



BATON ROUGE MTP 2037

METROPOLITAN TRANSPORTATION PLAN
MTP SUMMARY, JUNE 2013

Developed For

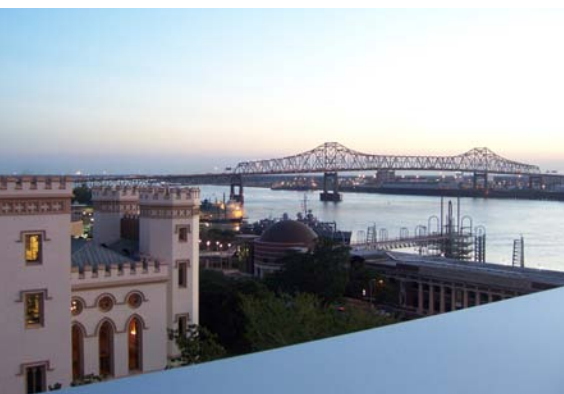


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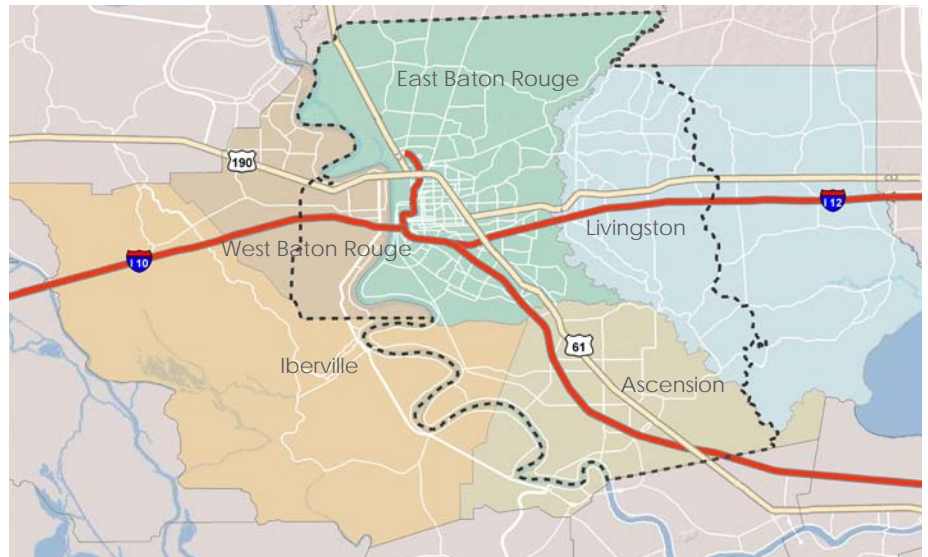


INTRODUCTION

THIS PLAN IS THE
RESULT OF A
12-MONTH PROCESS
THAT INCLUDED
CONSULTATION WITH
LOCAL, STATE AND
FEDERAL AGENCIES
AND GOVERNING
BODIES, AS WELL AS
AN EXTENSIVE PUBLIC
INPUT PROCESS



STUDY AREA



The Baton Rouge Metropolitan Transportation Plan Study Area

The Baton Rouge Metropolitan Area is located on the Mississippi River in south Louisiana approximately 90 miles northwest of New Orleans. The metropolitan area includes:

- All of East Baton Rouge Parish
- The portion of Ascension Parish east of the Mississippi River
- The portion of Iberville Parish east of the Mississippi River
- The western half of Livingston Parish
- The eastern portion of West Baton Rouge Parish

It includes the municipalities of Baton Rouge, Baker, Zachary, St Gabriel, Gonzales, Sorrento, Denham Springs, Walker, Port Vincent, French Settlement, Port Allen, Brusly and Addis along with several unincorporated communities in the study area. This study area is that portion of the region that is anticipated to be urbanized within the 25-year planning horizon.

LEGISLATIVE AUTHORITY

With the passing of the Federal Aid Highway Act of 1962, Congress made urban transportation planning a condition for receipt of federal funds for highway projects in urban areas with a population of 50,000 or more. That legislation encouraged a continuing, comprehensive transportation planning process carried on cooperatively by the states and local communities. Metropolitan Planning Organizations were

JAN 2012

Goals and objectives established to provide a framework for the MTP

MAR 2012

Current conditions of the transportation system assessed

MAY 2012

Community vision established

designated by the governor in each state to carry out this legislative requirement. Following that initial Federal legislation, there have been a series of acts by Congress that have continued to fund transportation projects.

These acts have included the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991; the Transportation Equity Act for the 21st Century (TEA-21) in 1998; the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005; and the most recent act, **Moving Ahead for Progress in the 21st Century (MAP-21)** in 2012. MAP-21 serves as the current regulatory and funding framework for transportation planning in the United States and has guided this update of the Baton Rouge Urbanized Area MTP 2037.

MAP-21 continues a provision of SAFETEA-LU which requires that a metropolitan planning area carry out a planning process that provides for consideration and implementation of projects, strategies and services that:

1. *Support the economic vitality of the United States, the States, non-metropolitan areas, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency;*
2. *Increase the safety of the transportation system for motorized and nonmotorized users;*
3. *Increase the security of the transportation system for motorized and nonmotorized users;*
4. *Increase the accessibility and mobility of people and for freight;*
5. *Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;*
6. *Enhance the integration and connectivity of the transportation system, across and between modes throughout the State, for people and freight;*
7. *Promote efficient system management and operation; and*
8. *Emphasize the preservation of the existing transportation system.*

THE MTP IS A
LONG RANGE
METROPOLITAN
TRANSPORTATION PLAN,
WHICH IS A BLUEPRINT
TO GUIDE THE
DEVELOPMENT OF
PROGRAMS AND
TRANSPORTATION
PROJECTS WITHIN THE
BATON ROUGE
URBANIZED AREA



AUG 2012

Transportation needs of
the community
determined

OCT 2012

Financial analysis of estimated
costs and revenues performed

DEC 2012

Staged Improvement Program
developed

MAP-21 ALSO
ESTABLISHES **NATIONAL
PERFORMANCE GOALS**
FOR THE FEDERAL
PROGRAMS THAT
OCCUR ON THE
HIGHWAY SYSTEM

MAP-21 also establishes national performance goals for the Federal programs that occur on the highway system. These goals are:

SAFETY

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

INFRASTRUCTURE CONDITION

To maintain the highway infrastructure asset system in a state of good repair.

CONGESTION REDUCTION

To achieve a significant reduction in congestion on the NHS.

SYSTEM RELIABILITY

To improve the efficiency of the surface transportation system.

FREIGHT MOVEMENT & ECONOMIC VITALITY

To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

ENVIRONMENTAL SUSTAINABILITY

To enhance the performance of the transportation system while protecting and enhancing the natural environment.

REDUCED PROJECT DELIVERY DELAYS

To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



METROPOLITAN PLANNING ORGANIZATION (MPO)

The US Census Bureau has identified over 400 regions throughout the United States that they consider to be urbanized. Urbanized areas contain a population greater than 50,000. Federal law (23 CFR Part 450) mandates the creation of a MPO for each census defined urbanized area, with the purpose of involving local governments in transportation decisions involving Federal highway and/or transit funds. Under these regulations, the Capital Region Planning Commission (CRPC) has been designated by the Governor of Louisiana as the MPO for the Baton Rouge Urbanized Area and is the responsible agency for transportation planning activities.

The MPO is composed of local government representatives, transportation officials and other stakeholders. It functions with two committees. The Technical Advisory Committee (TAC) reviews documents and makes recommendations on the technical aspects of the MPO plans and the Transportation Policy Committee (TPC) provides policy direction to the MPO staff and authorizes adoption of the MPO plans.

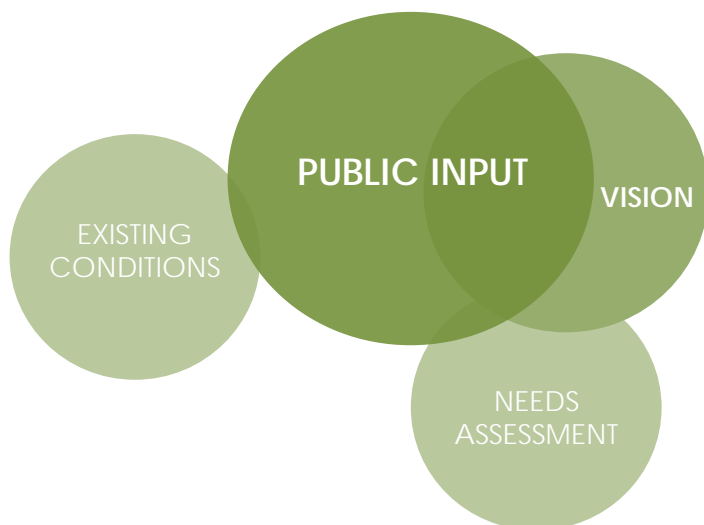
METROPOLITAN PLANNING PROCESS

The planning process for creating the MTP is prescribed by state and federal regulations, but the vision that drives the process is locally developed. The MTP is designed to implement this locally derived vision. In order to update the MTP for the Baton Rouge Urbanized Area, the following planning process was used by the study team, which was comprised of CRPC staff, technical representatives of member jurisdictions, the DOTD, and was supported by professional planning consultants. The planning process was conducted under the authority of the Baton Rouge Urbanized Area MPO.

PUBLIC PARTICIPATION

Through a series of four workshops, the public shaped a vision for the future, identified current deficiencies in the transportation system, forecasted future needs, and prioritized criteria to serve as a guide in the selection of projects for implementation.

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Project Selection Criteria Ranking

1. Reduce Congestion
2. Promote Efficiency
3. Improve Safety
4. Improve Quality of Life
5. Improve Access
6. Support Economic Development Goals
7. Connect Modes of Travel
8. Improve Security
9. Support Lane Use Goals
10. Conserve Energy
11. Protect the Environment
12. Preserve Right-of-Way

CURRENT CONDITIONS

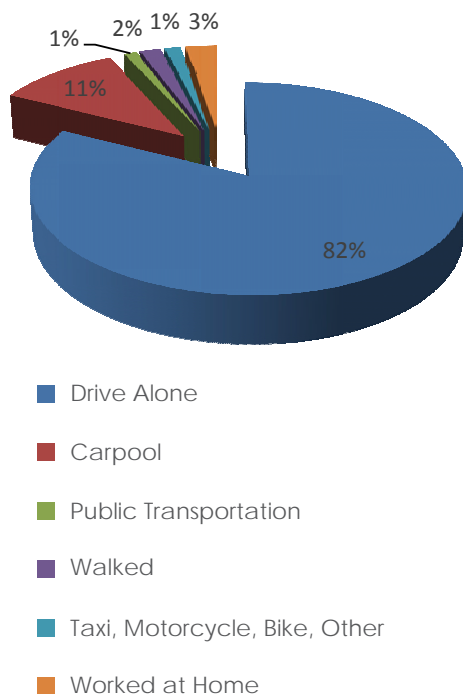
THE INITIAL STEP IN DEVELOPING A PLAN TO REACH A GOAL IS THE **ASSESSMENT OF THE CURRENT CONDITIONS OF THE TRANSPORTATION SYSTEM**

The initial step in developing a plan to reach a goal is the assessment of the current conditions of the transportation system. This assessment includes an inventory of the existing transportation system, a demographic analysis to determine a baseline demand, an evaluation of existing documents including information from local professionals, and crash data which may indicate locations where safety is a problem.

SYSTEM INVENTORY

Wherever possible, all modes of the existing transportation system were inventoried. This inventory includes the urban and rural transportation system by functional class, the national highway system, the fixed route transit system and other public transit systems and their service areas. It also included information on ports, airports, passenger rail, intercity bus, intermodal terminals, bicycle facilities, pedestrian facilities and bridges.

MEANS OF TRANSPORTATION TO WORK



Source: Census Bureau, 2011 ACS 3-Year Survey for the Baton Rouge Metropolitan Statistical Area

LAND USE AND ZONING

The transportation system serves the trips generated by various land uses. Land use and the related demographic data is a direct input to the transportation model for an area. All documents related to land use are gathered to assess the current description of an area. These documents may be zoning documents, land use documents, or vacant land inventories.

DEMOGRAPHIC DATA

Travel demand is greatly influenced by the pattern of development or land use in the study area. A demographic analysis was conducted to determine both the baseline and future land use and economic development patterns of the community. The results of this analysis were used by the travel demand model analysis of highway projects, and to a lesser degree by the qualitative analysis used for other modes of travel.

The baseline was developed using 2010 U.S. Census data and an employer database acquired from InfoUSA. These provide a realistic assessment of baseline study area population and employment.

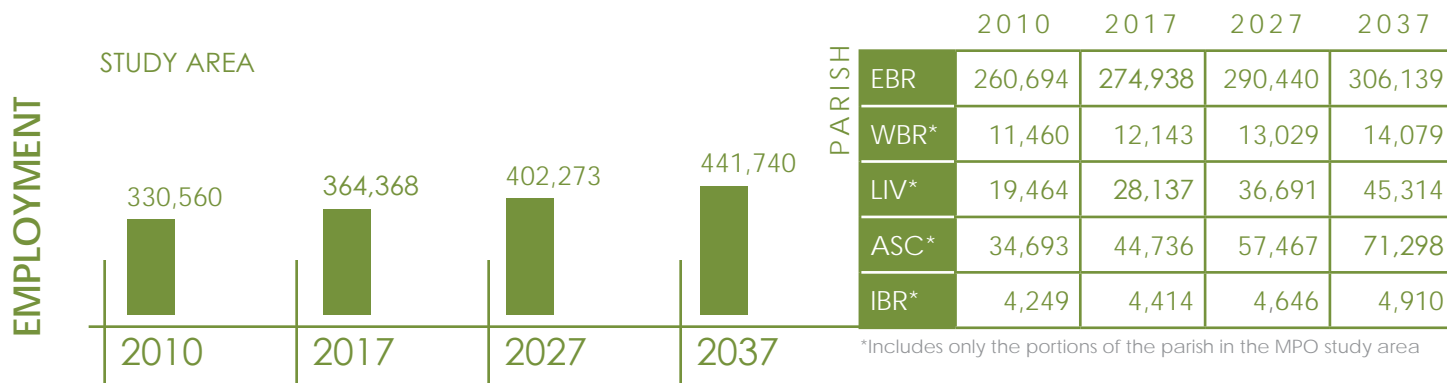
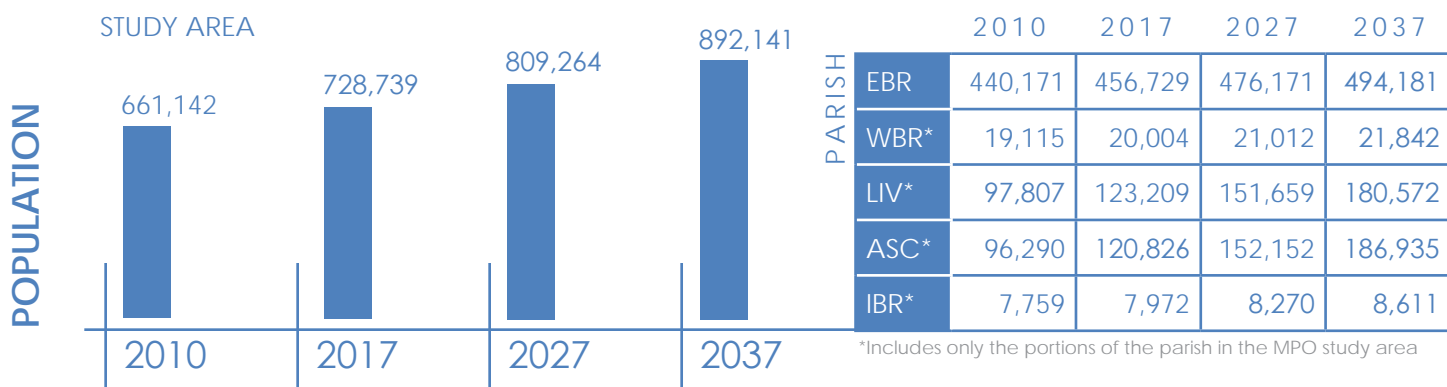
VISIONING

This process involved the identification of the vision that the community wished to implement. In order to develop the elements of the plan, a variety of methodologies were employed in an effort to build a strong foundation for developing the long-range transportation plan that would best meet the needs of the community over the next 25 years. These activities included a review of local plans, the forecast of the demographic data, stakeholder consultations, the identification of alternate growth scenarios and public participation workshops. The results of those activities were crafted into a recommended vision, set of goals and objectives, and a list of evaluation criteria to be used to evaluate potential projects.

IDENTIFICATION OF NEEDS

The next step in the planning process was the determination of the transportation needs of the community over the next 25 years. The Needs Assessment included demographic data forecasts to identify future trips, an analysis of deficiencies created by the future trips on the existing system and the identification of test projects to alleviate those deficiencies including the projects and strategies identified in Baton Rouge MPO's Congestion Management Process (CMP). This assessment also included the identification of investment strategies to increase or improve current infrastructure, and operation/management strategies for system preservation.

VISION:
THE QUALITY OF
LIFE IN THE BATON
ROUGE URBANIZED
AREA IS ENHANCED BY
A TRANSPORTATION
SYSTEM THAT SUPPORTS
THE LOCAL ECONOMY
AND PROVIDES
USERS WITH **SAFE,**
CONVENIENT, AND
AFFORDABLE
TRANSPORTATION
CHOICES TO DESIRED
DESTINATIONS



FINANCIAL ANALYSIS

Fiscal achievability is a significant priority in determining the final list of improvements to be included in the MTP to address identified deficiencies. MAP-21 mandates that the MTP be fiscally constrained, that is, only projects that can reasonably be expected to have adequate funding can be included in the implementation program. The process for establishing both estimated costs and revenues is critical for the creation of a viable long-range transportation plan.

Street and Highway Funding

The financial analysis included a revenue forecast that identified the anticipated revenue for state and federal funds. Assuming future funding for transportation improvements will be consistent with the level of expenditure indicated by recent historical data, an average of \$42 million per year in 2010 dollars is forecast to be available in state and federal funds for transportation improvements within the study area. By factoring in a 2.5 percent annual inflation rate, the total amount forecast to be available through 2037 is \$2.03 billion.

Public Transit Funding

Similarly, historical public transit funding analysis indicated an average of \$6.6 million per year in 2010 dollars is forecast to be available for public transit operations and capital improvements within the study area. By factoring in a 2.5 percent annual inflation rate, the total amount forecast to be available for transit operations and capital improvements available through 2037 is \$352.9 million.

Implementation Costs

An implementation cost was calculated for each project based on historical project cost by project type. Cost is defined as the total project cost, which includes: planning elements, engineering costs, preconstruction activities, construction, and contingencies. These figures also include an annual 2.5 percent inflation factor to estimate project implementation costs in year-of-expenditure dollars.



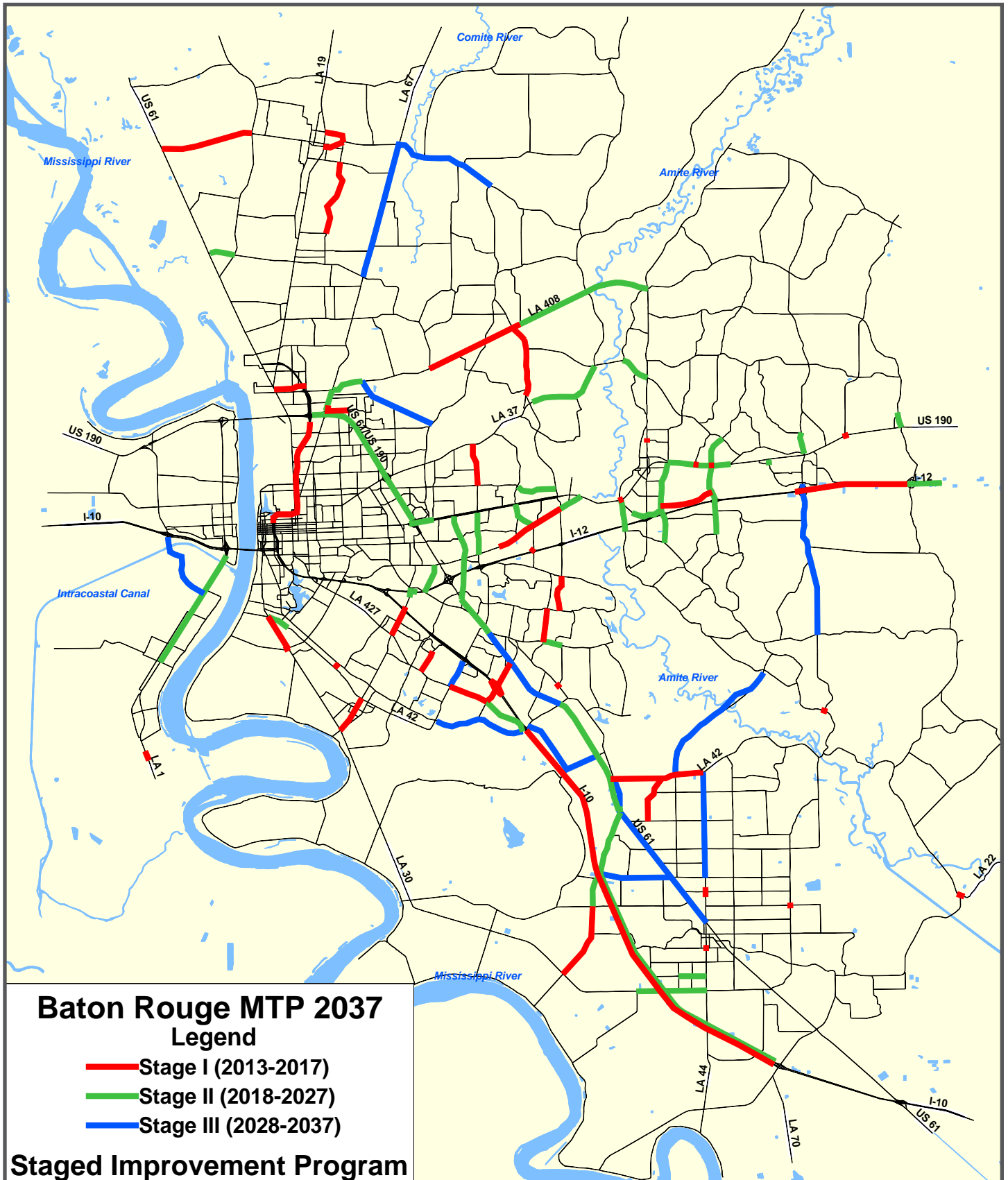
STAGED IMPROVEMENT PROGRAM

Annual transportation revenues in the urban areas of the state can vary widely. Therefore, revenue projections were calculated for three time periods, or stages. The revenue projections for state and federal recurring funds for transportation projects identified in the Baton Rouge MTP 2037 Update are shown in the following table.

TIME PERIOD	STREET & HIGHWAY	TRANSIT
STAGE I (2013 to 2017)	\$423,260,000	\$59,737,297
STAGE II (2018 to 2027)	\$704,610,568	\$129,470,020
STAGE III (2028 to 2037)	\$901,961,098	\$163,679,390
TOTAL (2013 to 2037)	\$2,029,831,666	\$352,886,707

These dollar amounts represent recurring revenues. In the case of projects with special dedications of non-recurring funds (such as American Recovery and Reinvestment Act funds) the amount of funding dedicated to individual projects is added on top of the recurring revenue forecast on a case-by-case basis.

Projects identified in each Stage are shown in the map and tables on the following pages.



STAGE I IMPROVEMENTS (2013 - 2017)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 42	ASC	US 61 to LA 44	Widening and Improvements	\$56,450,000
I-10	ASC	LA 73 to LA 22	Capacity Improvements	\$3,100,000
LA 930 (Daigle Rd)	ASC	Causey Rd to LA 42	Widen LA 930 & Add Open Ditches	\$11,060,000
LA 44 (N Burnside Ave)	ASC	LA 934 (Black Bayou Rd)	Turn Lanes & Signal Upgrades	\$1,355,000
LA 431	ASC	LA 934 (Goldplace Rd)	Turn Lanes	\$1,572,000
LA 44 (Burnside Ave)	ASC	Various	Intersection Improvements	\$11,369,000
LA 73 (Old Jefferson Hwy)	ASC	Nicholson Dr to LA 74	Widen to 3 Lanes	\$10,060,000
I-10	ASC/EBR	Highland Rd to LA 73	Widen to 6 Lanes	\$124,350,000
LA 64 (Main St)	EBR	LA 19 to McHugh Rd	Center Turn Lane	\$11,006,000
LA 73 (Old Jefferson Hwy)	EBR	Antioch Rd	Intersection Improvement	\$1,333,000
Jones Creek Rd	EBR	Tigerbend Rd to Coursey Blvd	Widen to 5 Lanes	\$15,135,000
I-10	EBR	Highland Rd to LA 73	Capacity Improvements	\$1,809,000
O'Neal Ln	EBR	S. Harrell's Ferry Rd to George O'Neal Rd	Widen to 4 Lanes	\$17,911,000
Sullivan Rd	EBR	Central Thwy to Central Woods Ave	Widen to 4 lanes	\$25,776,000
Fairchild St/Badley Road	EBR	Scenic Hwy to Veterans Blvd	Base Widening, Curb & Gutter W/Sidewalks	\$5,707,000
Old Hammond Hwy Seg 2	EBR	Millerville Rd to O' Neal Ln	Widen to 4 Lanes	\$12,179,000
Essen Ln	EBR	Essen Ln @ I 10	Intersection Improvements	\$4,221,000
LA 408 (Hooper Rd)	EBR	LA 37 to LA 16	Extension of Hooper Rd Feasibility Study	\$1,003,000
N. Sherwood Forest Blvd	EBR	Choctaw Dr to Greenwell Springs Rd	Widen to 5 Lanes	\$19,611,000
LA 30 (Nicholson Dr)	EBR	Brightside Ln	Intersection Improvement	\$10,538,000



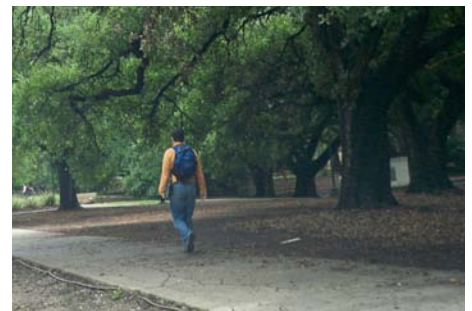
STAGE I IMPROVEMENTS (2013 - 2017)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 408, LA 73	EBR	LA 408 & LA 73	Turn Lanes	\$495,000
Sullivan Rd	EBR	Central Woods Ave to Hooper Rd	Widen to 4 Lanes	\$33,138,000
LA 3064 (Essen Ln)	EBR	Perkins Rd to I-10	Widen to 7 Lanes	\$10,350,000
Nicholson Dr Seg 1	EBR	Brightside Ln to Gourrier Ave	Widen to 4 Lanes	\$26,036,000
Hooper Rd	EBR	Blackwater Bayou to Joor Rd	Widen to 4 Lanes	\$17,327,000
Hooper Rd	EBR	Joor Rd to Sullivan Rd	Widen to 4 Lanes	\$29,363,000
Old Hammond Hwy Seg 1	EBR	Blvd De Province to Millerville Rd	Widen to 4 Lanes	\$14,000,000
Perkins Rd	EBR	Siegen Ln to Pecue Ln	Widen to 4 Lanes	\$16,300,000
Staring Ln/Gardere Ln	EBR	Burbank Dr to Nicholson Dr	New 4 Lane/Widen to 4 Lanes	\$15,795,000
LA 64 Bypass	EBR	Main St to LA 19 (Zachary)	New 2 Lane	\$4,524,000
I-110	EBR	North St to US 61/190	Reconstruct JCP at grade	\$29,700,000
Glen Oaks Dr	EBR	Plank Rd to McClelland Dr	Reconstruction	\$9,904,000
Highland-Burbank Connector	EBR	Highland Rd to Burbank Dr	New 3 Lane	\$4,298,000
LA 64 (Mt Pleasant - Zachary Rd)	EBR	US 61 to LA 964	Widen to 4 Lanes	\$23,627,000
McHugh Rd	EBR	Wimbush Dr to Lower Zachary Rd	Base Widening W/Shoulders	\$6,379,000
I 10	EBR	Pecue Ln	New Interchange W/Road Improvements	\$55,000,000
Picardy Perkins Connector	EBR	Picardy Ave to Perkins Rd	New Road	\$32,192,000
I 12	EBR	Millerville Rd	Interchange Reconfiguration	\$2,300,000
US 190 (Florida Ave)	LIV	LA 1026 (Roundabout)	Roundabout	\$1,570,000
US 190 (Florida Ave)	LIV	Eden Church Rd	Construct 4-Legged Single Lane Roundabout	\$1,606,000



STAGE I IMPROVEMENTS (2013 - 2017)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 16	LIV	LA 22	Install Roundabout	\$2,711,000
LA 1032 (S River Rd)	LIV	US 190	Intersection Improvements	\$825,000
US 190 (Florida Ave)	LIV	LA 449	Left Turn Ln	\$385,000
LA 16	LIV	LA 447	Roundabout	\$1,350,000
LA 1026	LIV	Access Mgt. & Roundabouts	Roundabout	\$4,838,000
LA 16 (N Range Ave)	LIV	Jackson St	Turn Lanes	\$1,300,000
I-12	LIV	Walker to Satsuma	Widen to 6 Lanes	\$25,500,000
Cook Rd	LIV	Pete's Hwy to Juban Rd	New 4 Lane	\$17,550,000
LA 1	WBR	DOW Spur Xing	Grade Separate Existing At-Grade Crossing	\$46,100,000
River Rd	LIV	Government St to Centerville St	Widening and Overlay	\$483,000
LA 939 (Worthey Rd)	ASC	LA 44 to Purpera St	Overlay	\$965,000
LA 940 (Orice Roth Rd)	ASC	S Darla Ave to LA 44	Overlay	\$829,000
LA 3038 (Cornerview Rd)	ASC	LA 44 to US 61	Overlay	\$543,000
LA 30	ASC	Iberville Parish Line to I-10	Overlay	\$2,522,000
Acadian Thwy	EBR		Pavement Rehab	\$3,264,000
Various	EBR	Parishwide	Signal Modifications	\$1,672,000
Various	EBR	OLOL Medical Complex	Roadway Rehab	\$1,160,000
LA 986	WBR		Sidewalks	\$879,000
LA 415	WBR	I-10 north 0.41 mile	Pavement Rehab	\$658,000
LA 1	WBR	Various	Lighting	\$549,000



STAGE I IMPROVEMENTS (2013 - 2017)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 1, LA 76	WBR	Various	Turn Lanes	\$595,000
Various	ASC	Parishwide	Pavement Management	\$150,000
Line Item	Study Area	Various	Enhancement	\$201,000
Line Item	Study Area	Various	Safety	\$17,507,000
Line Item	Study Area	Various	Bridge	\$101,304,000
Line Item	Study Area	Various	Overlay	\$21,535,000
Line Item	Study Area	Various	Maintenance	\$53,026,000
Line Item	Study Area	Various	Operations	\$5,679,000

Total Stage I \$993,529,000



STAGE II IMPROVEMENTS (2018 - 2027)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 73 (Old Jefferson Hwy)	ASC	I-10 to Airline Hwy	Widen to 4 Lanes	\$20,334,000
LA 73 (Old Jefferson Hwy)	ASC	LA 74 to I-10	Widen to 4 Lanes	\$9,243,000
US 61 (Airline Hwy)	ASC	Jefferson Hwy to Perkins Rd	Widen to 8 Lanes	\$19,742,000
LA 30 (Nicholson Dr)	ASC	Ashland Rd to Burnside Ave	Widen to 4 Lanes	\$22,218,000
LA 73 (Old Jefferson Hwy)	ASC	Airline Hwy	Intersection Improvement / Realignment	\$1,771,000
LA 940 (Orice Roth Rd)	ASC	E Ascension School Rd to Burnside Ave	Widen to 4 Lanes	\$8,732,000
I-10	ASC	LA 73 to LA 22	Widen to 6 Lanes	\$275,576,000
US 61 (Airline Hwy)	ASC/EBR	Perkins Rd to Highland Rd	Widen to 6 Lanes	\$20,627,000
S Choctaw Rd	EBR	Flannery Rd to Central Thwy	Widen to 4 Lanes	\$12,726,000
Sharp Rd	EBR	Florida Blvd to Old Hammond Hwy	Widen to 4 Lanes	\$14,191,000
LA 427 (Perkins Rd)	EBR	Pecue Ln to Highland Rd	Widen to 5 Lanes	\$15,543,000
Cedarcrest Ave	EBR	Airline Hwy to Old Hammond Hwy	Widen to 4 Lanes	\$13,207,000
LA 1068 (Drusilla Ln)	EBR	Jefferson Hwy to Old Hammond Hwy	Widen to 4 Lanes	\$9,233,000
US 61 (Airline Hwy) Phase 1-C	EBR	Florida Blvd to Florline Blvd	Widen to 6 Lanes	\$2,168,000
US 61 (Airline Hwy) Phase 2-B	EBR	Greenwell Springs Rd to I-110	Widen to 6 Lanes	\$32,437,000
US 61 (Airline Hwy) Phase 3	EBR	Florline Blvd to Greenwell Springs Rd	Widen to 6 Lanes	\$14,891,000
US 190 (Florida Blvd)	EBR	Airline Hwy to Monterey Blvd	Widen to 8 Lanes	\$7,749,000
LA 42 (Burbank Dr)	EBR	Nicholson Dr to 0.8 mi east	Widen to 6 Lanes	\$7,272,000
LA 67 (Plank Rd)	EBR	Airline Hwy to Hooper Rd / Harding Blvd	Widen to 6 Lanes	\$6,717,000
S Sherwood Forest Blvd	EBR	Old Hammond Hwy to Florida Blvd	Widen to 4 Lanes	\$13,119,000



STAGE II IMPROVEMENTS (2018 - 2027)

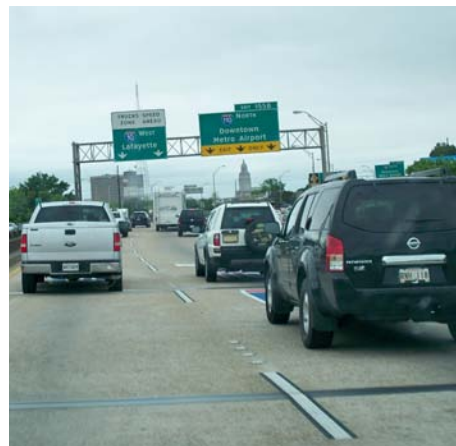
NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 426 (Old Hammond Hwy)	EBR	O'Neal Ln to Florida Blvd	Widen to 4 Lanes	\$7,565,000
S Flannery Rd	EBR	Old Hammond Hwy to Florida Blvd	Widen to 4 Lanes / Realign with Millerville Rd	\$10,465,000
I-12	EBR	Essen Ln	New WB Exit Ramp	\$7,082,000
US 61 (Airline Hwy)	EBR	Jefferson Hwy to Cedarcrest Ave	Widen to 6 Lanes	\$13,722,000
LA 408 (Hooper Rd)	EBR	Plank Rd to Mickens Rd	Widen to 6 Lanes	\$10,294,000
LA 408 (Hooper Rd)	EBR	Devall Rd to Greenwell Springs Rd	Widen to 4 Lanes	\$23,293,000
LA 37 (Greenwell Springs Rd)	EBR	Sullivan Rd to Magnolia Bridge Rd	Widen to 5 Lanes	\$25,166,000
Groom Rd Ext	EBR	Old Scenic Hwy to Samuels Rd	New 2 Lane Roadway	\$6,241,000
Tiger Bend Road	EBR	Jones Creek Rd to Antioch Rd	Widen to 4 Lanes	\$6,197,000
LA 408 Ext (Hooper Rd)	EBR/LIV	Greenwell Springs Rd to LA 16	New 4 Lane Roadway/Bridge	\$63,242,000
US 190 (Florida Ave)	LIV	Pete's Hwy to Burgess Ave	Widen to 4 Lanes	\$19,879,000
Juban Rd Ext	LIV	Florida Ave to Lockhart Rd	New 4 Lane Roadway	\$17,670,000
LA 64 (Magnolia Beach Rd)	LIV	Amite River to N Range Ave	Widen to 4 Lanes	\$10,103,000
LA 1026 (Juban Rd)	LIV	Wax Rd to I-10	Widen to 4 Lanes	\$9,384,000
LA 1026 (Juban Rd)	LIV	I-10 to Florida Ave	Widen to 4 Lanes	\$12,571,000
LA 3003 (Rushing Rd)	LIV	0.5 mi West of S Range Ave to Pete's Hwy	Widen to 4 Lanes	\$10,790,000
LA 16 (Pete's Hwy)	LIV	Centerville St to Vincent Rd	Widen to 4 Lanes	\$26,679,000
LA 447 (Walker Rd)	LIV	Duff Rd to Burgess Ave	Widen to 4 Lanes	\$6,728,000
New Roadway	LIV	Pendarvis Ln to Florida Ave	New 2 Lane Roadway	\$1,266,000
Satsuma Rd Ext	LIV	Florida Ave to Cane Market Rd	New 2 Lane Roadway	\$3,885,000



STAGE II IMPROVEMENTS (2018 - 2027)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 1032 (4-H Club Rd)	LIV	Florida Ave to Vincent Rd	Widen to 4 Lanes	\$7,395,000
I-12	LIV	Pete's Hwy	New Interchange	\$45,150,000
LA 1	WBR	Lukeville Ln to I-10	Widen to 6 Lanes	\$40,968,000
I-12	LIV	Satsuma to Study Area Boundary	Widen to 6 Lanes	\$26,498,000
Line Item	Study Area	Various	Enhancement	\$7,530,000
Line Item	Study Area	Various	Safety	\$27,355,000
Line Item	Study Area	Various	Bridge	\$47,869,000
Line Item	Study Area	Various	Overlay	\$45,150,000
Line Item	Study Area	Various	Maintenance	\$2,510,000
Line Item	Study Area	Various	Operations	\$5,227,000

Total Stage II \$1,075,370,000



STAGE III IMPROVEMENTS (2028 - 2037)

NAME	PARISH	LOCATION	IMPROVEMENT	PROJECT COST
LA 44 (N Burnside Ave)	ASC	Cante Rd to Oak Grove-Port Vincent Hwy	Widen to 4 Lanes	\$42,498,000
LA 621	ASC	Old Jefferson Hwy to Airline Hwy	Widen to 4 Lanes	\$28,024,000
US 61 (Airline Hwy)	ASC	N Burnside Ave to Jefferson Hwy	Widen to 8 Lanes	\$56,680,000
LA 73 (Old Jefferson Hwy)	ASC	Airline Hwy to LA 42	Widen to 4 Lanes	\$11,470,000
Old Perkins Rd	ASC/EBR	Highland Rd to Airline Hwy	Widen to 4 Lanes	\$39,109,000
LA 929 (Hornsby Rd) Ext	ASC/EBR/LIV	Oak Grove-Port Vincent Hwy to 4-H Club Rd	New 2 Lane Roadway with Bridge	\$121,159,000
LA 64 (Greenwell Springs-Port Hudson Rd)	EBR	Plank Rd to Joor Rd	Widen to 4 Lanes	\$43,080,000
US 61 (Airline Hwy)	EBR	Highland Rd to Jefferson Hwy	Widen to 6 Lanes	\$45,344,000
LA 67 (Plank Rd)	EBR	Groom Rd to Main St	Widen to 4 Lanes	\$56,335,000
Mickens Rd	EBR	Hooper Rd to Joor Rd	Widen to 4 Lanes	\$34,085,000
Highland Rd	EBR	Perkins Rd to Seigen Ln	Widen to 4 Lanes	\$37,636,000
LA 3246 (Siegen Ln)	EBR	Perkins Rd to I-10	Widen to 6 Lanes	\$11,283,000
LA 447 (Walker Rd)	LIV	I-12 to Hood Rd	Widen to 4 Lanes	\$62,121,000
LA 1/I-10 Connector	WBR	Lobdell Hwy to LA 1	New 2 Lane Roadway	\$137,886,000
Line Item	Study Area	Various	Enhancement	\$9,638,000
Line Item	Study Area	Various	Safety	\$35,017,000
Line Item	Study Area	Various	Bridge	\$61,277,000
Line Item	Study Area	Various	Overlay	\$57,796,000
Line Item	Study Area	Various	Maintenance	\$3,213,000
Line Item	Study Area	Various	Operations	\$6,690,000

Total Stage III \$900,341,000

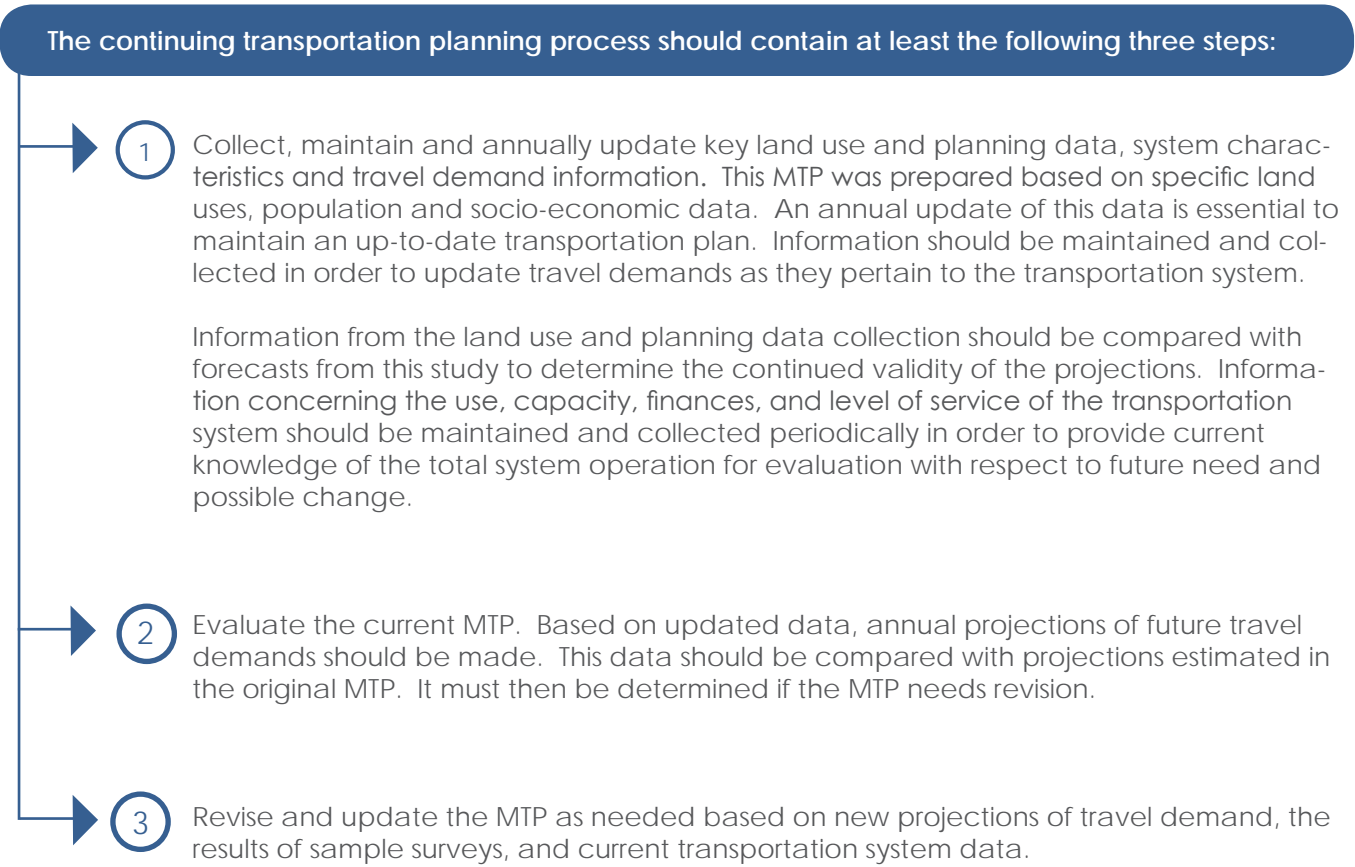


CONCLUSION

CONTINUING PLANNING

A continuing transportation planning process is an important part of overall planning. It is also an essential requirement to ensure that the transportation system is serving travel demand in an efficient and effective manner. In addition, an annual evaluation of the MTP is required by the 3-C Planning Process. The CRPC, as the technical staff for the Baton Rouge MPO, is the agency responsible for conducting continuing transportation planning. The process is coordinated with other local and State planning activities through the Technical Advisory Committee and the Policy Committee.

Implementation of the MTP should be continually monitored to determine any necessary revisions in the program resulting from changes in urban development and travel patterns that were not identified when the MTP was prepared. Maintenance of current information on land use planning data and travel demand – and how they interrelate – will permit a continuing evaluation of the transportation needs of the area. This continuing transportation planning process will protect the local, State and Federal governments’ investment in necessary improvements.



CONCLUSION

The adopted MTP will provide a framework for rational implementation of a transportation system to satisfy travel demand as the Baton Rouge Urbanized Area continues to develop and grow into the future. The realization of the recommended improvements will require the continued coordination and cooperation of local, State and Federal officials in making decisions concerning the availability and use of transportation improvement funds. The ultimate improvement and fulfilling of the mobility needs of the traveling public in the Baton Rouge Urbanized Area will depend on the degree of compliance with the MTP.

ACKNOWLEDGMENTS

METROPOLITAN PLANNING ORGANIZATION

The Metropolitan Planning Organization (MPO) consists of two committees: the Transportation Policy Committee and the Technical Advisory Committee. These committees are comprised of elected and appointed decision-makers as well as technically qualified persons interested in transportation planning. The CRPC provides staffing functions for both committees.

TRANSPORTATION POLICY COMMITTEE

The Transportation Policy Committee (TPC) provides decision-making with regard to the approval and adoption of transportation plans and programs. It is composed of the principal elected officials in the metropolitan area and State and Federal transportation representatives.

East Baton Rouge Parish - Mayor-President

City of Baker - Mayor
City of Central - Mayor
City of Zachary - Mayor

Livingston Parish - President

City of Denham Springs - Mayor
City of Walker - Mayor

Ascension Parish - President

City of Gonzales - Mayor
Town of Sorrento - Mayor

West Baton Rouge Parish - President

City of Port Allen - Mayor
Town of Brusly - Mayor

Iberville Parish - President

TECHNICAL ADVISORY COMMITTEE

The Technical Advisory Committee (TAC) reviews and evaluates the technical aspects of planning activities. It is made up of local, State and Federal transportation planners, engineers and other technically qualified persons with an interest in the existing and future transportation system. The membership of the TAC includes the technical representatives from the following entities:

- East Baton Rouge Parish Public Works
- East Baton Rouge Parish Planning Commission
- City of Baker
- Town of Brusly
- City of Central
- City of Denham Springs
- City of Gonzales
- City of Port Allen
- Town of Sorrento
- Town of Walker
- City of Zachary
- Livingston Parish
- Ascension Parish
- West Baton Rouge Parish
- Capital Region Planning Commission
- Baton Rouge Chamber of Commerce
- Baton Rouge Metro Airport Staff
- Capital Area Transit System
- Paratransit Operator
- Port of Greater Baton Rouge
- American Automobile Association
- LA Motor Transportation Association
- Railway Association
- LA Transportation Research Center
- Baton Rouge Green
- LA DOTD
- Federal Highway Administration
- LA Department of Environmental Quality
- Private Sector

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

FEDERAL HIGHWAY ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION



"The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation."

STATE PROJECT NO. H.971844.1

FEDERAL AID PROJECT NO. No. SPR-0010(035)

We especially acknowledge the contributions of the many people of the Baton Rouge Urbanized Area who took time to participate in the public meetings to give us insight into the needs of the traveling public.