



Jefferson Parish Thoroughfare Plan

Prepared through a cooperative endeavor
with the Regional Planning Commission

Executive Summary



Prepared for



Jefferson Parish Government

Prepared by

BKI **BURK-KLEINPETER, INC.**
ENGINEERS. ARCHITECTS. PLANNERS. ENVIRONMENTAL SCIENTISTS

In association with

upi Urban Planning & Innovations, Inc.



swLEADER, Inc.

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Prepared by:

Jefferson Parish Thoroughfare Plan

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Introduction and Purpose

The *Jefferson Parish Thoroughfare Plan* is the formal document used by the parish government for the unincorporated areas of Jefferson Parish to provide for the development of an efficient and appropriate thoroughfare system to meet existing and future travel needs. The purpose of this plan is to ensure the preservation of adequate rights-of-way on appropriate alignments of sufficient width to allow the orderly and efficient expansion and improvement of the thoroughfare system to serve existing and future transportation needs.

The plan was developed as part of the implementation strategy of the *Envision Jefferson 2020 Comprehensive Plan* with the guidance of the Thoroughfare Plan Technical Advisory Committee, comprised of Jefferson Parish department and state agency representatives, as well as the Citizens Advisory Committee, comprised of citizens appointed by local elected officials. Community meetings and open houses were also held at convenient locations throughout the parish to solicit input from parish residents as well as to provide updates on the thoroughfare plan's progress.

Another impetus for this plan emerged from a recognized need to integrate the future transportation project of the Regional Planning Commission (RPC), the Louisiana Department of Transportation and Development (LADOTD), and the parish. It addresses disconnects between the various agencies and processes by providing them with a model of community based transportation goals. Additionally, it gives the public the opportunity to understand the future direction of the parish, its anticipated needs, so that they can make informed decisions for the development of their property. This document was produced using funding allocated by the parish to the effort through a cooperative endeavor agreement with the RPC.

Background

On August 6, 2003, the Jefferson Parish Council adopted (via Ordinance No. 21939) *The 2003 Regional Comprehensive Plan: Land Use and Transportation Element*,ⁱ which was an official document for the development of the future transportation system within unincorporated Jefferson Parish. Recommendations contained in the Transportation Element were primarily based on existing conditions as well as projections from the Future Land Use Map (FLUM). The Transportation Element also contained maps indicating locations for future roads which were based on several inputs including proposed improvements at the time; input from community meetings; project team field review, and logical extensions of existing roadways.

During the course of analysis and community meetings for the Transportation Element, two distinct work programs emerged: necessary projects and critical

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links. Necessary projects were defined as those currently in advanced study, design or construction that addressed existing problems, enhanced connections and built system capacity. These projects were typically included in the RPC's *Transportation Improvement Program* as well as the parish's Road Bond Issue.ⁱⁱ

Critical links were defined as those links that supported the preferred land use scenario, which emphasized a circulator system of collectors and minor arterials in developing areas; improvements to existing corridors near capacity; closure of critical gaps which may not have been a part of the current roadway improvement program; and, conceptual in nature, with only a preliminary examination of potential traffic and other impacts.

Since the adoption of the Transportation Element, some road locations have changed for several reasons, including, new development/construction that now prevents the extension of certain roadways in designated areas; final decisions made on large projects, such as the Huey P. Long Bridge widening project and the final alignment for the I-49 Corridor; improvements made to existing roads such as the widening of Lapalco Boulevard; and input from community meetings where residents indicated a need for quality design measures on roadways throughout the parish.

Thoroughfare Plan Development

In Resolution Nos. 100087 & 104785, the Jefferson Parish Council stated that the Thoroughfare Plan is a critical first step in the successful implementation of the Land Use and Transportation Elements of the Comprehensive Plan. The purpose of the Thoroughfare Plan is to comprehensively address the location, extent, function, character and other aspects of the parish's roadway system within unincorporated areas.

In an effort to achieve this purpose, several tasks were accomplished during the development of the plan. Coordination meetings were held with staff from the Planning and Traffic Engineering departments to discuss expectations of the plan as well as data needs. Using data files supplied by parish staff, a comprehensive Geographic Information Systems (GIS) database featuring layers such as existing roads, new/future roads, proposed roads, etc. was developed. Specific information contained in these layers included functional classification, right-of-way width, roadway length, street direction, posted speed limits, neighborhood in which the street is located, etc.

To ensure a sound basis for coordinating the provision of transportation facilities with proposed development, the land use assumptions and analyses completed for the Transportation Element were updated. These updates were based upon a comparison of the adopted Comprehensive Plan as well as the first set of plan amendments made following the grace period established by the plan's

ordinance for adoption. Field surveys as well as analysis of proposed development plans were also used for the updates. Since development is an ongoing process, significant changes in land use that occurred subsequent to August 2004 were not included in further analysis or the land use assumptions updates.

Following the formation of a Technical Advisory Committee, the committee members were presented with street maps and asked for their input on the inclusion and classification of particular streets on the thoroughfare plan map. Their input was incorporated into draft maps that were then presented at public meetings with the same purpose. After the public comments were incorporated, the maps were then presented to the Citizens Advisory Committee for their input and approval.

Along with the GIS-based thoroughfare map, standards were also identified and developed to accompany the Thoroughfare Plan. These standards included elements such as cross sections, access management guidelines, and traffic calming procedures. A series of technical memos were also created to support the plan as well as to provide a better understanding of the inputs and analyses included in the plan. Also, the resources contained in these technical memos will provide valuable input to parish staff as they cover broad topics with transportation implications such as Transit/Pedestrian Oriented Development, Business/Industrial/Tech Park Development, and Neo Traditional Neighborhood Development.

Summary of Technical Memos

Support to this summary comes through a series of technical memos providing background research, assumptions and details required by parish staff. These memos have been organized in accordance with the master work agreement definition of individual work tasks. The outline of products and their purposes can be found in Table ES-1.

Collaborative Input Model

The Thoroughfare Plan was developed with substantial collaborative input from a diverse group of individuals representing various interests from residents to parish staff. A Technical Advisory Committee, whose membership included representatives of local and state departments and agencies, civic associations, business interest groups, provided technical assistance at several workshops during the development of the plan. The Envision Jefferson 2020 Citizens Advisory Committee, whose charge is to formally endorse plans and studies related to the parish's Comprehensive Plan, also provided oversight to the plan.

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Table ES.1

Technical Memo Summary

Jefferson Parish Thoroughfare Plan

Work Task	Titles	Summary
<p>Task 2: Update Planning Assumptions</p>	<p><i>Changes in Land Use and Transportation Assumptions since the Adoption of the Land Use and Transportation Elements of the Comprehensive Plan</i></p>	<p>The purpose of this memorandum is to provide an update of planning assumptions that have changed in the parish since the adoption of Land Use Element and Transportation Element. These updates were based upon a comparison of the adopted Comprehensive Plan and the first set of plan amendments made following the grace period established by the ordinance (No. 21939 on August 6, 2003) for adoption.</p>
	<p><i>Additional Links and Roadway Segments Required as a Result of Amendments to the Envision Jefferson 2020 Land Use Plan</i></p>	<p>The purpose of this memorandum is to evaluate the effects of land use recommendations within three areas of the parish on the transportation system development necessitating review by the Planning Department; utilize an existing methodology to determine potential traffic demands based on guidance offered in the comprehensive plan's land use district definitions; and identify potential measures to address transportation or travel demand including: new streets options; land use amendments, and/or design considerations.</p>
	<p><i>Pedestrian-Oriented Design Guidelines Issues for Major Thoroughfares</i></p>	<p>The purpose of this memorandum is to describe the process of comparing and evaluating existing and future land use patterns within the identified regional, community and neighborhood nodes as outlined in the Transportation Element; describe the process in which the project team developed those node areas that best encourage pedestrian and transit linkages and activity; compare the existing Mixed Use Commercial District (MUCD) and Commercial Parkway Overlay Zone (CPZ) that is currently used by the parish to see if either supports the objectives of the proposed Pedestrian Oriented Zones (POZ); and recommend modifications to existing regulations to support implementation of the proposed POZ concept.</p>
<p>Task 3A: Create Master Map of Existing Corridors</p>	<p><i>Proposed Major Thoroughfare Network – Existing Streets</i></p>	<p>The purpose of this memorandum is to establish criteria for identifying major thoroughfares within the existing roadway network of the parish; establish definitions and baseline characteristics of major thoroughfares within a series of accepted categories; and identify network deficiencies based upon identified evaluation criteria.</p>
<p>Task 3B/3C: Create Master Map of Future Corridors/ Designate Maintenance Responsibility</p>	<p><i>Proposed Major Thoroughfare Network – Future Thoroughfares</i></p>	<p>The purpose of this memorandum is to summarize the methodology and constraints used to develop the Proposed Major Thoroughfares – New Roads layer in GIS; describe the preliminary locations and recommended characteristic/classifications of the New Roads; and establish the responsibilities for maintenance for the new roads.</p>
<p>Tasks 4, 7, 10, 12, 15: Technical Advisory Committee Workshops</p>	<p><i>Workshop Records</i></p>	<p>The purpose of this memorandum is to document the actions of the Technical Advisory Committee during the development of the Thoroughfare Plan. The Committee's specific duties were to assist in the completion of the following tasks: designation of the official thoroughfare network; identification of thoroughfare standards; and the identification of priorities for thoroughfare capital development and implementation.</p>
<p>Tasks 5, 14: Community Workshops – Initial Input and Review</p>	<p><i>February 16 and 17, 2005 Public Information Meetings – Initial Input</i></p>	<p>The purpose of this memorandum is to describe the methodology used for the public participation component at the public meetings and to explain the results from those initial input meetings.</p>
	<p><i>July 12 and 13, 2006 Community Workshops – Review</i></p>	<p>The purpose of this memorandum is to describe the methodology used for the public participation component at the public meetings and to explain the results from those review meetings.</p>
<p>Task 6: Identify Standards</p>	<p><i>Thoroughfare Cross Sections and Design Standards Assumptions</i></p>	<p>The purpose of this technical memorandum is to explain the background materials used to develop the recommended baselines standard for right-of-way and level-of-service used to evaluate existing and proposed major thoroughfares; detail the characteristics and cross section designs for major thoroughfares within the unincorporated areas of the parish; and document unit costs of construction for each cross section type using existing unit costs from Jefferson Parish and/or Louisiana DOTD in 2005 dollars</p>

Table ES.1
Technical Memo Summary
Jefferson Parish Thoroughfare Plan

Work Task	Titles	Summary
Task 6: Identify Standards (continued)	<i>Access Management Standards</i>	The purpose of this memorandum is to define the term “access management;” discuss opportunities for including access management practices into regular review of proposed developments, including examples where such measures are appropriate or not; and establish a methodology for addressing short-and long-term transition of policy to include and consider access management procedures.
	<i>Traditional Neighborhood Development</i>	The purpose of this memorandum is to discuss the characteristics of traditional neighborhood development and to discuss the necessary tools needed to establish regulations and/or policies regarding traditional neighborhood development, especially as it pertains to street networks within such developments.
	<i>Business and Technology Park Standards</i>	The purpose of this memorandum is to discuss various types of business and technology parks and to provide the parish with guidelines and standards regarding the development of such parks
	<i>Implementation</i>	The purpose of this memorandum is to outline mechanisms to implement a right-of-way development program for future major thoroughfares defined in the Jefferson Parish Major Thoroughfare Plan. In general, right-of-way development is achievable through purchase or negotiation for preserving and acquiring right-of-way during the subdivision approval process.

Summary information compiled by: Urban Planning & Innovations, Co., 2006.

At the core of the collaborative input process was the public participation from parish residents. A series of public meetings and open houses were held on both sides of the river within the parish, giving residents an opportunity to provide input on all elements of the Thoroughfare Plan from which streets should be included on the map to what kind of design elements should be featured on various streets in the parish. The public hearings with the Planning Advisory Board and the Jefferson Parish Council provided residents with additional opportunities to voice their opinions about the plan. Figure ES-1 illustrates the collaborative input model utilized in the development of the Thoroughfare Plan.

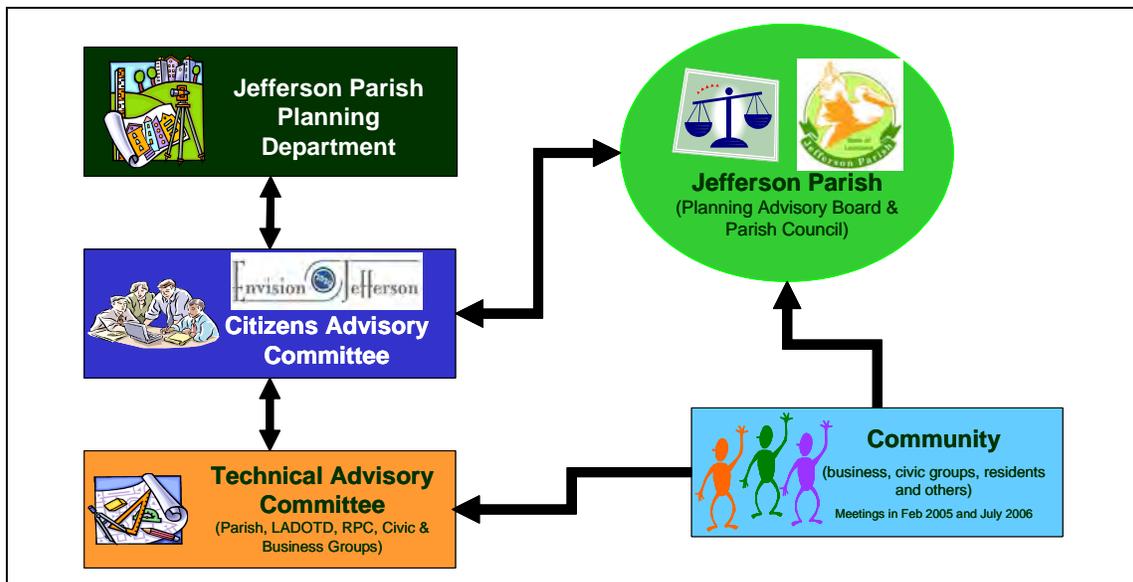


Figure ES.1- Collaborative Input Model - Jefferson Parish Thoroughfare Plan

Classification of Thoroughfares

Classification is a method of grouping roads according to the type of service or function they provide as part of the overall road network. This process recognizes that travel routes are not comprised of an individual roadway; rather, most travel involves movement through a network of roads. Transportation planning uses functional classification to determine how travel can be channelized within the network in a logical and efficient manner. Classification defines the roles that any particular road serves in moving the flow of trips through a highway network. Input to this process came from guidelines for transportation planning established by the Federal Highway Administration (FHWA).ⁱⁱⁱ The methodology used in the development of the Thoroughfare Plan is outlined in Table ES-2.

- **Local Street** - a street constructed to established standards to provide direct property access. The standards for local streets are contained within the parish's subdivision regulations.
- **Neighborhood Collector** - a parish-maintained street which provides access to residences, public facilities such as schools, recreational centers, fire and police sub stations, and parks located within neighborhoods.
- **Collector** - a parish-maintained street which moves traffic between neighborhoods or from the core of the neighborhood to its edge. In a typical suburban area, these streets may carry some through traffic if located adjacent to a community facility (school, park, library, community center, fire station). These streets generally have no traffic signals, and may have either stop sign or signal control. Signals may be found at an intersection with a minor or major arterial.
- **Minor Arterial** - a state or parish-maintained street primarily designed to move traffic from neighborhoods through an area. These streets have traffic signals at intersections with other minor arterials, collectors, large driveways or local streets. These streets occasionally form boundaries for neighborhood areas. In some locations, these streets may have on-street parking, loading or unloading areas.
- **Major Arterial** - a state or parish-maintained street primarily designed to move traffic between cities or parishes. These streets have traffic signals at intersections with other arterials, collectors, driveways or local streets. These streets may be higher speed, provide access to the interstate highway network within cities and may run through downtown areas. On-street parking, loading and unloading of vehicles is generally to be discouraged along these streets.

Table ES.2
Thoroughfare Screening Methodology
 Federal Highway Administration Guidelines - Roadway Classification for Urban Areas

Step	Work Task	Criteria
#1	<u>Determine and map the analysis area</u>	This step requires the preparation of a base map containing the street and highway network within the identified study area.
#2	<u>Preliminary classification of the total arterial system</u> : Apply these 8 criteria to a series of identified major streets within the urbanized area to determine which could be categorized as an arterial.	<p><u>Service to urban activity center</u> – An urban activity center is a place where the size and intensity of land use dictate that it is or will be a location for a high number of employed persons or high number of discretionary trips. Typically, there are very few large generators in an urban area and these should be served by the principal arterial system.</p> <p><u>System Continuity</u> – The arterial system should be complete, with stub ends occurring only at the urban area boundary, in which case, they connect with a rural arterial or collector, unless the area's geography dictates otherwise.</p> <p><u>Land Use</u> –The classification recognizes that some street types are meant to serve through travel, while others help with neighborhood circulation. <i>Those streets which serve the need for through travel should avoid penetrating identifiable neighborhoods where possible.</i></p> <p><u>Spacing Between Routes</u> – Generally, the more intense the development, the closer the spacing between arterials. In less dense or suburban areas, neighborhoods tend to be larger, which results in greater spacing between routes. <i>Typically, suburban areas have 1-2 miles between arterial routes .</i></p> <p><u>Average Trip Length</u> – A general assumption is that higher order streets should generally serve longer trips. Very few miles of urban streets and highways serve trips of any great length (2 miles or greater). A higher mileage serves trips of a moderate length (1 to 2 miles), while the highest number serves comparatively short trips (less than 1 mile).</p> <p><u>Traffic Volume</u> – The routes with the highest traffic volumes are likely to be included in the highest order of roads, though this is by no means a firm rule. Most high volume streets and highways in an urban area function as arterials. Some roads which border on large traffic generators may carry proportionately high volumes of traffic while functioning as collectors.</p> <p><u>Control of Access</u> – Facilities with full or partial limits on the number intersecting driveways or streets per mile will almost always be in the arterial class.</p>
#3	<u>Determine which roadways identified are a minor arterial, collector or local street</u> . Repeat as required to complete designations.	<p><u>Service to urban activity center</u> – A principal arterial provides service to an urban activity center when direct access is not further than ½ to 1 mile from the facility. For minor arterials, the suggested range is ¼ to ½ mile.</p> <p><u>System Continuity</u> – The principal arterial system should be an integrated, continuous network throughout the area. Minor arterials, collectors and local streets should feed into this system and not function as systems separate from the main roadways.</p> <p><u>Land Use</u> – Arterials should serve as buffers between incompatible land uses, and should avoid penetration of residential neighborhoods. While principal arterials primary function is to move through traffic, minor arterials function more for direct property access.</p> <p><u>Spacing Between Routes</u> – Spacing between minor arterials should be less than spacing between principal arterials. Normally, minor arterials will be located between principal arterials</p> <p><u>Average Trip Length</u> – Principal arterials typically serve trips which are significantly longer than those carried on the minor arterial system.</p> <p><u>Traffic Volume</u> – Traffic volumes, while important, should not be a controlling criterion in determining proper system classification. Traffic volumes on streets in outlying portions of a community are generally lower than those found in densely populated central areas. In this instance, the traffic on a minor arterial in a central city will be greater than that found on a principal arterial in the suburban area.</p> <p><u>Control of Access</u> – Facilities with full or partial control of access will almost always be principal arterial category.</p> <p><u>Substratify the principal arterial system</u> – Completion of this step should include the division of arterials into principals and minors. Principal arterials should be further divided into three subcategories of Interstate highways, other freeways and expressways and other principal arterials.</p> <p><u>Identify collector and local streets</u> – Collector streets have a relatively important land access function and serve primarily to funnel traffic between local streets to access adjacent land uses as opposed to directing through traffic. Collectors do not penetrate identifiable neighborhoods and close the gaps between local streets and arterials.</p>

Notes:

(1) - Based upon criteria established by the Classification Procedures for Urbanized Areas, Federal Highway Classification Guidelines, US Department of Transportation, original document published in 1989, scanned electronically in April 2000.

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- **Interstate (Freeway)** - a federal route that is state-maintained and designated for high speed and limited access. Access to these corridors is highly controlled. No direct property access is provided to these corridors. Their primary function is to move high volumes of traffic between cities, parishes and states.

Table ES-3 provides an overview of how each classification, is characterized in terms of the number of typical roadway lanes, speeds, traffic volumes and adjacent land uses.

Proposed Thoroughfares

Not every roadway within the parish is a thoroughfare. Those which provide primary access to the parish, its commercial centers, community centers and neighborhoods, while small in their number of total miles, comprise the major street network. This includes roads developed by the parish, as well as the state and federal governments.

To determine if a road warranted a “major” classification, several inputs were considered. The most critical was the Land Use Element of the Comprehensive Plan. It provided an inventory of existing conditions as well as projections for future land use for a twenty-year period. As indicated earlier, the FLUM was used as a basis for the Transportation Element as well as for the Thoroughfare Plan. The Land Use Element projected two different future land use scenarios for the parish in that the Eastbank, currently near built-out capacity, would likely experience infill development and revitalization of older areas, whereas the Westbank, which contains several thousand acres of undeveloped land, would likely experience new development.

Planning Constraints

The Thoroughfare Plan is designed to support the decisions made about land use in the parish, as codified through the FLUM. One of the major goals in the Comprehensive Plan is to preserve the integrity of the neighborhoods. This served as one of the primary planning constraints of the Thoroughfare Plan. (See Appendix A for a complete constraints map) During the public process, several projects designed to address transportation needs throughout the parish were proposed. However, due to existing land use patterns, further evaluation with a community process is needed to discuss various issues such as the impact such projects would have on existing neighborhoods.

In response to the planning constraints, the parish was divided into developed and developing areas. This helped determine the location and need for future roads that would have the least impact on existing land use

Table ES.3
Typical Characteristics of Streets by Category
Jefferson Parish Thoroughfare Plan

	Major Streets					
	Freeways	Principal Arterials	Major Arterials	Minor Arterials	Collectors	Neighborhood Collectors
<i>Definition</i>	<i>Provide regional access and continuity</i>	<i>Provides access and continuity between urban centers</i>	<i>Provide access and continuity within an urban center</i>	<i>Provide access between neighborhoods - main feeder roads</i>	<i>Provide access within neighborhoods - circulator streets</i>	<i>Provide access to community facility (school, park, rec center)</i>
<i>Trip Length</i>	Over 3 Miles	1 to 3 Miles	Over 1 Mile	Under 1 Mile	Under 1 Mile	Under 3/4 miles
<i>Access</i>	Limited access, no grade crossings, no traffic stops	Limited access, no grade crossings, no traffic stops	Full access, connects one or more urban centers	Full access, connects one or more neighborhoods	Full access, connects points within individual neighborhoods	Full access, connects points within neighborhoods (peak-period traffic generators)
<i>System Continuity</i>	Interconnects with same	Connects with higher classification	Connects with higher classification	Connects with higher classification	Connects with higher classification	Connects with higher classification
<i>Average Daily Traffic Volume</i>	>50,000 ADT	>30,000 ADT	>30,000 ADT	10,000 - 30,000 ADT	5,000-10,000 ADT	2,000-5,000 ADT
<i>Number of Lanes (min)</i>	6 to 8 lanes	6 lanes	4 to 6 lanes	2 to 4 lanes	2 to 3 lanes	2 lanes
<i>Speed Limit</i>	55-70 MPH	45 to 50 MPH	35 to 45 MPH	35 to 40 MPH	25 to 30 MPH	20 to 25 MPH
<i>Access Controls</i>	High control of access	High control of access	Partial controls (State, Parish, City, Town)	Partial controls (Parish/City/Town)	None	None
<i>Transit Services</i>	Yes (Express Service, HOV Lanes)	Yes (Express Service, HOV Lanes)	Service and stops at fixed intervals	Service and stops at fixed intervals	Door-to-Door Services	Door-to-Door Services
<i>Pedestrian Access</i>	None	None	Signalized crossings at high demand locations	Signalized crossings at high demand locations	Crossings at high demand intersections	Crossings at high demand intersections
<i>Sidewalks</i>	None	None	Yes - in developed areas	Yes - in developed areas	Yes	Yes
<i>Bicycle Access</i>	No	No	No	Yes (via designated routes/lanes only)	Yes	Yes
<i>On-Street Parking</i>	No	No	No	No	Yes	Yes
<i>Permitted On-Street Zones</i>	No	No	No	No	No	No
<i>Public Landscape</i>	Yes - as approved in designated areas	Yes - as approved in designated areas	Medians and Curb Spaces	Medians and Curb Spaces	Medians and Curb Spaces	Major community facilities
<i>% of Total Roadway System</i>	<10%	20% to 35% combined (all categories)				

Resources:

- (1) - *Urban Planning and Design Criteria*, Second Edition, Joseph DeChiara and Lee Koppleman.
- (2) - Highway Capacity Manual, Federal Highway Administration, Louisiana Department of Transportation and Development as appropriate

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patterns. As shown in Figure ES-2, this division followed the footprint of the existing levees as well as land cover patterns dictated by placement of structures and infrastructure.

Existing Roads within the Thoroughfare Plan

The Thoroughfare Plan recognizes that existing roads are as essential as new roads in ensuring the implementation of a successful thoroughfare network system. The parish, as a participant in the RPC's Metropolitan Planning Organization function, receives a combination of federal and state funds to support roadway construction. These funds are allocated to those corridors which are designated on the Federal Aid Network, or the Functional Classification Map, as shown in Appendix B.^{iv}

Not every road on the Thoroughfare Plan is on the designated state aid system. Where these overlaps occur, there may be some slight differences between the two based upon the direction suggested in the Thoroughfare Plan as a result of the adopted future land use map (as amended) and its corresponding impacts on traffic demand and access. In general, the strategy to resolve any conflicts will be for the parish and RPC to review corridors of interest, and determine if amendments should be made within the current mileage cap allowed to the parish within the regional federal aid network.

Future Roads within the Thoroughfare Plan

The locations identified by the Transportation Element and FLUM inputs have remained, with minor changes, the same as found in the Thoroughfare Plan. The focus of the Thoroughfare Plan will be for the parish to concentrate its efforts at obtaining right-of-way in the higher growth areas which include the five primary growth areas of the Westbank: South New Orleans; Marrero – near the Destrehan Avenue extension; Barataria – vicinity of Kerner/Lafitte Highway; Churchill Technology Park area – south of Nicolle Boulevard; and the Waggaman area. Many of these areas have developed or continue to develop without an established network of collectors and arterial roadways. Commentary to this effect has been shared with the project team through the various public meetings for this project, as well as during the development of the Comprehensive Plan's transportation element.^v

Given the constraints present on the almost fully developed Eastbank, creating a significant number of new roadways is impossible without great interruption in the current neighborhood fabric. The focus, over the long-term, will be to allow widening of existing roads within known rights-of-way, as well as the construction of a new proposed parkway west of the current David Drive corridor.

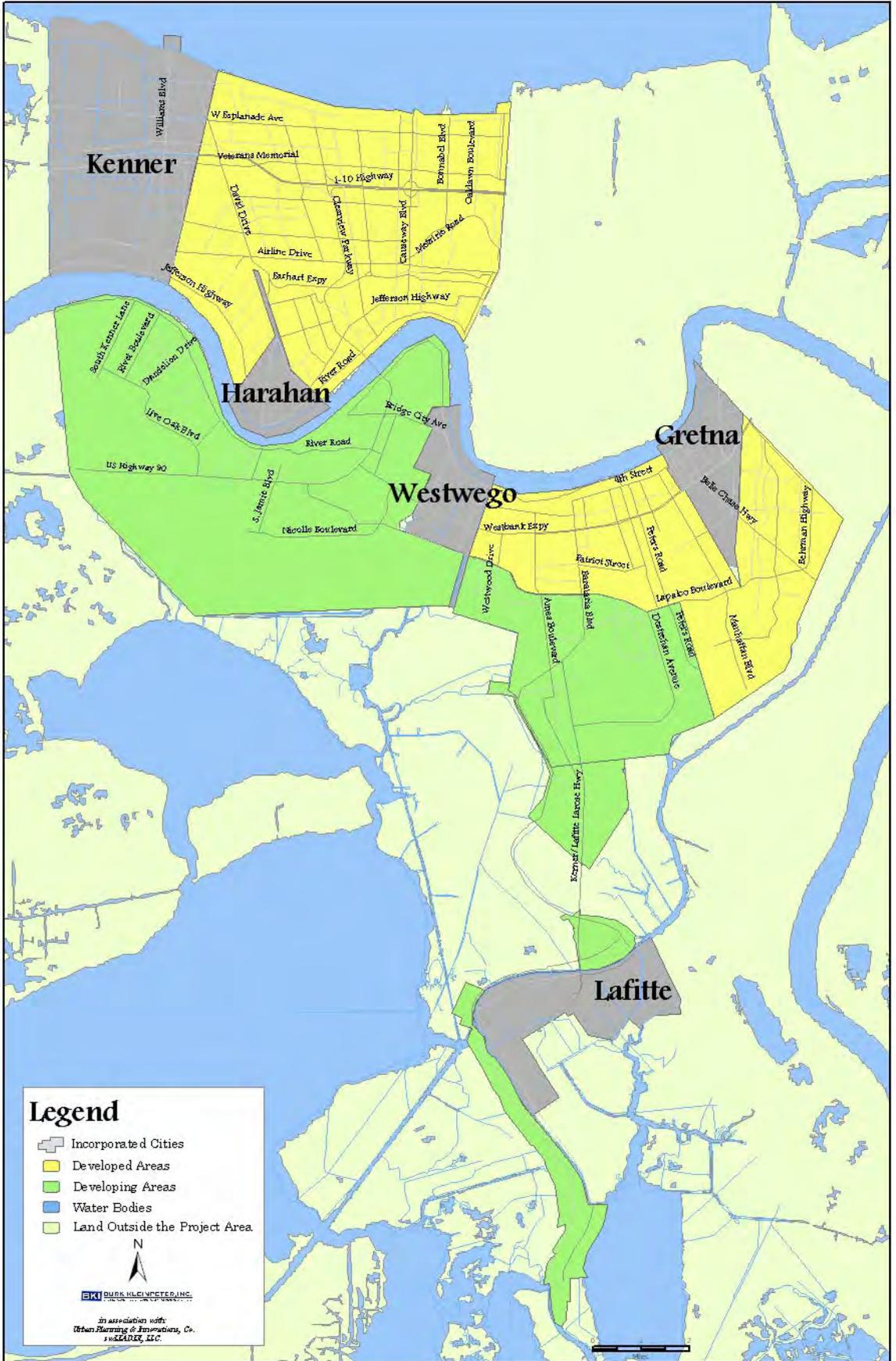


Figure ES-2 - Developed and Developing Areas
 Jefferson Parish, LA

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Thoroughfare Plan and Proposed Construction

The Thoroughfare Plan should also be used as a tool for supporting ongoing construction and upgrade work throughout the parish. Cross section standards may be used as a guide to right-of-way acquisition to make existing roads wider, or incorporating aesthetic improvements to address connections to adjacent land uses.

The Thoroughfare Plan has provisions to include roadway improvements critical to regional connectivity which may be in advanced study and/or implementation stage through a combination of agreements between the parish, LADOTD and RPC. Projects such as the Earhart at Causeway Boulevard Interchange and the Harvey Boulevard Extension were in final evaluation and environmental review stages during the development of the plan.^{vi} As these will likely be completed during the adoption process for the Thoroughfare Plan, the recommended alignments for each following their latest round of public hearings and meetings have been mapped and included as information within the Thoroughfare Plan electronic maps within a separate data layer.

Cross Section/Design Standards

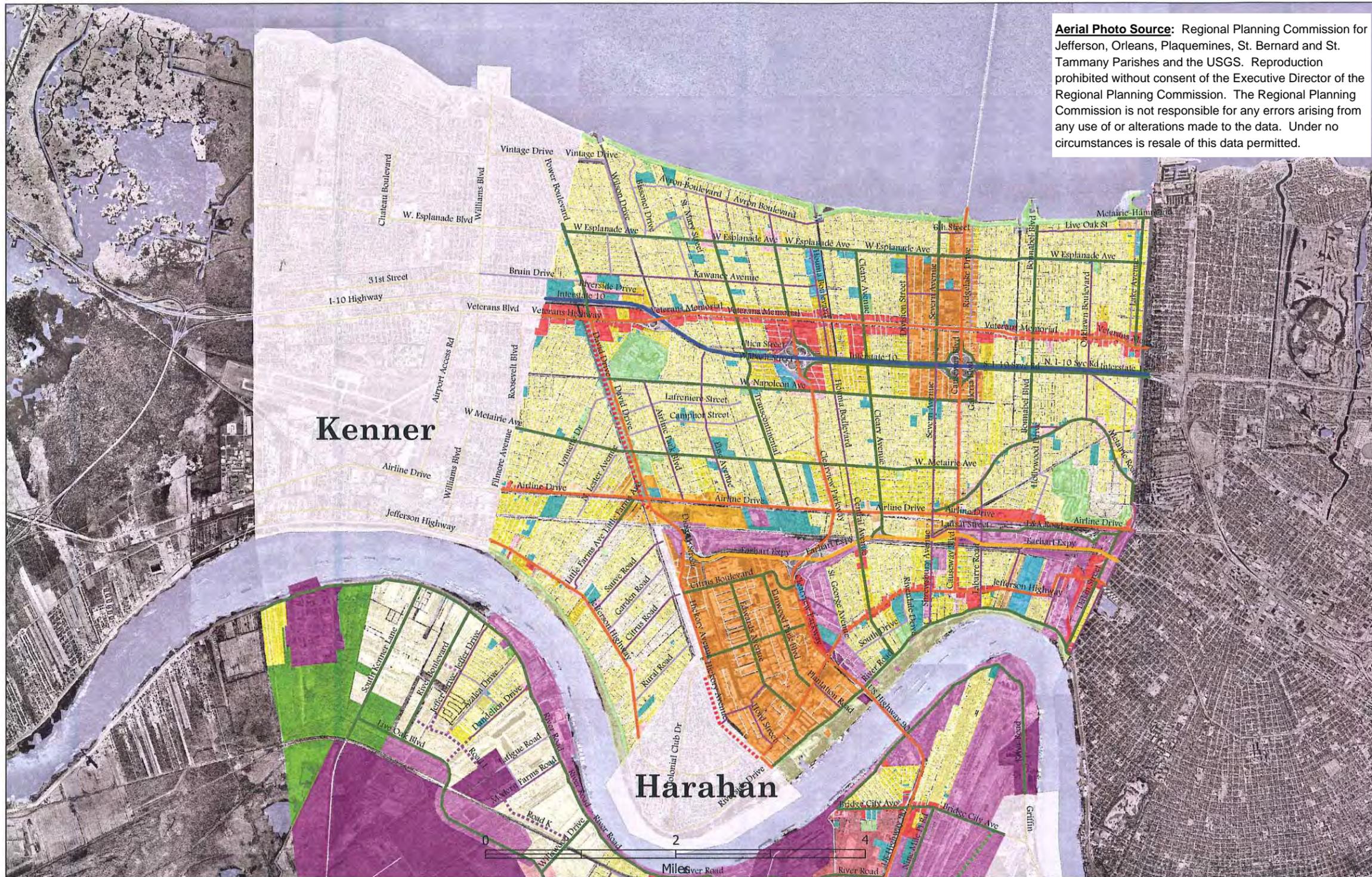
Cross sections are a graphic representation of the composition and layout of a particular segment of a roadway. They serve as a sampling meant to be characteristic or typical of that roadway segment. In this Thoroughfare Plan, cross sections are presented for collectors, minor arterials, and major arterials.

Following are the minimum width of right-of-way for all existing and future thoroughfare locations throughout the parish:

- Collectors (Collectors and Neighborhood Collector).....66 feet
- Minor Arterials 130 feet
- Major Arterials 154 to 178 feet
- Expressways 224 feet

The cross section standards provide one of the connections between the Envision 2020 Future Land Use Plan and the Thoroughfare Plan. They link roadway characteristics (such as sidewalks, parking lanes, etc) to the adjacent land use, thus enhancing the functionality of each individual roadway.

These cross sections are intended for use as a guideline for roadway design only; they are not intended to represent a construction-ready plan. The right-of-way widths and roadway classifications are based upon the Roadway Design Procedures and Details, prepared by LADOTD, Figure 2-2, "Design



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Major Thoroughfares

- Interstate
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- Incorporated

Proposed Future Roads

- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- Local Roads
- Parkways

Future Land Use

■ HI	■ MDR
■ LI	■ LMR
■ HIC	■ LDR
■ LIC	■ HSP
■ TBP	■ PUB
■ RMU	■ REC
■ CMU	■ RES
■ NMU	■ BAT
■ HDR	■ US

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Jefferson Parish Thoroughfare Plan

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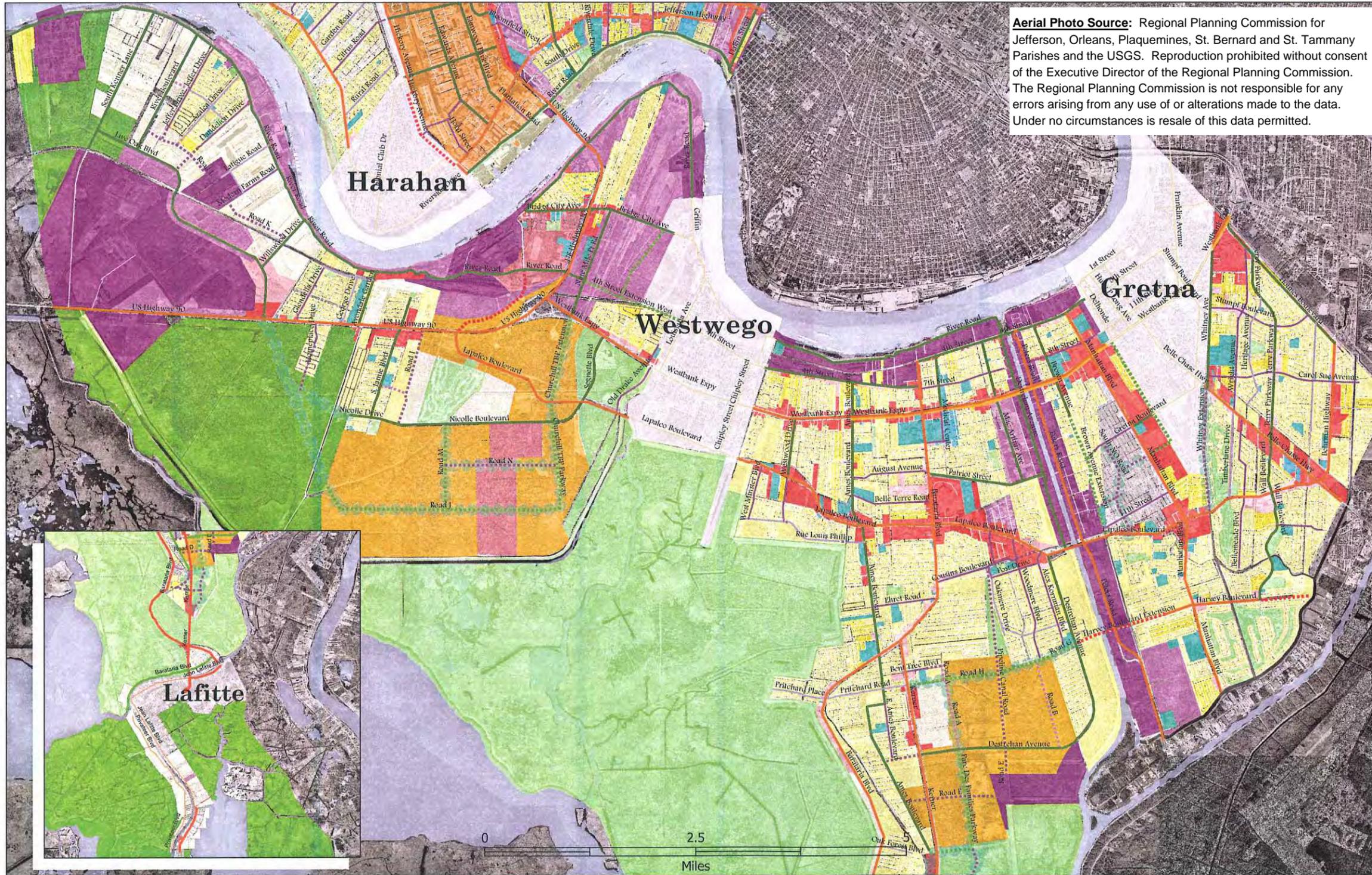


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Data Sources:
Jefferson Parish
Regional Planning Commission
US Bureau of the Census

Figure ES.3 - Thoroughfare Plan Map
Eastbank, Jefferson Parish, LA 15

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Major Thoroughfares

- Interstate
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- Incorporated

Proposed Future Roads

- Major Arterial
- Minor Arterial
- Collector
- Neighborhood Collector
- Local Roads
- Parkways

Future Land Use

■ HI	■ MDR
■ LI	■ LMR
■ HIC	■ LDR
■ LIC	■ HSP
■ TBP	■ PUB
■ RMU	■ REC
■ CMU	■ RES
■ NMU	■ BAT
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Data Sources:
Jefferson Parish
Regional Planning Commission
US Bureau of the Census

Figure ES.4 - Thoroughfare Plan Map
Westbank, Jefferson Parish, LA 17

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Standards for Arterial Roads and Streets”; Figure 2-3, “Design Standards for Collector Roads and Streets”, and Figure 2-4 “Design Standards for Local Roads and Streets”, as well as existing parish standards for construction.^{vii}

The final design of all roadway sections shall incorporate requirements of the Americans with Disabilities Act (ADA). Dimensions stated herein may be modified during design as needed to comply with ADA including, but not limited to, intersection ramps, crosswalks and grades.

The pavement design, to include the roadway and base course thickness, will be performed by a licensed Civil Engineer, based upon traffic volumes and the structure strength of the supporting sub-base, as verified by the drilling of borings and subsequent geotechnical materials testing.

Within each of the functional classifications there is a single option for a parkway standard. The parkway standard incorporates a walking/cycling path and more aggressive landscaping into its cross section. These parkways are most appropriate in areas of new development where control of access is feasible in non-single family residential areas. Imbedded within the parkway standard is an understanding that this type of corridor will require that the parish and adjacent property owners agree to some form of access management plan for the corridor. This plan would address the placement and organization of access points including driveways and intersecting streets. Such a plan would be developed and executed prior to the start of the roadway design phase.

Thoroughfare Maintenance

Responsibilities for maintenance of thoroughfares developed within the unincorporated areas of the Parish would be shared between two main agencies. Roadways developed by the Parish would be maintained by the same, while those developed through use of federal and state funds and programs would follow the requirements of those programs.

Right-of-Way Development

One of the roles of a thoroughfare plan is to maintain a record of owned, maintained and needed right-of-way for all types of roadway development. If the one of the outcomes of the adoption of the thoroughfare plan is for the parish to embark upon a program to improve all existing thoroughfares to meet the identified design standard, the most common obstacle to implementation will be lack of available right-of-way.

As a part of this plan, information on apparent right-of-way has been collected using data supplied by the parish. Confirmation of this information was made through review of the current network from aerial photography or identification of

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RPC Contract No. JP-CEA-CP / Resolution Nos. 100087 & 104785, Jefferson Parish Council

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survey lines, benchmarks and other physical elements during field review. In general, this review found that the amount of apparent right-of-way along 50% of the existing thoroughfares in all classifications is less than that identified within the various thoroughfare cross sections. The degree of the deficiency varies from corridor to corridor. (See Appendix D for more information)

The degree of urgency in obtaining and organizing right-of-way acquisition on these corridors will depend on the speed at which land use changes are anticipated in the FLUM, as well as the degree of sensitive land uses which currently exist along the corridor. Corridors which have a high degree of single-family residential development will be less likely to see significant changes in the FLUM and thus offer little opportunity for right-of-way development. Corridors which pass through areas which are expected to transition into a higher density, mixed-use or convert from vacant to developed, offer the best and most logical to commence with a right-of-way development program. Corridors in the highest density commercial or industrial areas may need right-of-way to support improvements at critical facility entrances or intersections.

Part of the process of staff review and implementation of the Thoroughfare Plan will be to determine the level of urgency and right-of-way availability at the time of a property's subdivision or site plan review. Where opportunities exist which are mutually beneficial to the parish and property owner/developer, these should be followed through as part of the regular course of action. Where this environment is not present, it will be up to the parish and owner/developer to review their options and find a solution that is in the best interest of all involved.

Figures ES-5 and ES-6 indicate those existing thoroughfares where the apparent right-of-way is less than the identified cross section standards. These figures, completed without benefit of an official survey, should be used for planning purposes only.

Corridor Preservation

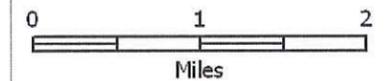
Corridor preservation is the policy of enacting techniques to prevent, minimize or control development within proposed transportation corridors. It can be used to preserve the right-of-way for roadways, bike or pedestrian paths, rail or transit lines, etc. It is used by cities or parishes, as well as states to reserve land that is adjacent to existing roadways where additional capacity is anticipated in the future, or it can be used to reserve land for a new roadway in an undeveloped area where development is expected.

In order to implement the Thoroughfare Plan Map, corridor preservation techniques will need to be utilized in advance of development, to ensure that the land is preserved until a definitive alignment is configured for each thoroughfare. A number of corridor preservation techniques may be available to the parish for use, once appropriate state and local laws are consulted.^{viii}



Legend

- Thoroughfares with apparent ROW less than defined cross section
- Thoroughfares (other)
- Water



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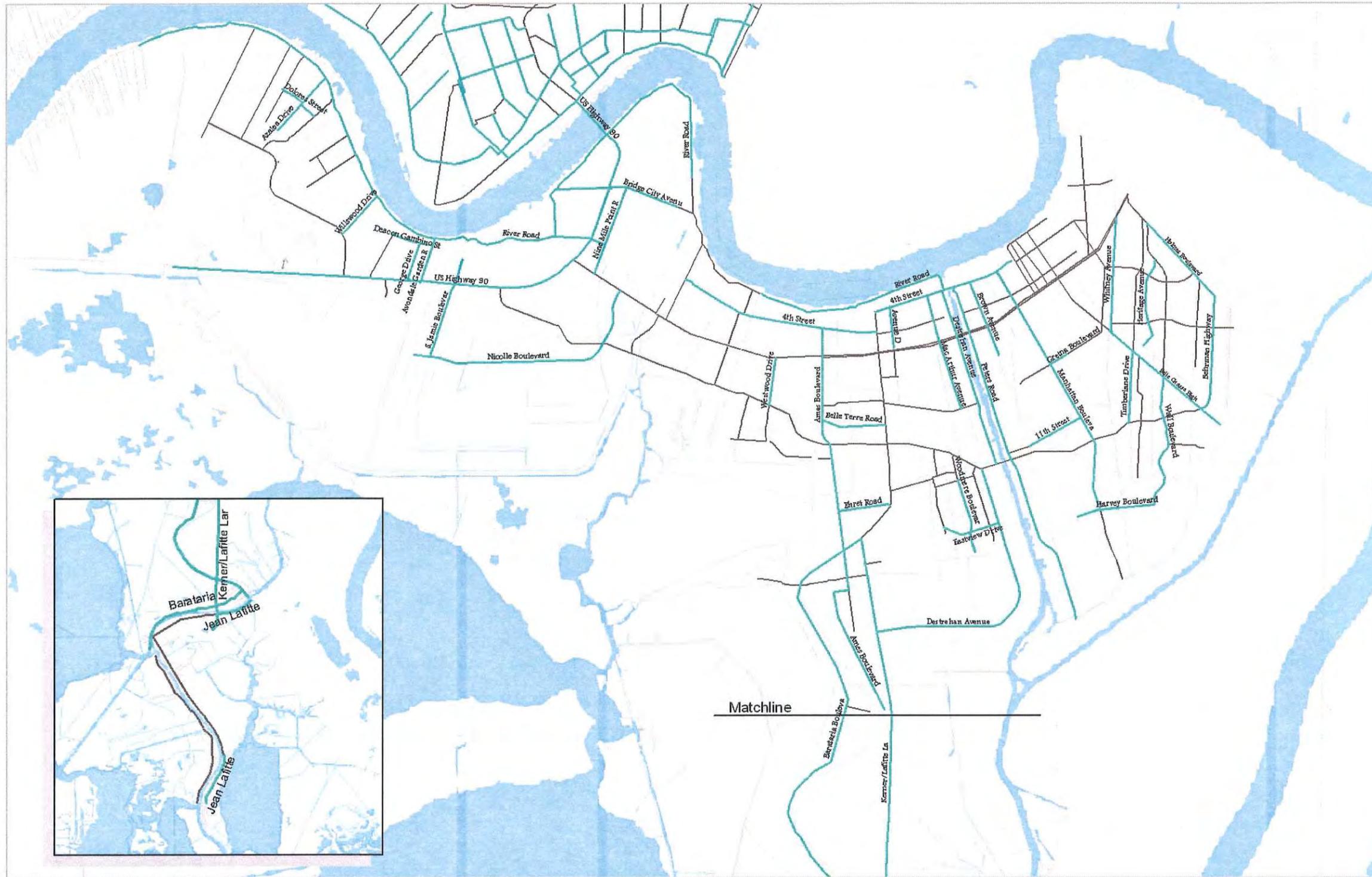
Jefferson Parish Thoroughfare Plan
 Apparent Right of Way (ROW) Status (2005) Eastbank



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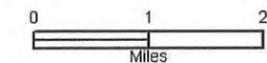
Data Sources:
 Jefferson Parish
 Regional Planning Commission
 US Bureau of the Census

Figure ES.5 - Apparent Right-of-Way Deficiencies
 Eastbank, Jefferson Parish, LA



Legend

- Thoroughfares with apparent ROW less than defined cross section
- Major Thoroughfares (others)
- Water



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Jefferson Parish Thoroughfare Plan
 Apparent Right of Way (ROW) Status (2005) Westbank



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Data Sources:
 Jefferson Parish
 Regional Planning Commission
 US Bureau of the Census

Figure ES.6 - Apparent Right-of-Way Deficiencies
 Westbank, Jefferson Parish, LA

In addition, changes to the parish's subdivision regulations, which are ongoing at the time of this document's preparation, may offer an opportunity to incorporate measures agreeable to all parties within this regulation. A summary of various options available to the parish as shown in Appendix D are accompanied by the current parish regulation on street dedication at the time of subdivision approvals.

While there are a number of corridor preservation techniques available, it is apparent that not every technique will be appropriate in all cases. For example, all of the recommended "New Roads" in the Thoroughfare Plan are based on the Envision 2020 FLUM's build out scenario. As such, there is dense development planned adjacent to the 'new roads', which are located primarily on the undeveloped area of the Westbank.

One of the more effective methods to use systematically in these areas is dedication from developers who are planning a subdivision or commercial development adjacent to or surrounding a roadway on the Thoroughfare Plan. In order to apply a fair standard, the applicant would be required to construct a street to a standard justified by the amount of traffic generated by the development, but reserve the amount of right-of-way required by the final design necessitated by the Thoroughfare Plan. This would also have the effect of appropriately timing the development with the new roadway. The final adopted policy must conform to the Subdivision Regulations – Chapter 33, Section 33 – 27: Transportation Standards.^{ix}

To complement this method, it will at times be necessary for the parish to occasionally make outright fee-simple purchases of land to prevent imminent development or to negotiate an option on property to preserve the undeveloped state of the ROW. A much more aggressive technique is to create an exaction requirement. A very basic type of exaction in use in Jefferson is the Traffic Impact Assessment (TIA) Requirement. Exactions require initial coordination to set up standards which ensure that a rational nexus exists between the impact of the development and the exaction being imposed; however it would address the issue of off site traffic impacts. While this technique is only applicable in the instances described in Chapter 33, Section 33: H.2: Applicability,^x it helps to address issues of timing and ensures that developers pay their fair share of infrastructure needs created by their developments, while reducing the burden of capital outlay on the parish.

Access Management

Access management is the practice of coordinating the location, number, spacing and design of access points along a major thoroughfare. This would cover locations for driveways, traffic signals, median openings and interchanges. This practice improves traffic flow which benefits adjacent land developments by

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minimizing traffic conflicts and congestion created by vehicles entering and exiting the roadway. Through coordination, a roadway's capacity and function can be maintained as traffic volumes grow.

Implementing changes to the access currently utilized by property owners and developers within the parish will be a transitional process. Within the developing areas of the parish, the opportunity exists to create and overlay these standards on major roadways in advance of full-scale development. Existing sites in these areas would be brought to the identified standards as they redevelop or are incorporated into newer developments. Within developed areas of the parish, the change will be incremental. This is not unlike the parish's experience with the Commercial Parkway Zone Overlay standards along corridors such as Veterans Memorial Boulevard, Airline Drive, and Lapalco Boulevard.^{xi}

The Thoroughfare Plan recommends guidelines in which access management can be implemented in the parish at a corridor-wide level during individual corridor-based land use plans. These guidelines may also be implemented or incorporated into sub-area plans and studies that are identified as part of the implementation of the Comprehensive Plan. As individual parcels are redeveloped along a corridor, the new access management improvements can be incorporated into the project.

Suggestions for incorporating these guidelines into the parish's subdivision regulations have been drafted and provided to the Subdivision Regulations/Unified Development Code planning process. At the time of the writing of this document, this process had not made any recommendations on this issue. However, there were concerns expressed that any measures to implement access management issues at the site level be sensitive to specific uses, constraints imposed by site size and orientation or by franchise agreements or similar guidelines provided by national retailers.

Traffic Calming

The public process, which commenced with the development of the initial Transportation Element, was the impetus for traffic calming in the development of the Thoroughfare Plan. Participants in the numerous public meetings and discussions identified a need for streets that allowed people to walk through their neighborhoods, access transit or ride bikes. The general consensus was that the parish's current street network and street environment did not encourage these alternatives. A frequent complaint from community meeting participants was the lack of a means for the parish to address cut-through and high speed traffic.

Traffic calming is a tool which can be used by traffic engineers and planners to address these specific concerns, particularly on local or neighborhood streets.

This practice is used by several communities as a means to restore street traffic to levels compatible with adjacent areas, to encourage such elements as:

- Reduction of truck traffic
- Reduction in through traffic
- Reduction in accidents
- Provide safer environment for pedestrians

Methods identified for calming traffic would include traffic circles (roundabouts), street narrowing (chokers, bulbouts, neckdowns, chicanes), street closure (diverters) or speed tables/textured pavement.

The proposal in the Thoroughfare Plan is for the parish to maintain a process which allows neighborhood or civic groups, as well as Traffic Engineering staff, the opportunity to consider and evaluate traffic calming for local streets and neighborhood collectors that addresses specific needs and has neighborhood support. In an effort to make this process responsive to the individual needs of neighborhood areas, steps for community involvement in the request for and design of traffic calming devices have been included. In addition, it was the suggestion of the Citizens Advisory Committee to include review of traffic calming options as an alternative to stop sign installations, when it is determined by a review of local conditions and warrant that such practices would be allowed. See Appendix E for the complete traffic calming procedure.

Community Commentary

As identified earlier, the collaborative input model engaged a host of participants in the planning process for the Thoroughfare Plan. As anticipated, the meeting process, held over a fourteen month period, attracted some repeat attendees, as well as first time planning participants. The first series of meetings, held in February 2005, provided initial input into plan development. The second series of meetings, held in July 2006, provided commentary opportunity on the draft thoroughfare standards and maps. Table ES.4 provides a summary of the general comments by meeting event. These should be examined in connection with detailed meeting accounts and written commentary submitted to the project team following each public meeting. These items are contained in the Technical Appendix, as well as within the project records maintained by the Planning Department.

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Table ES.4
Public Meeting Comment Summary
Jefferson Parish Thoroughfare Plan

Meetings	Overview	Comment	Summary
<p>February 16, Project Information Meeting #1</p> <p><i>Westbank:</i> Terrytown Recreation Center</p>	<p><i>The project team received comments on which roadways should be considered for inclusion on the thoroughfare map. In addition, comments were collected on specific project concepts identified in the Transportation Element of the Comprehensive Plan, or in general based upon observed problem with local and regional traffic access.</i></p>	<p>Comments offered on several streets suggested as major thoroughfares.</p>	<p>Maplewood Drive (WB Expressway to Gretna Blvd) may be a cut-through to avoid Manhattan Boulevard.</p> <p>Apollo and Jupiter Streets (Lapalco to Harvey) may also be cut throughs.</p>
<p>February 17, 2005 Project Information Meeting #2</p> <p><i>Eastbank:</i> Eastbank Regional Library</p>		<p>Traffic problems in the area including Timberlane and Bellemeade subdivisions.</p>	<p>Whitney Boulevard needs to be extended south to Lapalco Boulevard.</p> <p>Should Oakwood Drive be extended to Belle Chasse Hwy? (may have right-of-way?)</p> <p>Timberlane Drive and Bellemeade Boulevard need to be improved - existing intersection improvements have addressed cut-through traffic (as per community members present).</p> <p>Wright Avenue and Oakwood Drive cannot become thoroughfares without improvements.</p>
<p>Note, a meeting summary and written comments received from individuals and groups following each public meeting are in the Technical Appendix, within the Task 5: Community Workshops - Initial Input Technical Memo. These items should be consulted for the details used to develop the summary.</p>		<p>Traffic problems in Avondale area identified.</p>	<p>Proposed development will add traffic without adding roadway capacity. Existing rail line needs to be crossed to provide another entry/exit to area.</p>
		<p>Eastbank streets identified as needing repaving.</p>	<p>Lafreniere Street, Camphor Street, Elise Avenue, Airline Park Boulevard identified specifically as needing repaving.</p>
		<p>One eastbank street identified for inclusion identified by community as having a potential pedestrian safety issue.</p>	<p>Little Farms Avenue, from Airline Drive to Jefferson Highway identified as a corridor where pedestrian traffic is heavy. Community reports are that some pedestrian injuries have occurred at some locations along the corridor.</p>
		<p>Widening Kawanee Avenue would help with traffic access and travel through Metairie.</p>	<p>Community opinions were mixed, with no clear consensus or opinion on need for improvement. Many in favor identified the building setbacks and sidewalk placement along corridor an indication that the Parish has right-of-way to support this improvement without impacting structures.</p>
		<p>Clearview Parkway at Kawanee Avenue intersection</p>	<p>Community identified need for additional turn lanes/turn lane capacity at intersection.</p>
		<p>Clearview Parkway Corridor</p>	<p>Should an elevated corridor be developed to direct traffic from the bridge to I-10?</p> <p>Pedestrian crossing at Airline needs to be elevated.</p>
		<p>Causeway Boulevard Corridor</p>	<p>Some community representatives identified a need to wide Causeway to relieve traffic congestion on Severn Avenue. No specific limits for construction or improvement were identified.</p>
		<p>Severn Avenue Overpass at I-10</p>	<p>Questions were raised about the status of the Severn Avenue connector over I-10, as shown in the Transportation Element. New Metairie Civic Association provided specific comments on project, which are contained in the meeting records included in the Thoroughfare Plan's Technical Appendix.</p>
		<p>Other General Comments</p>	<p>There is no quick access from the River to the Lake. Are over/underpasses a possible solution?</p> <p>What about a metering system for highway entrances? It could relieve bottleneck issues at I-10 and Clearview Parkway.</p> <p>No trucks in the left lane should be enforced. (along with trucks parked illegally in neighborhoods).</p> <p>There are noise level issues at night, especially when neighborhood streets are being over-used as short-cuts.</p>

Table ES-4
Public Meeting Comment Summary
Jefferson Parish Thoroughfare Plan

Meetings	Overview	Comments
<p><u>July 12, 2006</u></p> <p>Community Open House Meeting #1</p> <p><u>Eastbank:</u> Eastbank Regional Library</p>	<p><i>The project team received comments on the thoroughfare map, suggested cross sections and policy recommendations. In addition, comments were collected on priorities for improvement. Citizens also provided comments on elements to be addressed in the update of the Transportation Element of the Comprehensive Plan, or through existing maintenance programs undertaken by the state and parish.</i></p>	<p>New roadway from Lower Barataria Boulevard to Westwego/Avondale</p> <p>New elevated road/ramp from Huey P. Long Bridge to Earhart (in RR right-of-way)</p> <p>Extend Whitney Avenue from Lapalco Boulevard to Harvey Boulevard</p> <p>Extend Earhart Expressway into St. Charles Parish</p>
<p><u>July 13, 2006</u></p> <p>Community Open House Meeting #2</p> <p><u>Westbank:</u> West Jefferson Medical Center</p>	<p><i>Note, a meeting summary and written comments received from individuals and groups following each public meeting are in the Technical Appendix, within the Task 14: Community Workshops - Review Technical Memo. These items should be consulted for the details used to develop the summary.</i></p>	<p>Widen Central Avenue and connect to Houma over I-10</p> <p>Extend Kawanee from Houma Boulevard to Lake Avenue</p> <p>Extend W. Metairie further into Kenner</p> <p>Extend Avon Boulevard east from terminus to Live Oak</p> <p>Extend Avon Boulevard west to Wilson Drive</p> <p>Re-align roadway extending from LA 18 to Lapalco to make it straighter</p> <p>Re-classify extension of Whitney Avenue from Collector Parkway to Minor Arterial</p> <p>W. Esplanade and W. Napoleon function as Major Arterials, not Minor Arterials</p> <p>Lake Avenue and Carrollton Avenue should be classified the same</p> <p>Does 4th Street Extension west include a rail crossing?</p> <p>Proposed Roads G & H may be opposed by surrounding neighborhoods, but would provide access to Kerner/Lafitte-Larose corridor and general area.</p> <p>What would keep Road H Parkway from being a major route to Lafitte?</p>

Compiled by Burk-Kleinpeter, Inc., 2006.

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Thoroughfare Plan Amendments

As stated in the Envision Jefferson 2020 Comprehensive Plan, consistency between the plan and the applicable administrative and legislative actions of the parish is very important for the plan's successful implementation. Since it is not the intent for the Thoroughfare Plan and Map to be static in that changes or amendments will never be anticipated or allowed, its amendment procedures are the same as those for the Comprehensive Plan and are outlined in Division 7, Section 25-430 of the Jefferson Parish Code of Ordinances.^{xii}

Implementation and Consistency

As stated in the Envision Jefferson 2020 Comprehensive Plan, consistency between the plan and the applicable administrative and legislative actions of the parish is very important for the plan's successful implementation. It is essential that this concept apply to the Thoroughfare Plan as well. It is not the intent for the thoroughfare plan and map to be static in that changes or amendments will never be anticipated or allowed. Therefore, procedures for amendments to the Thoroughfare Plan shall be made in accordance with those outlined in Division 7, Section 25-430 of the Jefferson Parish Code of Ordinances.^{xiii}

Occasion for Amendments

The need for amendments to the Thoroughfare Plan may occur for a number of reasons, such as, but not limited, to the following:

- Adjustments required to accommodate the findings of a traffic impact analysis completed at the time of a request for subdivision or major development
- Adjustments required as the result of a parish-initiated sub area plan, zoning study, or land use study
- Adjustments required as a result of the parish's acceptance of a major street (segment or corridor) constructed under its standards by private interests
- Addition of new roads not included in the existing thoroughfare map required as a result of changes in land use or intensity of development
- Construction of large subdivision or land uses that would significantly change the existing road system or change the classification of existing roads
- Improvement to existing roads (or intersections) that may result in a change in their functional classification
- Maintain connectivity and continuity with the existing/built major street network
- Reflect the execution of property negotiation or purchase agreements for thoroughfare rights-of-way completed by the parish, LADOTD or similar authority

- Refinement to existing or introduction of new corridor alignments proposed by or as the result of an Environmental Assessment (EA) or Environmental Impact Statement (EIS), line and grade study, survey or comparable analysis completed by the parish or on behalf of the parish through the Federal Highway Administration (FHWA), Louisiana Department of Transportation and Development (LADOTD) and the Regional Planning Commission (RPC).

Types of Amendments

Amendments to the thoroughfare plan may entail:

- Text descriptions, including updates to all standards and suggested policy items
- Map – amendments to the thoroughfare map shall be made in accordance with the provisions outlined within Chapter 40, Article XLVIII of the Jefferson Parish Code of Ordinances

Initiation

Amendments or changes to the thoroughfare plan may be initiated by the following entities:

- Parish President or Planning Advisory Board
- Parish Council
- Property owners

Amendment Procedures

As stated earlier, the procedures shall be consistent with the amendment procedures for the comprehensive plan. This entails:

- Application
- Public hearing and notice
- Staff review via report or study, including identification of projected impacts or benefits of proposed action
- Adoption of amendment, supplement, or change

Monitoring and Review of the Thoroughfare Plan

The Code of Ordinances allows the Parish Council to propose amendments, supplements or changes to the comprehensive plan at any given time. It also states that the goals of the plan shall be monitored on an annual basis, to coincide with the budget cycle, and a full-scale review of the plan be performed every five (5) years. Amendments, supplements or changes to the thoroughfare plan should occur similarly. So that the Thoroughfare Plan remains a living document, that is responsive to continued prioritization of federal, state and local transportation funds, it is suggested that the map be reviewed annually, with a full-scale review once every four (4) years to coincide with the Transportation Improvement Program (TIP) promulgated by the RPC, in conjunction with the LADOTD and FHWA.

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Codified Components of the Thoroughfare Plan

The codified elements of the Thoroughfare Plan, as shown in Appendix F, identify specific areas for improvement and set standards for consistency, as well as form the basis for a comprehensive and cohesive thoroughfare system designed to meet the current and future travel needs of the parish. These components are as follows:

- **Component One: Thoroughfare Map and Functional Classification** – this section includes the map with existing and future roadway alignments along with their functional classification.
- **Component Two: Cross Sections** – this section includes cross sections which feature minimum right-of-way width requirements as well as design standards for selected road classifications – collectors, minor arterials, major arterials, and expressways.
- **Component Three: Amendment Procedure** – this section contains the policies and procedures that shall be followed regarding changes or amendments to the adopted Thoroughfare Plan.

Priorities

During the plan development effort, all of the participants in the collaborative input model process identified their priorities for future roadway improvements within two categories. The first are those existing roads which due to changes in traffic patterns, anticipated changes in land use, classification, importance in the Parish and region, should be targeted for some form of improvement. The second are those areas of the parish where development pressure or activity, along with apparent roadway network deficiency require that new roadway construction should be a priority. Table ES-5 contains the summary of priorities.

Katrina Epilogue

On August 29, 2005, the Gulf Coast region was forever changed when Hurricane Katrina, a category 3 hurricane, made landfall in Buras, Louisiana. With top winds estimated at 125 miles per hour, the storm crashed across Plaquemines and St. Bernard Parishes, LA and then turned toward and made a second landfall in Hancock County, MS. Levees designed to hold back water crumbled under a combination of factors. Flooding persisted throughout much of Orleans parish, and Eastbank of Jefferson Parish. When the storm passed, the result was one of the deadliest and costliest storms in US history.^{xiv}

Table ES.5
Priorities for Future Thoroughfare Improvements (2005-2006)
Jefferson Parish Thoroughfare Plan

Introduction: The Project Team asked participants in the Technical Advisory Committee, General Public and Citizens Advisory Committee about their opinions as to the following questions. The Technical Advisory Committee was surveyed twice on this subject, once prior to (August 2005) and once following (May 2006) Hurricane Katrina, while the General Public and Citizens Advisory Committee offered their opinions following Hurricane Katrina (July-August 2006). The information presented is *non-binding*, but should be used as a guide toward community opinions at the time of the report's preparation. A complete record of all Technical Advisory Committee and General Public meetings for this project can be found in the Technical Appendix. Complete records of the Citizens Advisory Committee meeting process can be obtained from Jefferson Parish Department of Planning.

When asked which existing thoroughfares should be a priority for improvements (where the term improvement could cover maintenance items, minor widening, intersection improvements or similar as appropriate), the priorities identified are:

Eastbank Jefferson Parish	Westbank Jefferson Parish
1.) Clearview Parkway - Airline Drive to the Mississippi River	1.) Bridge City Avenue (US Hwy 90 to Westwego City Limits)
2.) Jefferson Highway - Orleans Parish Line to Causeway and Clearview to Hickory Avenue	2.) US Highway 90 (HP Long Bridge to St. Charles Parish Line)
3.) Elmwood Business District Roads (Group #1) including Citrus Boulevard (Dickory to Clearview Parkway); Edwards (Citrus to Jefferson Highway); Elmwood Park Boulevard (Jefferson Highway to Citrus)	3.) Manhattan Boulevard (Harvey Boulevard to Gretna Boulevard)
4.) Metairie CBD Roads including Division (W. Esplanade to N. I-10 Service Road); 18th Street (Division Street to Severn Avenue); Severn (W. Esplanade Avenue to N. I-10 Service Road)	4.) Harvey Boulevard (Wall Boulevard to Jupiter)
5.) Bucktown Roads including Lake and Carrolton Avenues (Metairie-Hammond Highway to Veterans Memorial Boulevard)	5.) Belle Chasse Highway (Whitney Avenue to Plaquemines Parish Line)
6.) Mounes Street (Hickory Avenue to Clearview Parkway)	6.) Peters Road (4th Street to Lapalco Boulevard)
7.) L & A Road (Dakin Street to Labarre Road - Labarre Industrial Park)	7.) 4th Street (Westwego City Limits to Gretna City Limits)
8.) Elmwood Business District Roads (Group #2) including Hord (Humphries to Jefferson Highway); Humphries (Hickory to Edwards)	8.) Peters Road (South of Lapalco Boulevard)
9.) Central Avenue (Airline Drive to Jefferson Highway)	9.) Kerner/Lafitte-Larose Highway (Barataria Boulevard to Terminus)
10.) Houma Boulevard (W. Esplanade to N. I-10 Service Road)	10.) River Road (Avondale Gardens to US Highway 90)
	11.) Nicole Boulevard (S. Jaime to Lapalco Boulevard)
	12.) Nine Mile Point Road (Bridge City Avenue to Westbank Expressway)

When asked which general geographic areas of the parish should be a priority for new roadway construction (given changes in land use, traffic demands, development patterns, personal knowledge or opinion), the priorities identified are:

Eastbank Jefferson Parish	Westbank Jefferson Parish
HIGH Priority David Drive Corridor	HIGH Priority Churchill Business and Technology Park Area (West of Lapalco, South of US Highway 90)
Moderate Priority <i>None identified on Eastbank</i>	Harvey Boulevard (Harvey Canal to Plaquemines Parish)
	Moderate Priority Waggaman Area (West of Live Oak/Modern Farms Road, South of River Road LA18, North of US 90, East of S. Kenner Road)
	Bridge City Avenue Area (West of Westwego, East of US 90, South of Bridge City Avenue, North of Westbank Expressway)
	Destrehan Avenue Extension Area (West of Harvey Canal, North of the V Levee, South & East of Barataria Boulevard)
Low Priority <i>None identified on Eastbank</i>	Low Priority Lapalco to LA Highway 18 Connector
	Rue Louis Phillippe Connectors (Westwood to Ames Boulevard)
	South New Orleans Area
	Whitney Extension (Belle Chasse Highway to Lapalco Boulevard)

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Jefferson Parish's lack of significant damage and disruption of daily operations, easy return for parish residents and strong recovery efforts will lend favorably toward its longer term recovery. In the weeks following the storm, KB Home, in a venture with the Shaw Group, announced plans for new home construction on the Westbank. The parish has granted approval for the initial plan to construct 778 homes and businesses near the intersection of Nicolle Boulevard and Lapalco Boulevard.^{xv} Federal legislation to create the Gulf Opportunity Zone and accompanying Louisiana Tax Incentives provide a necessary fiscal incentive to those wishing to invest and expand in the area.^{xvi} The parish also adopted guidelines for allowing high-rise development, viewed as critical to providing for long-term growth and sustainability of the population. Finally, the parish opted to continue with the completion of its pre-Katrina Comprehensive Planning efforts, including a revision of the current subdivision regulations, creation of a thoroughfare plan, and completion of a subarea plan for Bucktown.

The parish's Thoroughfare Plan is based upon a balance of assumptions and inputs found within the Comprehensive Plan elements (land use, transportation, implementation), and input from technical advisors and citizens representing community and civic interests. Since the commencement of the project, a decidedly different approach has been taken in order to complete the Thoroughfare Plan in such a way that it acknowledges a post-Katrina environment. This is reflected as follows:

- **Evacuation Infrastructure** – The New Orleans area has an extensive plan for evacuating its mobile population using the existing Interstate highway network in contra-flow fashion away from the southshore. Jefferson Parish sits at the epicenter of the contra-flow network as the Clearview Parkway/Interstate 10 and Causeway Boulevard/Interstate 10 interchanges serve as division point for east-west traffic flow. Based upon past experiences of evacuations triggered by Hurricane Ivan, Hurricane Dennis, Hurricane Katrina, and Hurricane Rita, the Thoroughfare Plan Technical Advisory Committee identified several long-term objectives which should be incorporated into regional planning efforts aimed at enhancing evacuation capacity. These include:
- **Widening of the I-10 twin spans between New Orleans and Slidell.** The current bridges were significantly damaged by storm surge caused by Hurricane Katrina. Contracts awarded in September 2005 allowed for repair of the spans and their opening to traffic in October 2005 and January 2006.^{xvii} In early July 2006, LADOTD along with other federal and state officials broke ground for a new twin span bridge between New Orleans and Slidell. This bridge will have an elevation of 30 feet, which is 21 feet higher than the current bridge. In addition, it will have three, 12-foot lanes and two, 12-foot shoulders in each direction.^{xviii}

- **Widening of I-10 over the Bonnet Carré Spillway.** The current bridges have two travel lanes and two shoulders and extend from Kenner to the Interstate 55 interchange in Laplace. Adding travel lanes and widening the shoulders would increase capacity for the current operations, as well as during evacuation periods.
- **Widening of the Huey P. Long Bridge.** The long awaited widening of the Huey P. Long Bridge commenced in March 2006. When complete, the bridge will have a total of three travel lanes in each direction between US Highway 90 at Clearview Parkway and US Highway 90 and LA Highway 18. The bridge could contribute to moving traffic during an evacuation period, until forced to close due to deteriorating weather conditions in advance of a storm.
- **Improve Huey P. Long Bridge Approaches.** Some improvements to the bridge approaches will be included in the initial construction. However, there were many questions both within the Technical Advisory Committee and public meeting process about the definition of these improvements. The general opinion expressed in both venues was that providing full lane capacity and access to the bridge on each approach will also provide a benefit for operations during regular and evacuation traffic periods. Specific suggestions identified for improving the bridge approaches include:
 - Adding travel lane capacity to Clearview Parkway between Jefferson Highway and Earhart Expressway;
 - Elevated roadway/ramp connecting the northbound bridge lanes and Earhart Expressway;
 - Improvements at the Airline Drive/Clearview Parkway intersection;
 - Widening Clearview Parkway to Interstate 10;
 - Widening US Highway 90 on the Westbank to the intersection of the Westbank Expressway;
 - Eliminating the traffic circle in Bridge City at LA Highway 18 (Old Spanish Trail) and Bridge City Avenue.
- **Construction of Interstate 49.** Completing Interstate 49 west to Lafayette would add another high speed, high volume corridor that could be utilized to help evacuate the parish's Westbank. Prior to Hurricane Katrina, LADOTD commissioned the completion of an Environmental Impact Statement (EIS) for the Interstate 49 corridor between US Highway 90 in Jefferson Parish and Raceland, LA. The EIS identified two individual segments of independent utility, one east and one west of Davis Freshwater Diversion Canal in St. Charles parish. The eastern corridor had two potential alternatives for construction in Jefferson Parish east of the landfill site in Avondale. The final alignment and environmentally acceptable corridor alternatives were supposed to be announced prior to the hurricane. Since then, meetings have been held in St. Charles parish to review options for the corridor segment west of the Davis Canal.

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However, the schedule for announcing the preferred alignment west of the canal has not been announced.

- **Regional Connectivity** – Prior to the hurricane, advanced study of several critical connections in the parish’s roadway network were nearing completion. The outcome of these studies includes specific alignment and right-of-way information useful to the Thoroughfare Plan. However, work on these individual projects stopped following Hurricane Katrina, only to restart as this project reaches its conclusion. Bringing the final corridor layout and conceptual design information, as promulgated through the environment study process, will allow the parish to incorporate and consider these important improvements as they examine new development requests:
 - *Interchange of Earhart Expressway at Causeway Boulevard;*
 - *Interchange of Earhart Expressway at Dakin Street/Airline Drive;*
 - *Earhart Expressway extension west from Dickory Avenue to Airline Drive, and west to St. Charles parish;*
 - *Harvey Boulevard west extension;*
 - *Lower Harvey Canal bridge study, which is currently examining alternatives for widening the Lapalco Boulevard bridge at the Harvey Canal, which may also include a new bridge span over the Harvey Canal at Harvey Boulevard.*

The Transportation Element identified a need to address regional connectivity between neighborhoods and adjacent parishes. At the time of the initial discussion, the concepts met with little discussion or some question as it was acknowledged that a combination of factors (land use, development patterns, scarce financial resources, neighborhood resistance, and politics) may outweigh the potential benefits to traffic flow. In addition, input from other civic and business groups would be required prior to making final decisions. Changes in the parish as a result of the hurricane, as well as progression of time on other general improvements, raise the opportunity to **re-examine** the following concepts at a future date:

- *West Esplanade Avenue extension east.* This is a new project which has gained some attention in the wake of the property destruction in Lakeview west of the West End Boulevard/Pontchartrain Boulevard corridor. The transportation element of the comprehensive plan left the definition of the improvement open. As neighborhood groups on both sides of the 17th Street Canal continue with their planning efforts, it would provide a natural opportunity examine the concept and potential neighborhood impacts.
- *Severn Avenue at Interstate 10,* construction of an overpass to connect Severn north and south of the current Interstate 10 corridor. At the time of the February 2005 community meetings, it was suggested this project be considered once West Napoleon Avenue was constructed. Construction of this corridor concluded in late summer 2006, providing the first element required in getting civic and business interests together to review this project.

- *South Causeway Boulevard*, widening existing corridor south, of West Napoleon to the Airline Drive interchange. With this project, it was identified that funding and right-of-way issues presented an impediment to implementation. However, as this corridor is used for evacuation, the concept of improving traffic operations should be re-examined, with input from the civic and business community.
- **Construction Cost and Funding** - It is still unknown how much additional funding will be made available from the relief effort for new roadway construction. Energies and available money appear directed to completing projects in process, or addressing maintenance created by storm damages. According to the LADOTD Secretary, a combination of competing needs at a state-level, and escalating costs in basic construction items (concrete, steel) threaten to create a crisis which may limit the department's ability to match federal highway funds.^{xi} Comparison of unit costs from LADOTD indicates change of as much as 20% in some commodity prices.^{xi}

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ⁱ *Jefferson Parish Comprehensive Plan*, text prepared by gcr&associates, 2003 and *Chapter 25, Planning and Development*, Code of Ordinances, Parish of Jefferson, LA, Codified through Ordinance 22778, Enacted June 28, 2006.

ⁱⁱ *Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007*, Regional Planning Commission, October 2004; *Road Bond Issue of 1998*, Jefferson Parish, Louisiana.

ⁱⁱⁱ FHWA Functional Classification Guidelines, US Department of Transportation Federal Highway Administration, Revised in 1989, Scanned in April 2000, made available at <http://www.fhwa.dot.gov/planning/fctoc.htm>, last modified in 2000-04 (notes in each section), downloaded 01/2005.

^{iv} Highway Functional Classification Map, New Orleans Urbanized Area, Louisiana Department of Transportation and Development, 2002, as made available through the LADOTD website, 01/2006.

^v RPC Regional Comprehensive Plan, Land Use and Transportation Element, Jefferson Parish, Prepared for the Regional Planning Commission by Burk-Kleinpeter, Inc., in association with Urban Planning & Innovations, Co., and swLEADER, INC., January 2003, and Technical Memos documenting tasks 5 and 14 of the Jefferson Parish Thoroughfare Plan Cooperative Endeavor, see technical appendix.

^{vi} **Earhart at Causeway Boulevard** (430-01-0013, New Interchange, FY08-FY10, Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007, Regional Planning Commission, October 12, 2004) **Earhart Extension** (Ramps to Dakin St, 430-01-0020, New Ramp Connector, FY08-FY10, Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007, Regional Planning Commission, October 12, 2004) **Lower Harvey Canal Bridge Study** (no State Project No, funded for study in FY 05, Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007, Regional Planning Commission, October 12, 2004) **Harvey Boulevard Extension** (Wall to Engineers, SP 742-26-0044, New 4-lane section, FY06, Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007, Regional Planning Commission, October 12, 2004; Plaquemines, SP 742-0003, New Roadway, FY07, Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2005-2007, Regional Planning Commission, October 12, 2004)

^{vii} Roadway Design Procedures and Details, Louisiana Department of Transportation and Development, Design Policies and Standards, July 2002, as amended and Jefferson Parish Standard Details including Typical Roadway Details (Sheets 1 through 3), Typical Sidewalk Details, Curb and Curb and Gutter Details, as found at www.jeffparish.net.

^{viii} On September 30, 2006, voters in the State of Louisiana and in Jefferson Parish voted for two constitutional amendments defining prohibitions on the use of expropriation of property by the state or a political subdivision for select uses or transfer of expropriated property to others without offering property to its original owner. (Constitutional Amendment 5, Act 851, Senate Bill No. 1, Regular Session 2006 and Constitutional Amendment 6, Act 859, House Bill 707, Regular Session 2006). Complete text of these amendments can be obtained from the State of Louisiana, through the Secretary of State's website, www.sec.state.la.us.

^{ix} *Chapter 33, Subdivisions*, Code of Ordinances, Parish of Jefferson, LA, Codified through Ordinance 22778, enacted June 28, 2006.

^x *Chapter 33, Subdivisions*, Code of Ordinances, Parish of Jefferson, LA, Codified through Ordinance 22778, enacted June 28, 2006.

^{xi} *Chapter 40, Zoning*, Code of Ordinances, Parish of Jefferson, LA, Codified through Ordinance 22778, enacted June 28, 2006.

^{xii} *Chapter 25, Planning and Development*, Code of Ordinances, Parish of Jefferson, LA, Codified through Ordinance 22778, Enacted June 28, 2006.

^{xiii} *Chapter 25, Planning and Development*, Code of Ordinances, Parish of Jefferson, LA, Codified through Ordinance 22778, Enacted June 28, 2006.

^{xiv} According to www.weather.com, Katrina is the costliest and one of the deadliest hurricanes in U.S. history with damage costs exceeding \$50 billion and fatalities, directly and indirectly, topping 1,300. Katrina came ashore at Buras, La., as a Cat. 3 hurricane on Aug. 29, 2005, with top winds estimated at 125 mph. Additionally, Katrina was a Cat. 1 hurricane when it first struck the U.S. near the Broward/Miami-Dade County line in Fla. on Aug. 24, 2005, after bringing tropical storm conditions to the northern Bahamas.

^{xv} "Construction of massive development expected to begin this winter", *Times-Picayune*, June 7, 2006.

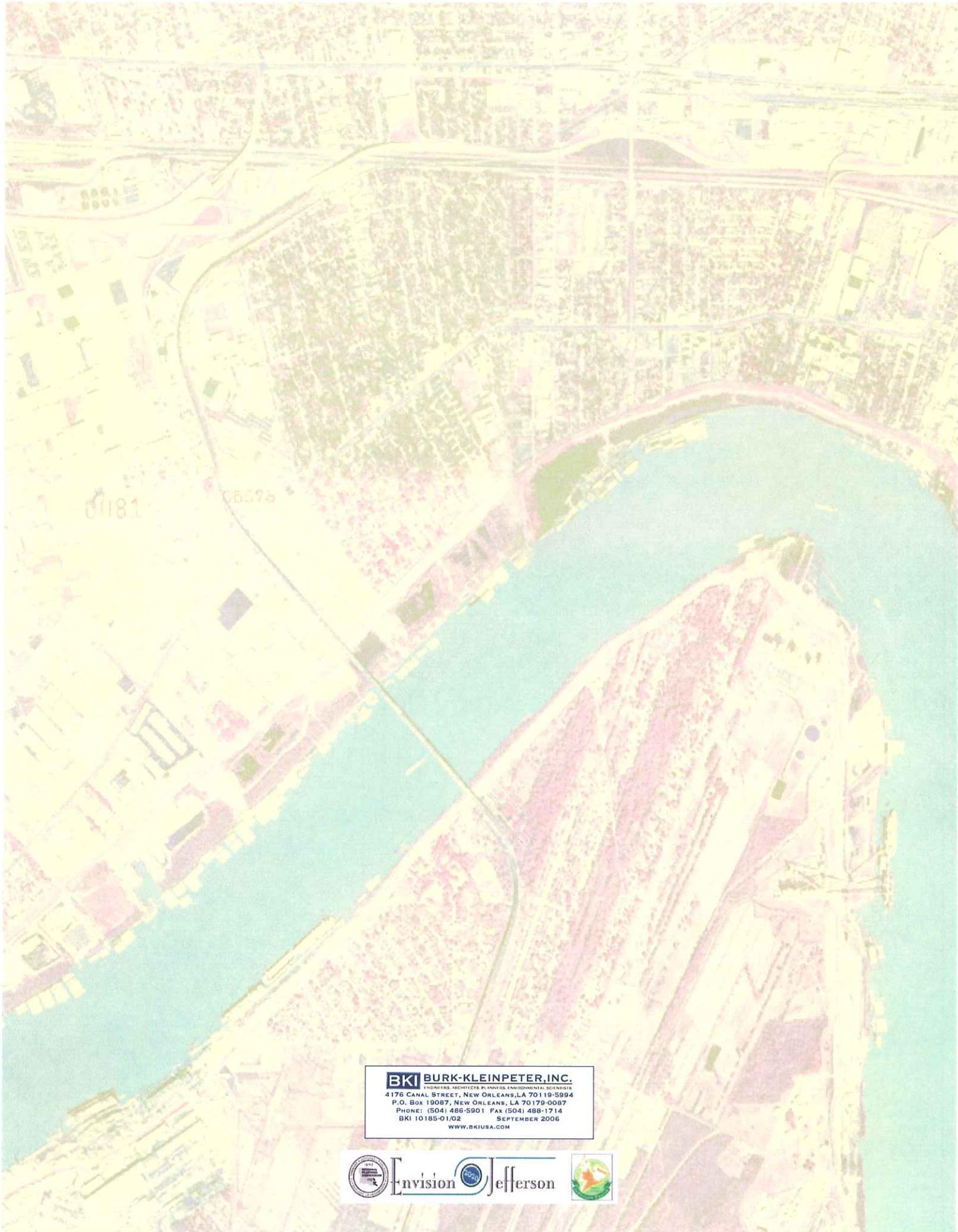
^{xvi} Gulf Opportunity Zone Act of 2005, Louisiana Economic Impact, March 9, 2006; and Louisiana Tax Incentives, as provided through the Jefferson parish Economic Development Commission website at www.jedco.org.

^{xvii} "Eastbound "twin span" on Interstate 10 to open on Friday" and "DOTD to reopen westbound lanes of I-10 "twin span" bridge Friday, LADOTD press releases, October 13, 2005 and January 3, 2006.

^{xviii} "DOTD breaks ground for new Twin Span Bridge", LADOTD press release, July 13, 2006.

^{xix} "DOTD chief predicts crisis by 2009, Costs rising faster than revenue, could block many necessary projects", *The Advocate*, July 19, 2006.

^{xx} Based on Unit Costs from LADOTD Quarter 1 2006 Bid Item Weighted Unit Prices, April 7, 2006.



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BK| BURK-KLEINPETER, INC.
ENGINEERS ARCHITECTS PLANNERS ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET, NEW ORLEANS, LA 70119-5994
P.O. BOX 19087, NEW ORLEANS, LA 70179-0087
PHONE: (504) 486-5901 FAX (504) 486-1714
BK| 10185-01/02 SEPTEMBER 2006
WWW.BKIUSA.COM



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