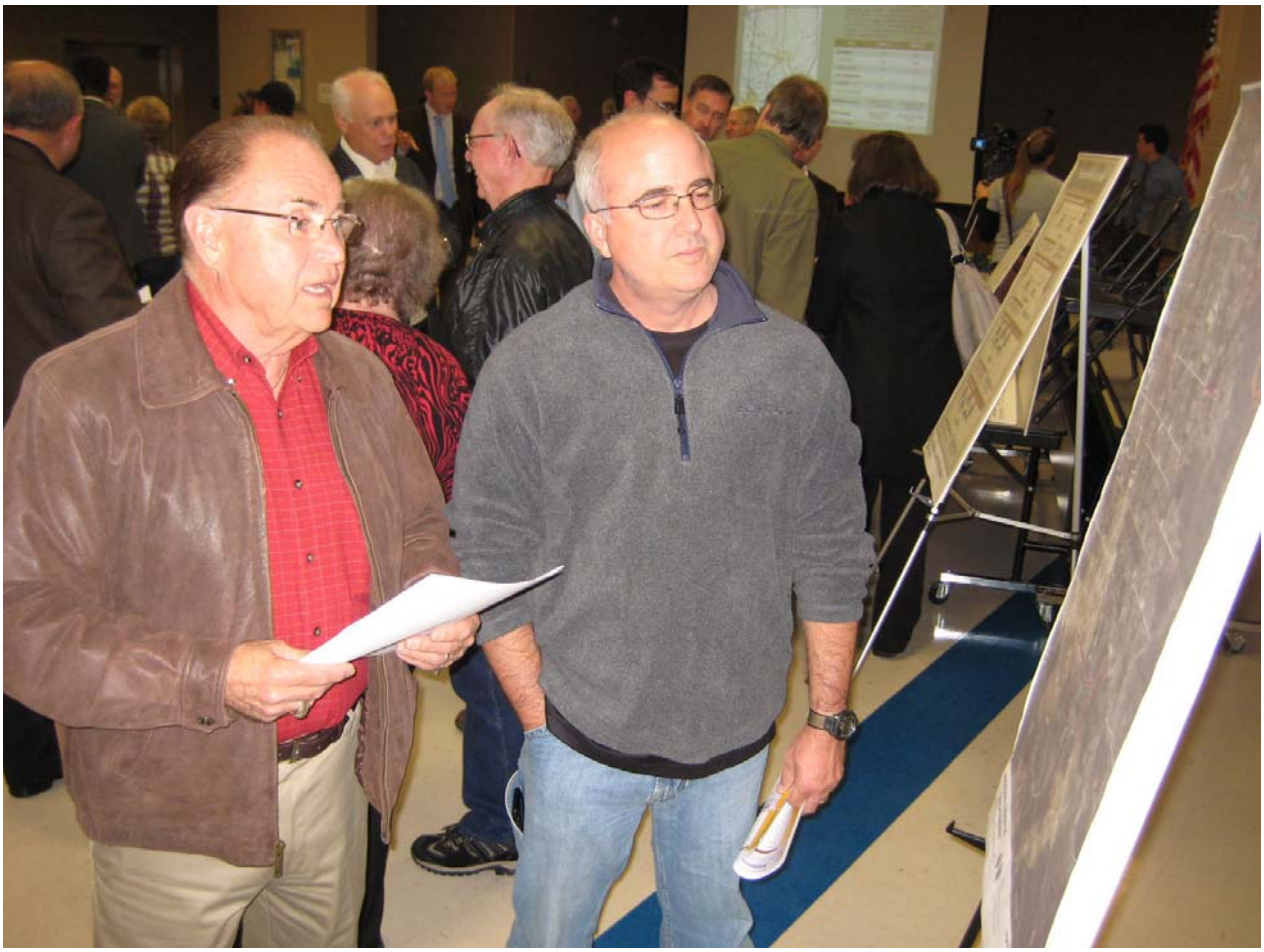
According to BKI literature, Alternative 1 would begin in southern Walker in Livingston Parish. It would follow LA 447 south, detouring around development, and connecting with LA 16 through Port Vincent before crossing the existing Amite River bridge. The route would continue south on LA 431 through St. Amant. Total estimated cost for this route including design, traffic analysis, environmental, right-of-way acquisition, utility relocations and construction is $225.2 to $232 million.

Alternative 2 would begin between Livingston and Walker and travel south 8.8 miles through agricultural and undeveloped land. It would then take an eastern course around Port Vincent, and cross the Amite River with a new bridge before meeting LA 931/LA 431 and traveling south through St. Amant. Total estimated cost for this route is $277.5 to $285.5 million.

Alternative 3 would begin between Livingston and Walker, traveling south 8.8 miles through agricultural and undeveloped land before turning west around Port Vincent. It would cross the Amite River with a new bridge east of the junction of LA 933/LA 42. The route would then connect to LA 931/LA 431 south through St. Amant. Total estimated cost is $277.8 to $285.8 million.

“I think the residents that attended the meetings responded well to the concept of this parkway,” Miller said. “There were folks that are anxious to see it happen but understand that it may take some time to happen. While others were concerned where this would go and how it would impact their property.”

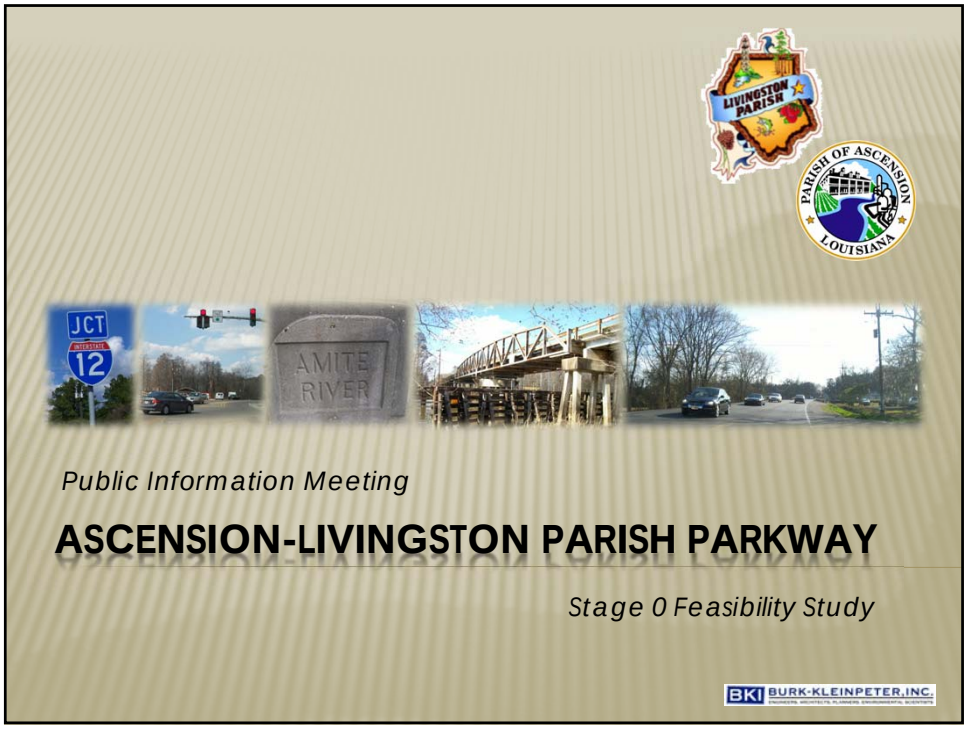
#



Prairieville resident Ben Babin (left) and St. Amant resident Bill Brandon are shown studying one of three corridor alternative maps for a proposed Ascension-Livingston Parkway. Babin, Brandon and other parish residents attended a parkway feasibility study meeting on Feb. 20 at Lakeside Primary School in Prairieville.

#

P. O. Box 1659, 208 E. Railroad Ave., Gonzales, Louisiana 70707
Telephone (225) 621-5709 Fax (225) 621-5704 – E-Mail www.ascensionparish.net



Public Information Meeting

ASCENSION-LIVINGSTON PARISH PARKWAY

Stage 0 Feasibility Study

BURK-KLEINPETER, INC.

Meeting Agenda

- **Project Overview**
- **Initial Findings**
- **Questions**

Project Overview

I. **Develop basic project statement of purpose and need**

II. **Identify potential corridors/locations**
- Using a combination of new and existing roadways
- Identified in conjunction with Parish-Appointed Advisory Committees

III. **Collect and develop data**
- Collect and organize data from available sources

IV. **Document findings and establish initial feasibility**
- Incorporate LDOTD Stage 0 feasibility study guidelines

LDOTD Project Development

Federal Aid and State Funded projects are subject to NEPA (National Environmental Policy Act of 1969) and require an Environmental Assessment or an Environmental Impact Statement (EIS)

Project Advisory Committee

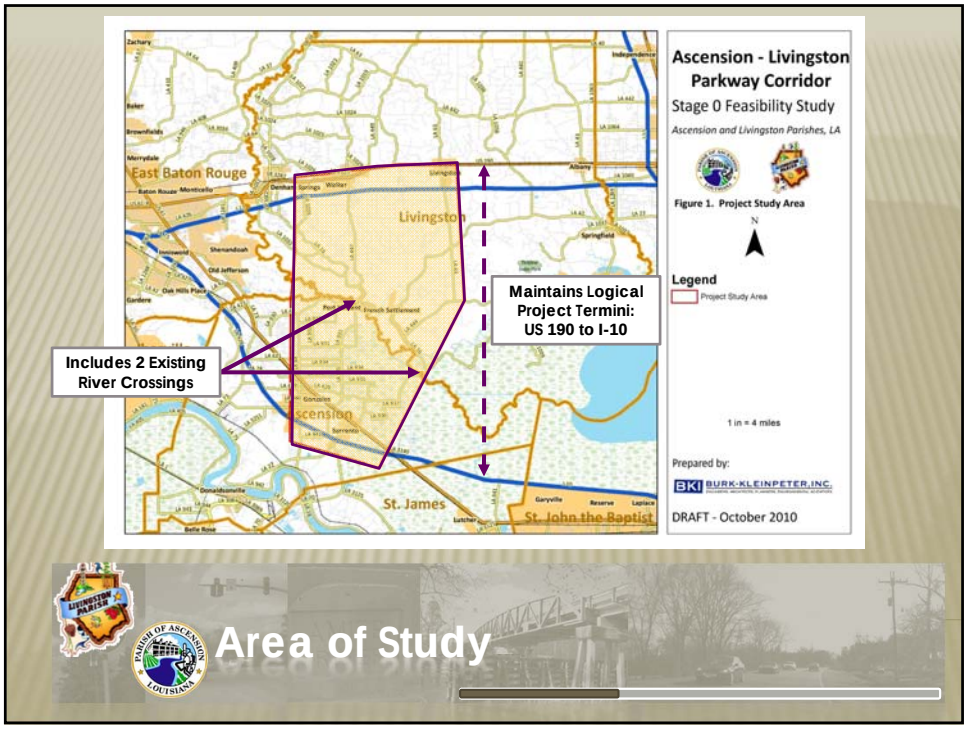
Joint Meeting of Ascension and Livingston Parish Advisory Committee members, February 23, 2011

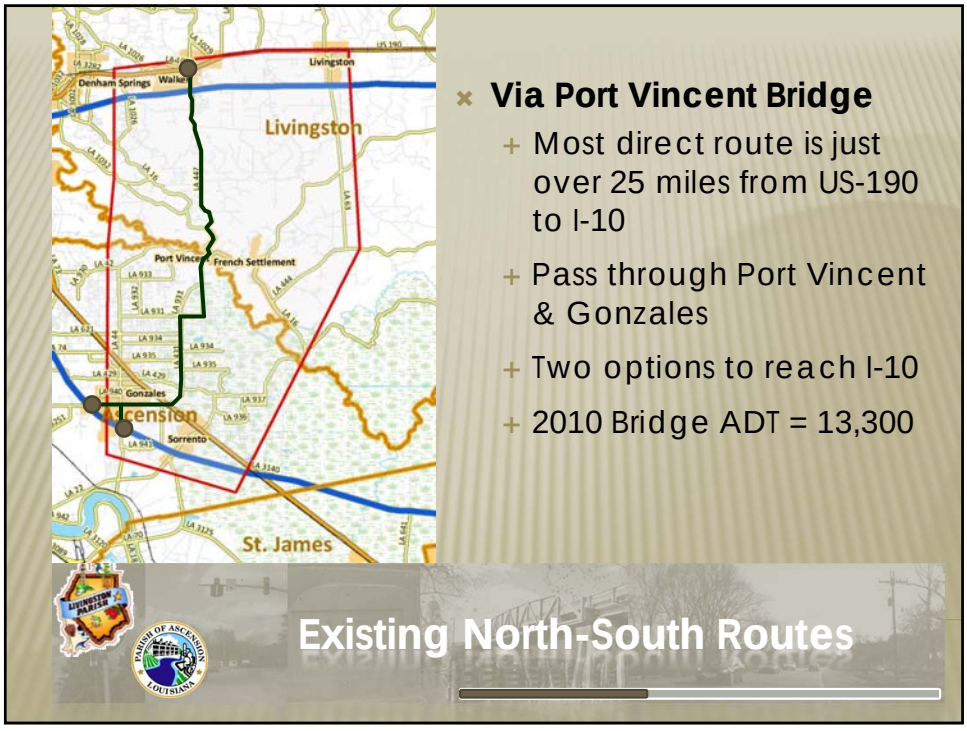
- **Purpose**
  - Provide oversight, insight and review to project team
  - Provide access to critical data elements
  - Offer critical commentary and initial input to proposals
- **Meeting Schedule**
  - Four meetings to be held at key milestones in project timeline

Purpose and Need

- **Improve connectivity, alleviate congestion**
  - Brought about through existing development and population growth (increase *+40%* between 2000-2010)
  - Provide capacity to address anticipated growth
- **Provide alternative connection between US 190 & I-10**
  - Address needs for truck and commuter traffic
- **Aid in future evacuation needs**
  - Hurricanes, natural disasters
  - Industrial accidents

Parish	2000 Population	2010 Population	Change (00-10)
Ascension	76,627	107,215	+30,588
Livingston	91,814	128,026	+36,212
East Baton Rouge	412,852	440,171	+27,319
TOTAL	581,293	675,412	+94,119


Includes 2 Existing River Crossings
Maintains Logical Project Termini: US 190 to I-10
East Baton Rouge
Livingston
St. James
St. John the Baptist
Ascension - Livingston Parkway Corridor
Stage 0 Feasibility Study
Ascension and Livingston Parishes, LA
Figure 1. Project Study Area
Legend
Project Study Area
1 in = 4 miles
Prepared by:
BURK-KLEINPETER, INC.
DRAFT - October 2010
Area of Study


Livingston
Denham Springs
Walker
Port Vincent
French Settlement
Gonzales
Ascension
Sorrento
St. James
Via Port Vincent Bridge
Most direct route is just over 25 miles from US-190 to I-10
Pass through Port Vincent & Gonzales
Two options to reach I-10
2010 Bridge ADT = 13,300
Existing North-South Routes

- **Via Diversion Canal Bridge**
  - Most direct route is just over 30 miles from US-190 to I-10
  - Pass through French Settlement & Sorrento
  - Take LA 22 to reach I-10
  - 2010 Bridge ADT = 7,900

Existing North-South Routes

Potential Corridor Alternatives

- **Identify corridor improvement alternatives for consideration (new plus existing and no action)**
  - Alternative 1 – Existing Bridge at Port Vincent
  - Alternative 2 – New Bridge East of Port Vincent
  - Alternative 3 – New Bridge West of Port Vincent
  - Alternative 4 - Improve Both Existing Bridges
  - No Build

Corridor Alternative Concepts

- **Alternative 1 - $225.2 to $232.0 million**
  - From US 190, Alternative 1 travels south on LA 447, detouring around development, connects back to LA 16 through Port Vincent using existing Amite River crossing, follows LA 431 south through St. Amant, with two ending segment options.

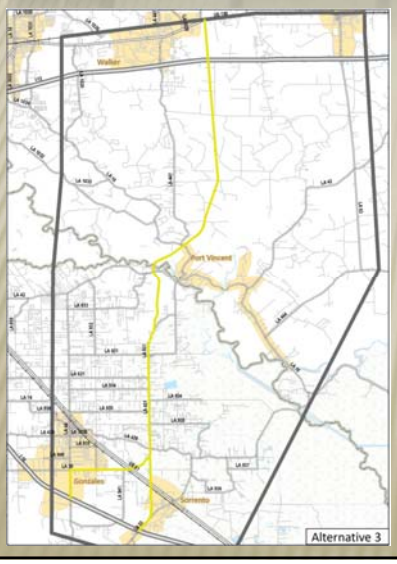
Item	Option A	Option B
Total Miles	23.5	24.6
New Road	7.9	5.1
Existing Road	15.6	19.5
Total Intersections	20	20
At-grade	18	18
Grade-separated	2	2
Interstate junctions	I-12 @ LA 447 I-10@ LA 22	I-12 @ LA 447 I-10@ LA 44
Rail crossings	North of LA 22 near US 61	Along LA 30 near US 61
Water crossings	12	13

Corridor Alternative Concepts

- **Alternative 2 - $277.5 to $285.5 million**
  - Starting near the end of LA 449 between Livingston and Walker, this alternative travels south 8.8 miles. At Ben Jones Rd, a course east of Port Vincent is taken, crossing the Amite and connecting to LA 931 at its present terminus, follows LA 431 south through St. Amant, with two ending segment options.

Item	Option A	Option B
Total Miles	24.0	25.1
New Road	16.6	13.8
Existing Road	7.4	11.3
Total Intersections	15	17
At-grade	13	15
Grade-separated	2	2
Interstate junctions	I-12 East of LA 447 I-10 @ LA 22	I-12 East of LA 447 I-10 @ LA 44
Rail crossings	North of LA 22 near US 61	Along LA 30 near US 61
Water crossings	9	10

Corridor Alternative Concepts



- **Alternative 3 - $277.8 to $285.8 million**
  - Starting near the end of LA 449 between Livingston and Walker, this alternative travels south 8.8 miles. At Ben Jones Rd, a course west of Port Vincent is taken, crossing the Amite River east of LA 933's junction with LA 42. Alternative 3 continues south and connects to LA 931, follows LA 431 south through St. Amant, with two ending segment options.

Item	Option A	Option B
Total Miles	23.4	24.5
New Road	17.3	14.5
Existing Road	6.1	10.0
Total Intersections	14	16
At-grade	12	14
Grade-separated	2	2
Interstate junctions	I-12 East of LA 447 I-10 @ LA 22	I-12 East of LA 447 I-10 @ LA 44
Rail crossings	North of LA 22 near US 61	Along LA 30 near US 61
Water crossings	12	13

Fatal Flaws Analysis

- **Methodology**
  - Utilize DOTD Stage 0 Checklist
  - Locate and map key data elements
    - Land use patterns
    - Community facility locations (churches, schools, parks, cemeteries)
    - Project databases from Federal and State Agencies
      - Natural Environment: Floodplains, Potential Wetlands, Wildlife Refuges
      - Manmade Environment: Gas Stations, Leaking Underground Storage Tanks, Industrial/Manufacturing Sites, Landfills
    - Field review and site visits
  - Establish buffer around alternatives to determine proximity
  - Tabulate information in report

Initial Results: Fatal Flaws Analysis

PRELIMINARY - NOT FINAL

Element*	Alternative #1	Alternative #2	Alternative #3
Manmade Elements**			
Primary and Secondary Schools	4	2	2
Cemeteries/ Graveyards	2	1	2
Historic Structures	-	-	-
National Register Historic Places	1	-	-
Churches	8	3	4
Dry Cleaners	1	-	-
Landfills/ Waste Facilities	1	1	1
Gas Stations	12	6	6
Built structure conflicts***	60	33	33
Natural Elements**			
100 Yr. Floodplain- Zone A *(acres)*	1,290	1,392	1,382
Potential Wetland *(acres)*	421	562	671

*Elements located within 300 feet of current Alternative Corridor configuration as of 9/24/12.
**No parks, daycares, hospitals, active oil wells, or Leaking Underground Storage Tanks (LUSTs) found as of 7/23/12.
***Final list of alternative conflicts with built structures to be refined in future stages.
Table compiled by BKI, 2012.

Initial Traffic Estimates (2032)

- **Future travel demand via the Baton Rouge Regional Travel Demand Model**
  - Model runs completed by Capital Regional Planning Commission (CRPC)
  - Definition of corridor locations from Advisory Committee discussion
  - Roadway characteristics defined by cross sections developed for project
  - 55% increase in traffic volume crossing Amite River by 2032 possible, given current growth and highway system development trends

Location	2010 Volume	2032 Projection	Potential Change
Port Vincent	13,300	21,500	+8,200
Diversion Canal	7,900	11,400	+3,500
Total ADT	21,200	32,900	+11,700

Initial Traffic Estimates (2032)

POTENTIAL VOLUME BY AMITE RIVER CROSSING LOCATION

	No Build 2032	Alternative #1		Alternative #2		Alternative #3	
Description	Existing River Crossing Network	Improve Existing Port Vincent Crossing		New Bridge, downriver of Port Vincent		New Bridge, **upriver** of Port Vincent	
I-10 Interchange Alternative	Existing	A (LA 44)	B (LA 22)	A (LA 44)	B (LA 22)	A (LA 44)	B (LA 22)
Port Vincent Crossing	21,500	-----	-----	13,400	13,500	6,600	6,600
Diversion Canal Crossing	11,400	11,000	10,900	10,100	10,000	11,100	11,000
New Crossing	-----	26,600	26,700	14,200	14,300	23,700	23,800
Total Crossing Demand	32,900	37,600	37,600	37,700	37,800	41,300	41,400
Change in Total Crossing Demand	-----	+4,700	+4,700	+4,800	+4,900	+8,400	+8,500
% of Change	-----	14%	13%	13%	13%	**22%**	**21%**

Notes:
1.) Values shown represent averages for these segments, as rounded to the closest 100 vehicles.
2.) Values are 2032 estimates of daily traffic volume projected by Baton Rouge Transportation Model, as maintained by the Capital Regional Planning Commission (CRPC). Estimates are based upon several factors including existing traffic demands, future population changes as well as implementation of regional transportation improvements as planned, as well as corridor alternative as described. Variations in any of these items will adjust these estimates.
3.) Information shown is for planning purposes only.
4.) Data source: Capital Regional Planning Commission, September 2012, using corridor description information (cross section, intersections, speed, access provisions) as provided by Burk-Kleinpeter, Inc., 2012.

Table compiled by Burk-Kleinpeter, Inc., 2012.

Next Steps & Questions

- **Collect comments and questions**
  - Organized and presented as part of the final Stage 0 Feasibility Study
- **Any project related technical questions can be directed to the team**

BKI Planning	BKI Engineering
Paul L. Waidhas, AICP	Jim Delaune, PE
Ed E. Elam, AICP	Robert Guidry, PE
eelam@bkiusa.com	rguidry@bkiusa.com
504/486-5901 xt. 281	225/925-0930

Thanks for your comments and attendance!

ASCENSION-LIVINGSTON PARISH PARKWAY

Stage 0 Feasibility Study

BKI BURK-KLEINPETER, INC.

Ascension– Livingston Parkway

Stage 0 Feasibility Study

A Cooperative Endeavor of Ascension and Livingston Parishes

Frequently Asked Questions

1. What type of road will this be?

This road will be a four-lane parkway. The current cross section used for planning purposes will include a median, shared facility for bicycles and pedestrians. Speed limits would vary, ranging from 60-65 mph in totally undeveloped areas, to 35-40 mph in developed areas. This will not be an interstate grade highway.

2. What is a Stage 0 Feasibility Study?

A Stage 0 Feasibility Study is an initial review and examination of general project level feasibility. The study follows the guideline for preparation contained within the Louisiana Department of Transportation and Development (LADOTD) Stage 0 Manual of Standard Practice. It is part of the general DOTD six stage project development process, which starts at feasibility and ends at construction and operation.

3. How was this study financed? Is this study a DOTD sponsored project?

This Stage 0 feasibility study was funded through State Capital Outlay funds administered by Ascension Parish. Matching funds for this project were provided by Livingston and Ascension Parishes. This study is not a DOTD sponsored project. We are using DOTD guidelines to allow consideration of this project for future funding through the agency.

4. I see maps with corridor alternatives. How have these been defined?

The corridor alternatives were defined with the input of the project's advisory committee. Additional comments and input are being sought throughout the Stage 0 process with all comments and suggestions incorporated into the public commentary section of the final project report.

5. Are plans eminent for constructing one of these corridors?

No. The Stage 0 Feasibility Study is an initial review to determine general project level feasibility. The process of following through on this report and into construction requires several additional steps, including completion of an environmental review and identification of project funding.

6. How will community input be collected on these corridors and the project?

Plans are to invite the community to participate in a community open house meeting to provide their input to the project. Two open house meetings will be scheduled, one each in Ascension and Livingston Parishes. If the project progresses beyond the Stage 0 study, additional opportunities will be offered for community input during the project's environmental phase.

7. How will this project improve traffic in the area?

An initial planning level traffic estimate for the project alternatives has been developed for the year 2032 by the Capital Regional Planning Commission using project descriptions supplied by the consultant. By 2032, traffic volumes crossing the Amite River daily could grow by as much as 32% as compared to volumes crossing in the River in 2010. Assuming the maintenance of the existing Port Vincent and Diversion Canal crossing locations:

- Opening a new bridge **east** of Port Vincent could offer comparable traffic impacts to improving the existing crossing, potentially increasing the number of vehicles crossing the Amite River between the Parishes by approximately 13% overall.
- Opening a new bridge **west** of Port Vincent could potentially increase the number of vehicles crossing the Amite River between the Parishes by 21-22%, thus having a potentially higher benefit as regards moving traffic in the region.

Ascension– Livingston Parkway

Stage 0 Feasibility Study

A Cooperative Endeavor of Ascension and Livingston Parishes

Frequently Asked Questions

8. How will this project be paid for?

The cost of constructing this project could be paid for by using a combination of federal, state and local funds. Use of federal and state funds would require coordination with the Capital Regional Planning Commission (CRPC) and long range transportation plan for the Baton Rouge Urbanized Area.

9. Have you identified a preferred location for this project? Have you identified a source to pay for the construction?

Not yet, the purpose of the Stage 0 Feasibility Study is to examine alternatives and find those which are generally feasible. The identification of a locally preferred alternative would take place during a Stage 1 Environmental Review. No funding has been identified to finance construction of the project.

10. Do you have any cost estimates for these corridors?

Yes, very initial cost estimates in 2012 dollars have been developed for the individual corridors using DOTD cost criteria. These estimates will be refined as the project progresses through future phases of development including the Stage 1 Environment Review and Engineering Design.

11. Is additional right-of-way required for this project?

Yes, additional right-of-way will be acquired in both Livingston and Ascension Parishes. Concepts which include a higher percentage of construction away from existing roadways and rights-of-way will require right-of-way acquisition.

12. Are there options for phasing construction?

Yes, but that would be defined as part of the identification of a preferred alternative during the Stage 1 Environmental Phase.

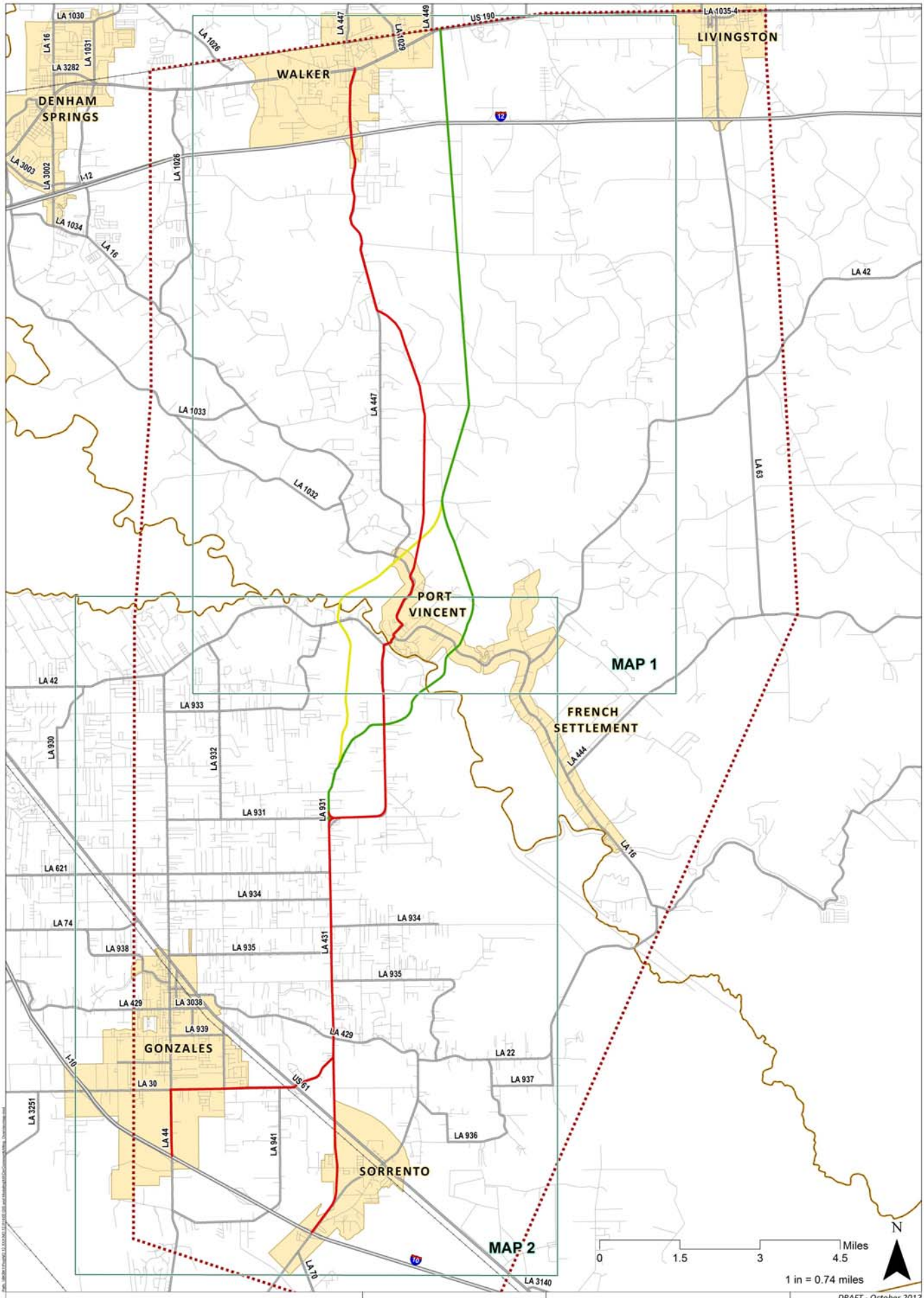
13. Which steps remain in this phase of study? Will this phase of work result in project recommendation?

This study is almost complete. The remaining work relates to receiving public comments and tabulating these for the final report. A record of all analyses completed and input received will form the final report. No project recommendations will be made as a part of this phase of work.

14. If I have any other comments, who shall I send these to?

Yes, any other project comments can be sent to:

VIA MAIL	VIA EMAIL
Burk-Kleinpeter, Inc. PO Box 19087 New Orleans, LA 70179 ATTN: Ascension-Livingston Parish Parkway	As a PDF File asclivparkway@bkiusa.com Subject: Ascension Livingston Parish Parkway



ASCENSION-LIVINGSTON PARISH PARKWAY

Phase 1 - Stage 0 Feasibility Study

Overview Map : Corridor Alternatives

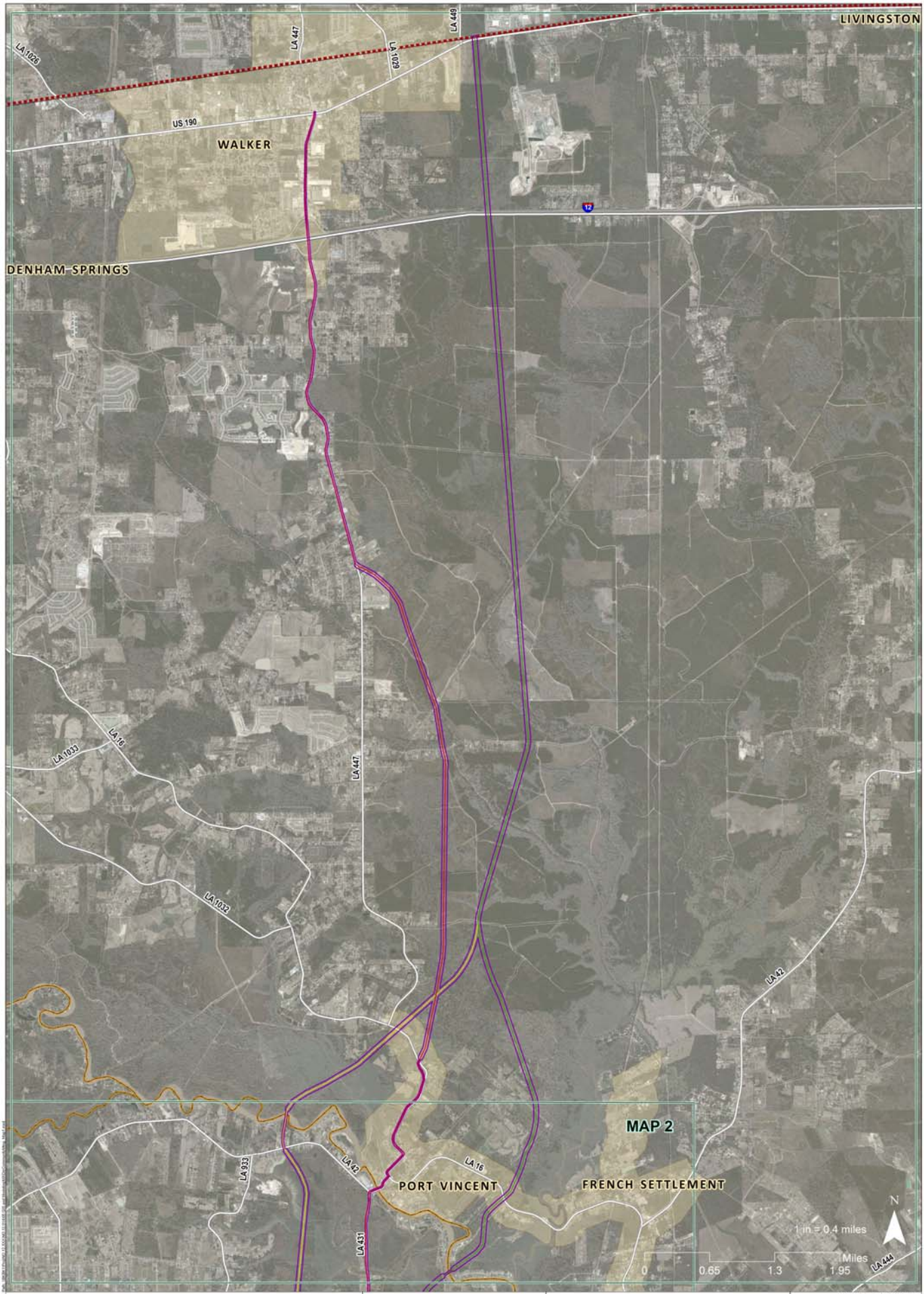
Legend

- Alternative 1
- Alternative 2
- Alternative 3
- Study Area

DRAFT - October 2012

Prepared by:

BKI BURK-KLEINPETER, INC.



ASCENSION-LIVINGSTON PARISH PARKWAY

Phase 1 - Stage 0 Feasibility Study

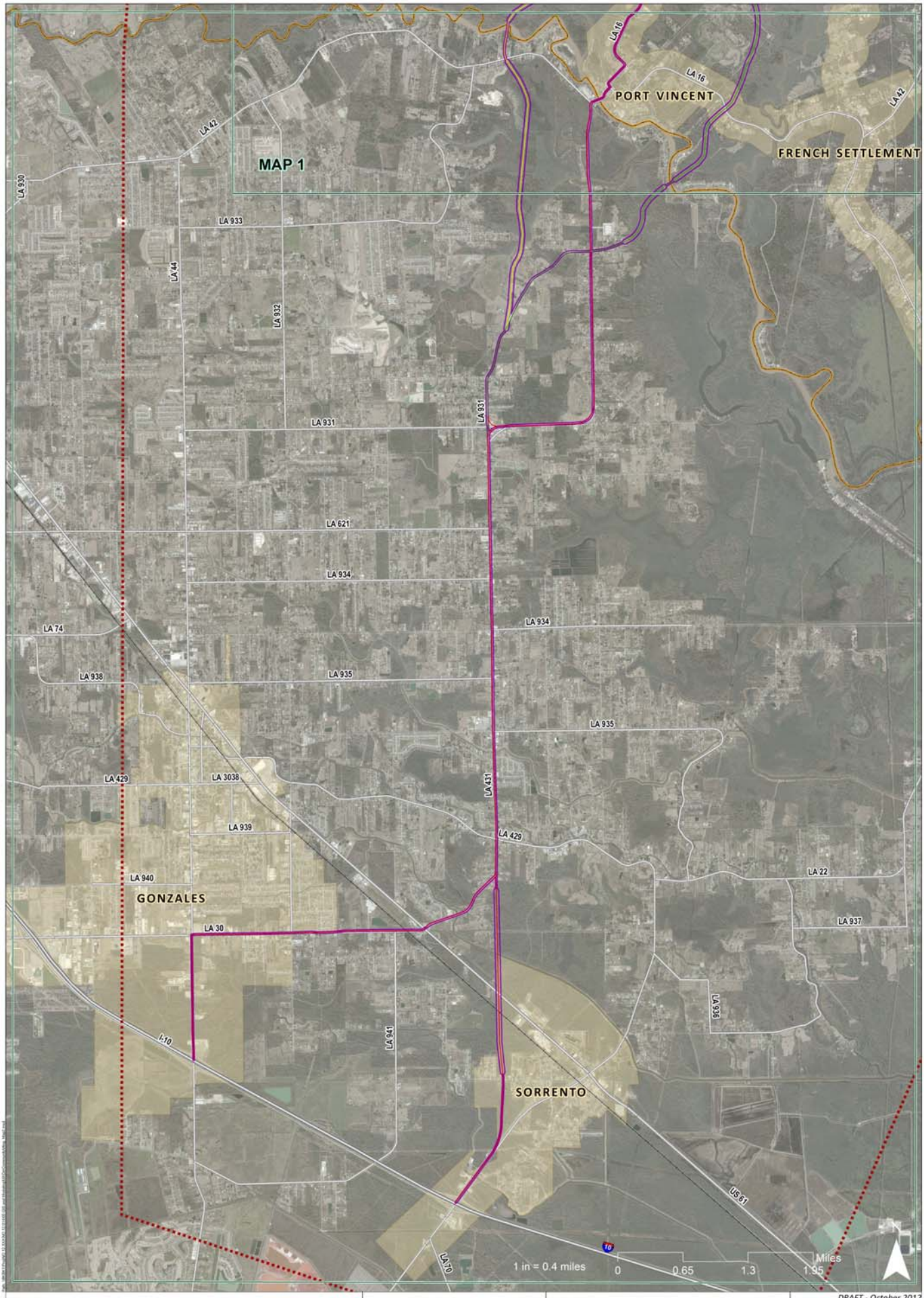
Map 1:
Livingston Parish
Corridor Alternatives

Legend

- Alternative 1
- Alternative 2
- Alternative 3
- Assumed Right of Way Requirements
- Study Area

DRAFT - October 2012

Prepared by:
BKI BURK-KLEINPETER, INC.



ASCENSION-LIVINGSTON PARISH PARKWAY

Phase 1 - Stage 0 Feasibility Study

Map 2:
Ascension Parish Area
Corridor Alternatives

Legend

- Alternative 1
- Alternative 2
- Alternative 3
- Assumed Right of Way Requirements
- Study Area

DRAFT - October 2012

Prepared by:
BKI BURK-KLEINPETER, INC.