LA HIGHWAY 21: US 190/COVINGTON TO LA 22 MADISONVILLE

Bicycle and Pedestrian Improvements

Prepared for:
The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes

On Behalf of: St. Tammany Parish

June 27th, 2013

Final Report
This project was funded in part by the Federal Highway Administration, the Louisiana Department of Transportation, and Development and the Regional Planning Commission Unified Planning Work Program.
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I. EXECUTIVE SUMMARY

The corridor along LA 21 from US 190 to LA 22 has experienced much growth and development. It has become a priority to address the changing needs of the community within this area and add enhancements to bicycle and pedestrian mobility and safety. St. Tammany Parish, Regional Planning Commission, Department of Transportation and Development, and local developers and stakeholders have studied various sections within this corridor. This Feasibility Study addresses the goals, past plans, policies, opportunities, constraints, strategies, and community nodes in order to recommend potential routes. A Technical Committee was formed to review data and conceptual ideas before presenting the recommended route at a public meeting. Recommended routes have been broken up into segments and are presented in Appendix C. Where feasible, existing right-of-way was utilized for recommended routes. Constraints such as the interstate, vast multi-lane intersections, numerous commercial driveways, drainage ditches, high traffic counts, and high traffic speeds were taken into account during the conceptual design process. Therefore, the strategy for this work effort was to create feasible and achievable routes for commuting and recreating by establishing a network of paths and routes to link neighborhoods to community nodes, and improve safety at intersection crossings to connect areas across LA 21. The most feasible bicycle and pedestrian routes within the study corridor were presented at the public meeting held on June 13, 2013 at the St. Tammany Parish Council Chambers. Attendees acknowledged the barriers to crossing under I-12 on LA 21 and were complementary of the multiple options/routes presented. The presentation is included in Appendix E and the minutes and written comments received via email and the meeting are included in Appendices F and G, respectively. The projects identified through this planning process can be implemented as funding becomes available for design, engineering and construction. Preliminary statements of probable cost were identified for the various segments and alternatives. The total estimated cost for all segments is approximately $13.3 million. All costs should be confirmed prior to initiating a project.
LA 21 near US 190/Convington

LA 21 near LA22/Madisonville
II. PROJECT HISTORY

Meyer Engineers, Ltd. received authorization from the Regional Planning Commission to proceed with preparing a Feasibility Study for bicycle and pedestrian improvements along and around LA 21 from US 190 to LA 22. This section is located within St. Tammany Parish, which is situated in southeast Louisiana. Large scale residential development on large lots as well as retail and commercial development along LA 21 from US 190 to LA 22 have resulted in an increased amount of traffic. The Regional Planning Commission tasked Meyer Engineers, Ltd. with investigating enhancements to bicycle and pedestrian mobility and safety as well as reducing congestion and improving air quality. A kickoff meeting was held in October 2012 to confirm the scope of work. Field work was then completed to gather roadway, right-of-way, and intersection information as well as land use conditions. Data collection began to compile previous studies, plans and policies. A Technical Committee was formed for this project consisting of the relevant jurisdictions and governmental agencies. The Technical Committee reviewed barriers, safety concerns, right-of-way issues, existing and future land use, traffic and conceptual plans and routes. A public meeting was held on June 13, 2013 to gain public input before the final recommendations were compiled.
Along LA21 near LA 22 - A narrow sidewalk exists.

Along LA21 south of I-12 - There are multiple lanes and turn lanes with no sidewalk.
III. GOALS

The goals of this feasibility study are the following:

A. Improve bicycle and pedestrian mobility and safety within growth areas along LA 21 corridor between US 190 and LA 22

B. Connect neighborhoods to major nodes

C. Create cyclist commuting routes for work and shopping

D. Connect to existing recreational facilities

E. Achieve highest level of safety possible along each segment and at crossings

F. Respect and work with current LA 21 Highway plans underway

G. Integrate planning with municipal non-motorized networks and plans

H. Plan for secure bicycle parking at destinations
Need to achieve highest level of safety at crossings.

Need to safely connect neighborhoods to job locations and shopping areas.
IV. PAST PLANS & POLICIES

The following plans and policies were reviewed for relevance to this feasibility study:

A. LA 21 Widening- Bootlegger Rd. (LA 1085) to 11th Ave.
   S.P. # H.001340 and F.A.P. # H001340
   95% Final Plans dated October 2012
   ○ Bootlegger Rd. (LA 1085) to 12th Ave.- 6’ wide concrete sidewalk adjacent to the east side of the roadway vertical curb.
   ○ Tchefuncta River Bridge- 8’ wide shoulders and 6’ wide sidewalks.
   ○ Tchefuncta River Bridge to 12th Ave.- 6’ wide concrete sidewalk adjacent to the west side of the roadway vertical curb.

B. LA 21 Improvements- Ochsner Blvd. to Bootlegger Rd.
   ○ S.P. # 059-01-0026 and STP # 200-01-01
   ○ Final Plans dated May 2008
   ○ No sidewalk or path designed for this section.

C. St. Tammany New Directions 2025”
   ○ Defined parish goals to achieve by 2025 and included a bicycle route along LA21 from Covington to Madisonville.

D. “Covington Master Plan” (2007)
   ○ Primary concerns were bicycle and pedestrian safety, foster partnerships to develop a pedestrian and bikeway network, increase transportation choices, and bike path connectivity.

E. “Louisiana Statewide Bicycle and Pedestrian Master Plan” (2009)
   ○ This master plan recommended to retrofit bike lanes or paved shoulders on urban and suburban roads, reduce travel lane widths, reduce number of travel lanes, reconfigure or reduce on-street parking, and avoid rumble strips on shoulders used by bicyclists unless a minimum clear path could be provided.
F. “Metropolitan Transportation Plan: St. Tammany Urbanized Areas 2011-2040”
   ○ Required developing transportation system that encouraged travel behavior, energy
     consumption, and land use decisions that contribute to environmental sustainability
     while satisfying the need for increased transportation mode choice.
   ○ “City of Mandeville Transportation Plan Refinement- Bicycle and Pedestrian” (2013)

G. “Covington Stage Zero Feasibility Study- Bicycle and Pedestrian Element” (2013)
   ○ This Feasibility Study was performed in order to provide a new and improved bicycle
     and pedestrian facility along N. Jefferson Avenue from E. Boston Street to Columbia
     Street in Covington.
V. OPPORTUNITIES

Opportunities or best available locations to incorporate bicycle and pedestrian facilities exist in the following key locations within the corridor:

A. LA 21 has a large right-of-way but inconsistently available and/or with obstacles

B. CLECO 60’ wide right-of-way from I-12 south into Madisonville and parallel to LA 21 on the western side of I-12: Existing private right-of-way with electrical lines and poles that could possibly be used for path

C. W. 15th Avenue Trail- Available right-of-way from CLECO right-of-way to LA 21

D. Tchefuncte Park- Available right-of-way to tie into future Tchefuncte Park which will be developed at the southeast corner of I-12 access road

E. Greenbriar- 50’ right-of-way buffer available

Large shoulder along LA 21 creates ideal location for bicycle & pedestrian facilities.
VI. CONSTRAINTS

The following constraints provided limits for the project strategy and potential routes considered:

A. I-12 is a major barrier

B. High traffic and high turning movements at intersection of LA 21 and I-12. Difficult to make bike and pedestrian lanes or paths safe without pedestrian signals which would impact vehicular traffic

C. I-12 approaches- turning lanes potentially cut off on-street bike routes; limited shoulder space is available, and bridge abutments are obstacles

D. Multi-lane intersections (74 total) are extremely wide to cross with no median refuges to provide safe zone and break down a wide crossing into two narrower, simpler crossings

E. Multi-lane intersections are extremely wide to cross with no crosswalks delineated to make vehicles aware of pedestrians and vice versa

F. Numerous commercial driveways (126 total) between LA22 and US190

G. No sidewalk or the available space to add sidewalk in some areas

H. Drainage ditches adjacent to roadway have steep side slopes and provide an obstacle in some sections; covering drainage ditches is generally cost prohibitive

I. Extremely high volume of average daily traffic (ADT)- approximately 11,500 vehicles per day

J. High traffic speeds- 45 mph posted speed

K. Control of Access- Federal Highway Administration (FHWA) has control of access to the interstate and its service roads by fencing the right-of-way so that the safest and highest level of service is upheld for the motorists, limiting where new bicycle or pedestrian paths can be built
I-12 is a major barrier to add safe bicycle & pedestrian paths.

Multi-lane intersections are extremely wide to cross.
VII. STRATEGIES

In order to define the most feasible bicycle and pedestrian routes within the corridor, the following strategies were implemented:

A. Create alternate routes for commuting and recreating cyclists in order to achieve a greater level of safety and fit different need levels

B. Establish network of identifiable bike paths and routes to begin to link neighborhoods to LA 21 and community nodes in strategic locations and intersections

C. Build sidewalks where gaps exist and right-of-way is available

D. Utilize available right-of-way and utility corridors

E. Improve intersection crossings at selected signalized intersections with countdown pedestrian signals, high visibility crosswalks, and refuge islands (selected based on proximity to commercial centers and to proposed routes)

F. Establish education programs for motorists and cyclists to inform them of the rights and responsibilities of the Louisiana state law
**Plan of Potential Routes**

- **EXISTING SIDEWALK TO REMAIN**
  - 5' SIDEWALK
  - 6' SIDEWALK ADJACENT TO ROAD
  - COMBINATION OF 10' PATHS AND ON-STREET ROUTES
- **5' BIKE LANES ADJACENT TO ROAD**
- **EXISTING SIDEWALK TO REMAIN**
VIII. COMMUNITY NODES

The surrounding community elements were defined below in order to possibly link these nodes with the potential bicycle and pedestrian routes:

- City of Covington
- Cross Fit No Surrender
- Our Place Too
- Gilboys Health Club
- St. Tammany Parish Hospital
- St. Paul Academy
- St. Paul Playground
- West Tammany YMCA
- Maison Du Lac Subdivision
- Regency Hospital of Covington
- Flower Estates Subdivision
- Greenbriar Behavioral Health Hospital
- Pinnacle Parkway Shopping Center
- River Chase Shopping Center
- Normandy Oaks Subdivision
- Madisonville Elementary 2
- Arbor Walk Subdivision
- Planet Kids Academy
- Tchefuncte Country Club
- Tchefuncte Subdivision
- Lake Castle School
- Brady Island Subdivision
- Madisonville High
- Madisonville Elementary
- Madisonville Museum
- City of Madisonville
- Ochsner Hospital
- Del Ray Marina
- Pine Street Playground
- Main Street Playground
- Lake Pontchartrain Basin Museum
IX. PRELIMINARY UNIT COSTS BY PROJECT TYPE

A unit cost for each proposed project type was developed and is shown in Appendix A.
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X. POTENTIAL ROUTES & COST BY SEGMENT

Bicycle and pedestrian project segments have been divided up into possible future projects. Segments can be combined or split up according to funding, right-of-way availability or the client’s desires. The proposed routes and cost estimates for these segments are shown in Appendix B. The map depicting these segments is shown in Appendix C.
## APPENDIX A

UNIT COST PER PROJECT TYPE
LA 21: US 190 (COVINGTON) TO LA 22 (MADISONVILLE)
BICYCLE AND PEDESTRIAN FEASIBILITY STUDY
A/E PROJECT NO. 20-1256   JUNE 18, 2013

1. **Retrofit Roadway for Shared Use Lane (Cost per Linear Foot)**

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
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<tbody>
<tr>
<td>1</td>
<td>LF</td>
<td>$1</td>
<td>$1</td>
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</table>

- Shared use path symbols ($400/EA every 500’)
- Shared use signage ($500/EA every 500’)
- Traffic Controls (during construction)

Total $3

2. **Retrofit Shoulder to Striped Bike Lane (Cost per Linear Foot)**

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<th>UNIT</th>
<th>UNIT PRICE</th>
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<td>LF</td>
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<td>$2</td>
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- Plastic pavement striping (4” wide)
- Plastic pavement symbols
- Signage
- Hydro-seeding
- Traffic Controls (during construction)

Total $6

3. **10’ Wide Asphalt Path with Drainage (Cost per Linear Foot)**

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<th>UNIT PRICE</th>
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<td>LF</td>
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- Asphalt Path (4”), 10’ wide with 6” Base
- Plastic pavement striping (4” Wide Broken Line)
- Plastic pavement symbols
- Modify Drainage/Fill
- Signage
- Traffic Controls (during construction)

Total $95
4. **10' Wide Asphalt Path without Drainage (Cost per Linear Foot)**

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<td>1</td>
<td>LF</td>
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<td><strong>Total</strong></td>
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5. **Bike/ Pedestrian Crossing over I-12 with Ramps (Cost per Linear Foot)**

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<td>$2,500</td>
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6. **Concrete Boardwalk with Foundation (Cost per Linear Foot)**

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<td></td>
<td><strong>Total</strong></td>
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7. **Wooden Boardwalk with Foundation (Cost per Linear Foot)**

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<td>LF</td>
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<td><strong>Total</strong></td>
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8. **6' Wide Sidewalk (Cost Per Linear Foot)**

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<td>LF</td>
<td>$55</td>
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**NOTE:** All costs include 20% construction contingency and 18% for engineering, surveying, and construction administration.
APPENDIX B
## APPENDIX B

### LA 21: US 190 (COVINGTON) TO LA 22 (MADISONVILLE)

#### BICYCLE AND PEDESTRIAN FEASIBILITY STUDY

**PRELIMINARY STATEMENTS OF PROBABLE COST**

**A/E PROJECT NO. 20-1256      JUNE 18, 2013**

### I. LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD

#### A. LA 21 (MAIN STREET): LA 22 (MULBERRY STREET) TO RENE STREET

<table>
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<td>$0</td>
<td>$0</td>
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<td>1,200</td>
<td>LF</td>
<td>$3</td>
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<td><strong>TOTAL</strong></td>
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#### B. LA 21 (MAIN STREET): RENE STREET TO LAKE CASTLE SCHOOL

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<td>LF</td>
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<td><strong>TOTAL</strong></td>
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#### C. LA 21: LAKE CASTLE SCHOOL TO CHRISTWOOD BOULEVARD

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<tbody>
<tr>
<td>1</td>
<td>LS</td>
<td>$40,000</td>
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<tr>
<td>6,800</td>
<td>LF</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$686,000</strong></td>
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#### D. PINECREST DRIVE: LA 21 TO E. BREWSTER ROAD

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**SUBTOTAL - I. LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD**

$1,462,000
II. EAST BREWSTER ROAD/PINNACLE PARKWAY AREA

E. CHRISTWOOD BOULEVARD: LA 21 TO E. BREWSTER ROAD

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<tbody>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>4,100 LF</td>
<td>$95</td>
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<tr>
<td>6' Sidewalk to Mall</td>
<td>600 LF</td>
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<td>Highly Visible Crosswalk and Signal @ Stirling Blvd.</td>
<td>1 LS</td>
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F. EAST BREWSTER ROAD - STIRLING MALL TO I-12 ACCESS ROAD

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<td>7,100 LF</td>
<td>$95</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$674,500</strong></td>
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G. I-12 ACCESS ROAD - E. BREWSTER ROAD TO PINNACLE PARKWAY

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<td>10' Wide Concrete Boardwalk with Foundation (PermaTrak)</td>
<td>2,200 LF</td>
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<td>$770,000</td>
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<tr>
<td>Bridge over Tchefuncte River</td>
<td>400 LF</td>
<td>$900</td>
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<td><strong>TOTAL</strong></td>
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<td><strong>$1,310,500</strong></td>
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* Wooden boardwalk costs 35% less than concrete boardwalk.

H. PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER BLVD. - ROUTE ADJACENT TO FLOWER

<table>
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<td><strong>TOTAL</strong></td>
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<td><strong>$617,500</strong></td>
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I. PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER BLVD. - ROUTE ALONG

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<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$389,500</strong></td>
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J. LA 21: OCHSNER BOULEVARD TO GREENBRIAR BOULEVARD

<table>
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<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
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<tbody>
<tr>
<td>Highly Visible Crosswalk and Signal @ Ochsner</td>
<td>1 LS</td>
<td>$40,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>Highly Visible Crosswalk and Signal @ Hyacinth</td>
<td>1 LS</td>
<td>$40,000</td>
<td>$40,000</td>
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<tr>
<td>10' Wide Asphalt Path with Drainage</td>
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<td><strong>TOTAL</strong></td>
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K. CLECO RIGHT-OF-WAY (EAST-WEST) LA 1077 TO LA 21

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<td><strong>TOTAL</strong></td>
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<td><strong>$760,000</strong></td>
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**SUBTOTAL - II. EAST BREWSTER ROAD/PINNACLE PARKWAY AREA** $4,579,500
III. LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190

L. LA 21: GREENBRIAR BOULEVARD TO LA 1085 (BOOTLEGGER ROAD)

<table>
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<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>6' Wide Sidewalk</td>
<td>1,200 LF</td>
<td>$55</td>
<td>$66,000</td>
</tr>
</tbody>
</table>

TOTAL $66,000

M. LA 21: LA 1085 (BOOTLEGGER ROAD) TO TCHEFUNCTA RIVER BRIDGE

DOTD will construct a 6’ sidewalk $0

N. LA 21: TCHEFUNCTE RIVER BRIDGE

DOTD will construct sidewalks and shoulders on bridge $0

O. LA 21: TCHEFUNCTE RIVER BRIDGE TO W. 12th AVENUE

DOTD will construct 6’ sidewalks $0

P. LA 21- W. 12th AVENUE TO W. 21st AVENUE (HWY. 190)

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>6' Wide Sidewalk</td>
<td>3,100 LF</td>
<td>$55</td>
<td>$170,500</td>
</tr>
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</table>

TOTAL $170,500

SUBTOTAL - III. LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190 $236,500
IV. WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL

Q. CLECO RIGHT-OF-WAY (NORTH-SOUTH) LA 1077 TO I-12

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>6,700 LF</td>
<td>$95</td>
<td>$636,500</td>
</tr>
<tr>
<td>Bike/Pedestrian Crossing over I-12 with Ramps</td>
<td>900 LF</td>
<td>$3,400</td>
<td>$3,060,000</td>
</tr>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>1,700 LF</td>
<td>$95</td>
<td>$161,500</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$636,500</strong></td>
</tr>
</tbody>
</table>

R. CLECO RIGHT-OF-WAY - I-12 OVERPASS TO OCHSNER BOULEVARD (WEST SIDE OF LA 21)

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike/Pedestrian Crossing over I-12 with Ramps</td>
<td>900 LF</td>
<td>$3,400</td>
<td>$3,060,000</td>
</tr>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>1,700 LF</td>
<td>$95</td>
<td>$161,500</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$3,221,500</strong></td>
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</table>

S. OCHSNER BOULEVARD - LA 21 TO LA 1085

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>8,800 LF</td>
<td>$95</td>
<td>$836,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$836,000</strong></td>
</tr>
</tbody>
</table>

T. LA 1085 - OCHSNER BOULEVARD TO LA 21

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>8,000 LF</td>
<td>$95</td>
<td>$760,000</td>
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<tr>
<td>Highly Visible Crosswalk and Signal @ LA 21</td>
<td>1 LS</td>
<td>$40,000</td>
<td>$40,000</td>
</tr>
<tr>
<td>Widen LA 21 (Create Pedestrian Island)</td>
<td>1 LS</td>
<td>$90,000</td>
<td>$90,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$890,000</strong></td>
</tr>
</tbody>
</table>

U. HYACINTH DRIVE - LA 21 TO NORMANDY OAKS

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>1,700 LF</td>
<td>$95</td>
<td>$161,500</td>
</tr>
<tr>
<td>Bridge</td>
<td>130 LF</td>
<td>$800</td>
<td>$104,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$265,500</strong></td>
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</tbody>
</table>

V. CLECO RIGHT-OF-WAY - LA 1085 TO W. 15TH. AVENUE TRAIL

<table>
<thead>
<tr>
<th>AMOUNT</th>
<th>UNIT</th>
<th>UNIT PRICE</th>
<th>COST</th>
</tr>
</thead>
<tbody>
<tr>
<td>10' Wide Asphalt Path with Drainage</td>
<td>6,900 LF</td>
<td>$95</td>
<td>$655,500</td>
</tr>
<tr>
<td>Bridge</td>
<td>600 LF</td>
<td>$800</td>
<td>$480,000</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>$1,135,500</strong></td>
</tr>
</tbody>
</table>

**SUBTOTAL - IV. WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL**

**$6,985,000**

SUBTOTAL - I. LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD **$1,462,000**

SUBTOTAL - II. EAST BREWSTER ROAD/PINNACLE PARKWAY AREA **$4,579,500**

SUBTOTAL - III. LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190 **$236,500**

SUBTOTAL - IV. WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL **$6,985,000**

**TOTAL ALL SEGMENTS**

**$13,263,000**

**NOTE:** ALL COSTS SHOULD BE CONFIRMED PRIOR TO INITIATING A PROJECT.
LEGEND

- 10' ASPHALT PATH
- OPTIONAL ROUTES FOR 10' ASPHALT PATH
- 5' BIKE LANES (ADJACENT TO SHOULDER, ONE WAY) EACH SIDE
- EX. SIDEWALK TO REMAIN
- 6' SIDEWALK
- 6' CONCRETE SIDEWALK ADJACENT TO ROAD (BY DOTD)
EXISTING 8' SHOULDER
STRIPE OUTSIDE
5' FOR BIKE LANE

ST. JOHN ST.
DUMMYLINE RD.
BRADY ISLAND DR.
LAKE CASTLE
SCHOOL
MULBERRY ST.
MAIN ST.
PINE ST.

NEW 10' PATH
ALONG CLECO R/W

LEGEND
10' ASPHALT PATH
SHARED USE ROAD
5' BIKE LANES (ADJACENT TO SHOULDER,
ONE WAY) EACH SIDE
EX. SIDEWALK TO REMAIN

10' ASPHALT PATH
SHARED USE ROAD
5' BIKE LANES (ADJACENT TO SHOULDER,
ONE WAY) EACH SIDE
EX. SIDEWALK TO REMAIN

SCALE: 1" = 1000'

LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 190/COVINGTON TO LA 22/MADISONVILLE

Appendix C-2
OPTIONAL ROUTE ALONG PINNACLE
EXISTING FENCE & CONTROL OF ACCESS
10' ASPHALT PATH
PEDESTRIAN BRIDGE OVER BAYOU
FUTURE TCHEFUNKTE PARK

LEGEND
- 10' ASPHALT PATH
- OPTIONAL ROUTES FOR 10' ASPHALT PATH
- FENCES ???
- FUTURE TCHEFUNKTE PARK

SCALE: 1" = 400'

LA 21 BIKE & PEDESTRIAN FEASIBILITY STUDY
US 90/COVENTRY TO LA 22/MADISONVILLE

Appendix C-3A of 8 sheets
LEGEND

- 10' ASPHALT PATH
- EX. SIDEWALK TO REMAIN
- 6' SIDEWALK

SCALE: 1" = 1000'

MATCHLINE SHEET C-4
APPENDIX D
PROJECT: LA Highway 21: US 190 to LA 22 Bicycle And Pedestrian Feasibility Study
PROJECT NUMBER: MEL: 20-1256, DBA: 12-21

PLACE: St. Tammany Council Chambers, 21490 Koop Dr. Mandeville, LA 70471 @ 2:00 PM

DATE: April 23rd, 2013

SUBJECT: Technical Meeting

ATTENDEES:

- David Dupre - Meyer Engineers
- Ann Theriot - Meyer Engineers
- Chris Africh - Dana Brown & Associates
- Dana Brown - Dana Brown & Associates
- David Pittman - St. Tammany Parish Rec. Dist 14
- Karen Parsons - Regional Planning Commission
- Jesse McClendon - LA DOTD
- Sarah Ballmer - LA DOTD HQ
- Cristine Gowland - LA DOTD - Dist 62
- Rebecca Lala - St. Tammany Parish
- Charles McHiggins - CMHC
- Jeff Rosel - Regional Planning Commission
- John Burckell - Flower Estates
- Bill Oiler - St. Tammany Parish
- Ken Marshall - Colonial Properties
- Bruce Wainer - Wainer Companies, Tammany Trace Foundation
- Josh Wainer - Wainer Companies
- Nahtetah Bagby - City of Covington
- Ashley Gonzales - St. Tammany Parish Council Office
- Eddie Williams - St. Tammany Parish
- Erin Stair - St. Tammany Parish

MEETING NOTES

On April 23rd, 2013 Meyer Engineers and Dana Brown & Associates along with Karen Parsons from the Regional Planning Commission presented the attached Powerpoint Presentation to important stakeholders and government officials in order to gain insight and comments before proceeding to present ideas to the public.
**DISCUSSION**

- The presentation provided three alternatives for pedestrian and cyclists to cross Interstate 12. There are Alternatives “A”, “B”, and “C”.

- Alternative “A” featured the construction of a pedestrian overpass west of LA 21 that would connect the existing CLECO ROW available on both the north and south sides of Interstate 12 to create a natural, scenic bike route.
  - Alternative “A” was well received by all parties, but was not the overall favorite due to several factors. The main reason is that the majority of the existing commercial and residential growth is occurring on the east side of LA 21, but future development patterns suggest is a possibility in the future.
  - Alternative “A” is a good option, but it would be costly to implement.

- Alternative “B” provided a pedestrian and cyclist path directly along LA 21 that would pass underneath Interstate 12. Suggestions included pedestrian push button crossing signals at the interstate on ramps and the relocation of the existing guide rail.
  - Alternative “B” was not well received by the majority of attendees, and DOTD especially did not like the idea of push button signals near the Interstate on ramps as vehicular traffic flow would be compromised.

- The third Alternative, “C” provided a route along the east side of LA 21 along The Brewster/ Pinnicale Parkway loop that passes underneath Interstate 12. This loop passes right along side the Tchefuncte River as well as the future site for the Tchefuncte River Park which is planned to be a bike and pedestrian park.
  - Alternative “C” route was the most well received and clearly the favorite as it was very safe and took advantage of the natural assets of the area.
  - Nobody had attended from FHWA, but attendees were skeptical about changing the Control of Access for Alternative “C”. However, the attendees preferred the trail to be as close to the Tchefuncte River as possible and in doing so would also clear the trail of the Control of Access.

- The installation of push button cross signals worried members of DOTD as traffic congestion is concern and plenty of funds have been spent on decongesting LA 21 and increasing vehicular flow.

- There is access available through an existing CLECO ROW to the future Tchefuncte Park.

- There exists a 32 acre conservation easement just south of the area.

- The developers that attended made clear that they want to be a part of this trail system and they
want their properties to take advantage of it.

- The Brewster Intersection had several alternatives shown.
  - Alternatives consisted of Sharrows to be included in the parking lot circulation, push button stops and a new path along the gas station, or a new pathways along the back side of the businesses fronting LA 21.
  - The attendees were not impressed with any of these alternatives.
  - Upon further discussion of the area, a conclusion was reached that was well received. The Path along Christwood would provided a safe pathway to the River Chase commercial area, the Christwood Episcopal School, the Christwood Retirement Community, and would be easiest to connect to the favored Interstate 12 crossing shown earlier in the presentation.

- Normandy Oaks is also interested in connecting to the trail system.

- The “dogleg” trail at Hyacinth was well received and a connection along Hyacinth was recommended by the attendees as a traffic light already exists there at LA 21.

- Stirling is building an office park on the south side of Interstate 12 between the interstate and Brewster Road and would like to connect. He will send the plans to Dana Brown & Associates.

- Ken Marshall would like the path on Colonial Property Trust.

- Development off of Ochsner Blvd. is important to think about for future development.

**Action Items**

- Redesign The Bike and Pedestrian Plan for the Interstate Crossing “C” - Meyer Engineers
- Locate the 32 acre conservation easement near the Future Tchefuncte Park - Meyer Engineers
- Locate and map the CLECO ROW near the Future Tchefuncte Park - Meyer Engineers
- Redesign the route to take advantage of Christwood Blvd. - Meyer Engineers
- Redesign the trail to cross at the Hyacinth/LA 21 Intersection. - Meyer Engineers

**Prepared by:** Chris Africh
LA HIGHWAY 21: US 190/COVINGTON TO LA 22 MADISONVILLE

Bicycle and Pedestrian Improvements

Prepared for:
The Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, and St. Tammany Parishes

On Behalf of: St. Tammany Parish

June 13, 2013
PROJECT GOALS

- Improve bicycle and pedestrian mobility and safety within growth area along LA 21 corridor between US 190 and LA 22
- Connect neighborhoods to major nodes
- Create cyclist commuting routes for work and shopping
- Connect to existing recreational facilities
- Achieve highest level of safety possible along each segment and at crossings
- Respect and work with current LA 21 Highway plans underway
- Integrate planning with municipal non-motorized networks and plans
- Plan for secure bicycle parking at destinations
EXISTING CONDITIONS

- Large scale residential development along LA 21
- Retail & commercial development along LA 21
- Increased traffic
- LA 21 Widening Bootlegger Rd. to 11th Ave.
- LA 21 Improvements - Ochsner Blvd. to Bootlegger Rd.
- Lacking linkages for non vehicular transportation
- Desire for improved non motorized circulation
PAST PLANS & POLICIES

- “St. Tammany New Directions 2025”
- “Covington Master Plan”
- Louisiana Statewide Bicycle and Pedestrian Master Plan 2009
- “Metropolitan Transportation Plan: St. Tammany Urbanized Areas 2011-2040
- City of Mandeville Transportation Plan Refinement - Bicycle and Pedestrian 2013
- Covington Stage Zero Feasibility Study-Bicycle and Pedestrian Element 2013
PROJECT HISTORY

• *St. Tammany initiated a feasibility study through RPC*

• *Meyer Engineers, Ltd. & Dana Brown & Associates, Inc. were selected*

• *Kickoff meeting October 2012*

• *Field work & data collection*

• *Technical Memorandum February 2013*

• *Developed Plan/Routes March/April 2013*

• *Technical Advisory meeting April 2013*
PRESENTATION OVERVIEW

• General Opportunities
• Specific Opportunities
• Constraints
• Strategies
• Potential Routes
• Special Attention Intersections
• Cost Estimates
• Discussion
GENERAL OPPORTUNITIES - LARGE ROW - INCONSISTENTLY AVAILABLE
GENERAL OPPORTUNITIES - LARGE ROW

- obstacles
- drives
- drainage area
- wide R.O.W.
SPECIFIC OPPORTUNITIES - CLECO ROW

CLECO ~60' ROW available
SPECIFIC OPPORTUNITIES - EXISTING TRAIL ALONG W 15TH AVE.
SPECIFIC OPPORTUNITIES - REAR COMMERCIAL LOTS
SPECIFIC OPPORTUNITIES - TCHEFUNCTE RIVER

FUTURE TCHEFUNCTE PARK
CONSTRAINTS - LA HWY 21

- Lack of row for path
- Numerous drives
- Sidewalk inconsistent
- Numerous commercial drives
- High ADT area
- High traffic speeds
- Narrow bridge
- 1-12 barrier control issues
- Dangerous turning lanes
- 1-12
- Drainage ditches
- No sidewalk
- High traffic speeds
- Existing obstructions
- Lift station, buildings, & parking areas

A
B
C
D
E
F
G
H
I
W 15th Trail
Future Path to Tammy Trace
CONSTRAINTS - INTERSTATE I-12 - MAJOR BARRIER
CONSTRAINTS - INTERSTATE 1-12 APPROACHES

- Turning lane cuts off route
- Shoulder space available
- Obstacles & utilities
CONSTRAINTS - MULTI-LANE INTERSECTIONS
- WIDE WITH NO REFUGES
CONSTRAINTS - MULTI-LANE INTERSECTIONS
- NO PEDESTRIAN CROSSWALKS

No Crosswalks
CONSTRAINTS - NO SIDEWALKS
CONSTRAINTS - DRAINAGE AREAS
- STEEP SLOPES IN SOME AREAS
CONSTRAINTS - NUMEROUS VEHICULAR CROSSINGS

Total

126

74

29 commercial drive crossings
22 intersection crossings

42 commercial drive crossings
19 intersection crossings
High speed/High ADT area

34 commercial drive crossings
12 intersection crossings

21 commercial drive crossings
21 intersection crossings
CONSTRAINTS - HIGH VOLUME

Ellis Luca, The Times Picayune
STRATEGIES

- Create alternate routes for commuting and recreating cyclists

- Establish network of identifiable bike paths and routes to begin to link neighborhoods to LA 21 and nodes.

- Build sidewalks where gaps exist and ROW is available

- Utilize available ROW and utility corridors

- Improve intersection crossings at signalized intersections
  - High visibility crosswalks
  - Refuge islands
  - Count down pedestrian signals

- Establish education programs for motorists and cyclists - Rights and Responsibilities in State Law

- Institutionalize bicycle parking requirements
STRATEGIES - ESTABLISH A NETWORK OF CONNECTIONS
**EXISTING SIDEWALK TO REMAIN**

**5' BIKE LANES ADJACENT TO ROAD**

**6' SIDEWALK ADJACENT TO ROAD**

**COMBINATION OF 10' PATHS AND ON-STREET ROUTES**

**EXISTING SIDEWALK TO REMAIN**
POTENTIAL ROUTES - CLECO ROW TRAIL
POTENTIAL ROUTES - 1-12 CROSSING
• Create a pedestrian and cyclist bridge
• Create a safe route underneath I-12

PEDESTRIAN BRIDGE OVER BAYOU

EXISTING FENCE & CONTROL OF ACCESS

FUTURE TCHEFUNCTA PARK

10' ASPHALT PATH
POTENTIAL ROUTES - 1-12 CROSSING B - TCHEFUNCTE BOARDWALK

- Control of access issue
- Connect to new park
SPECIAL ATTENTION INTERSECTIONS - FOR SAFE CROSSING

- Brewster Road
- Bootlegger Road
- Hyacinth Road
- Ochsner Blvd.
- Lake Castle
SPECIAL ATTENTION INTERSECTIONS - LAKE CASTLE

10' BIKE LANE
SPECIAL ATTENTION INTERSECTIONS - LAKE CASTLE & LA 21 CROSSING

- High visibility crossing connects to new path

Looking South
SPECIAL ATTENTION INTERSECTIONS – CLECO R-O-W NEAR STIRLING BLVD.

- Connects CLECO ROW to Christwood Blvd - Brewster Road route
- Creates safe crossing to River Chase shopping center
CLECO ROW path jogs south along LA 21 to high visibility crossing near Stirling Blvd

Potential on-demand crossing signalization

Crosswalk & Refuge Island

Looking South
SPECIAL ATTENTION INTERSECTIONS - OCHSNER BLVD

- High visibility crossing connects to new path
- A pedestrian island refuge is created
- Potential on-demand crossing signalization

Looking South
SPECIAL ATTENTION INTERSECTIONS - HYACINTH ROAD
SPECIAL ATTENTION INTERSECTIONS - HYACINTH ROAD

- High visibility crossing connects to new path
- A pedestrian island refuge is created
- Potential on-demand crossing signalization

Looking South
SPECIAL ATTENTION INTERSECTIONS - HYACINTH RAVINE CROSSING

Looking North West
SPECIAL ATTENTION INTERSECTIONS - BOOTLEGGER ROAD.
SPECIAL ATTENTION INTERSECTIONS - BOOTLEGGER ROAD.

- High visibility crossing connects to new path
- A pedestrian island refuge is created
- Potential on-demand crossing signalization

Looking North West
OPC - LA 21: MADISONVILLE TO CHRISTWOOD BOULEVARD

A  LA 21 (MAIN STREET): LA 22 (MULBERRY STREET) TO RENE STREET  
   $3,600

B  LA 21 (MAIN STREET): RENE STREET TO LAKE CASTLE SCHOOL  
   $59,400

C  LA 21: LAKE CASTLE SCHOOL TO CHRISTWOOD BOULEVARD  
   $840,000

D  PINECREST DRIVE: LA 21 TO E. BREWSTER ROAD  
   $722,000

TOTAL  
   $1,502,000
OPC - EAST BREWSTER ROAD/PINNACLE PARKWAY AREA

E  CHRISTWOOD BOULEVARD:  LA 21 TO E. BREWSTER ROAD  
   $462,500

F  EAST BREWSTER ROAD - STIRLING MALL TO I-12 ACCESS ROAD  
   $674,500

G  I-12 ACCESS ROAD - E. BREWSTER ROAD TO PINNACLE PARKWAY  
   $1,310,500

H  PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER  
   BLVD.- ROUTE ADJACENT TO FLOWER ESTATES  
   $617,500

I  PINNACLE PARKWAY ALTERNATIVE: I-12 ACCESS RD. TO OCHSNER  
   BLVD.- ROUTE ALONG PINNACLE  
   $389,500

J  LA 21:  OCHSNER BOULEVARD TO GREENBRIAR BOULEVARD  
   $365,000

K  CLECO RIGHT-OF-WAY (EAST-WEST) LA 1077 TO LA 21  
   $760,000

TOTAL  
   $4,579,500
OPC - LA 21: GREENBRIAR BOULEVARD TO HIGHWAY 190

L  LA 21: GREENBRIAR BOULEVARD TO LA 1085 (BOOTLEGGER ROAD)
   $66,000

M  LA 21: LA 1085 (BOOTLEGGER ROAD) TO TCHEFUNCTA RIVER BRIDGE
   DOTD WILL CONSTRUCT A 6’ SIDEWALK

N  LA 21: TCHEFUNCTA RIVER BRIDGE
   DOTD WILL CONSTRUCT SIDEWALKS AND SHOULDERS ON BRIDGE

O  LA 21: TCHEFUNCTA RIVER BRIDGE TO W. 12TH AVENUE
   DOTD WILL CONSTRUCT 6’ SIDEWALKS

P  LA 21- W. 12TH AVENUE TO W. 21ST AVENUE (HWY. 190)
   $170,500

TOTAL
   $236,500
OPC - WEST OF LA 21: LA 1077 TO WEST 15TH AVENUE TRAIL

Q CLECO RIGHT-OF-WAY (NORTH-SOUTH) LA 1077 TO I-12
$636,500

R CLECO RIGHT-OF-WAY - I-12 OVERPASS TO OCHSNER BOULEVARD (WEST SIDE OF LA 21)
$3,221,500

S OCHSNER BOULEVARD - LA 21 TO LA 1085
$836,000

T LA 1085 - OCHSNER BOULEVARD TO LA 21
$890,000

U HYACINTH DRIVE - LA 21 TO NORMANDY OAKS
$265,500

V CLECO RIGHT-OF-WAY - LA 1085 TO W. 15TH. AVENUE TRAIL
$1,135,500

TOTAL
$6,985,000
EXISTING SIDEWALK TO REMAIN

5' BIKE Lanes
ADJACENT TO ROAD

6' SIDEWALK
ADJACENT TO ROAD

5' SIDEWALK

COMBINATION OF
10' PATHS AND
ON-STREET ROUTES

EXISTING SIDEWALK TO REMAIN

DISCUSSION

Brewster Road
I-12 “A”
Bootlegger Road
Hyacinth Road
Ochsner Blvd.
Lake Castle
I-12 “B”

Lake Castle

5' BIKE Lanes
ADJACENT TO ROAD

W 15th Trail

I-12
THANK YOU FOR YOUR PARTICIPATION

If you have any additional questions or comments please send them to:

David Dupre
Meyer Engineers, Ltd.
4937 Hearst St #1b
Metairie, LA 70001

or Email

ddupre@meyer-e-l.com
APPENDIX F
MEMORANDUM

PROJECT NO: 20-1256

PROJECT NAME: LA 21 - US 190 to LA 22

DATE: June 13, 2013

BY: Ann Theriot

PHONE CALL: ☐ MEETING: ☑

NUMBER:

LOCATION: St. Tammany Council Chambers

FROM:

ATTENDING: See Attached

COMMENTS: A public meeting was held and the attached presentation was given. The following items were discussed.

1. David Wood – vet owner in Covington used to ride bike 5 miles to work but can’t now. Very thankful for the hard work of this study and thinks this will be an asset to the community.

2. Ellen Kelley – got 1,000 signatures in 2006 for a bike path along LA 21, went to Council and fizzled out; should have put for sidewalks too. Thankful for this project.

3. Ryan Green of Varsity Sports – lives off Bootlegger and runs. CLECO & sidewalks are a great idea.

4. Craig Sweeney – he thinks Ochsner could provide input and possible funding sources. CLECO trails are good paved asphalt areas but also suggested adding 3’ gravel type lane to the side of the paved path for runners or walkers. He has been running all over the country.

5. Darlene Olano – asked about LLOG (Log Explorations) donating land. No one was familiar with this.
6. Monroe Baughnen – sidewalks along Tchefuncte Bridge are a good idea. Bootlegger Road is a good idea to improve for bikes too. Madisonville will not be as much benefit because not sure if tying into Hammond. He will help support this project.

7. Kyle Boudreaux – Covington resident. Liked off road trails from previous comment. St. Tammany Trace is #1 for visitors and should be priority to make it safe. Should tie into Tyler or Tammany Trace. Would like to know next step and time frame. Tchefuncte Park used to be a boat launch and wants to know if boat parking is proposed. Wants to know if plans for any Trailheads. Dupre stated funding is not available at this time. Parsons with RPC stated outlining routes and magnitude of money needed is always first step. There may be Recreational Trails money and will work with DOTD to move forward. Need to have agreement and move forward. David Wood suggested corporate sponsorship for sections and is willing to help fund. Eddie with St. Tammany Engineering Department stated that Tchefuncte Park will be accessible from bike and boat. The river will be a blueway.

8. John Burkell – president of Flowers Estates. One year ago, he started talking to developers to find out what they were planning to do and it is all outlined in the 2025 Plan by Parish. Bruce Wainer and other developers spent $250,000 near the north end for a planned community with lighting, bike routes, trolley, etc. At south end, Wainer is giving land (100 acres) for arts area and other side of I-12 Parish is trying to put a park. Bike trailhead would be proposed where bike path and blueway meet. Christwood is thinking of building a new road because they just built a new Senior Center. DOTD is doing LA 21 by LA 1085. Stirling would tie in with shopping. The main thing tonight is to outline the route, don’t let money discourage you. The Trace has long been under construction with pieces in a plan. Covington and Madisonville have plans. Eventually need link from Madisonville to Mandeville but no plans yet.

9. Darlene Olano – asked what is being done with front part of Pinnacle? Burkell said 1st lot is owned by Dillard’s and he is not sure when they are going to build
a store. This area was saved for upscale shopping so they’re waiting for upscale shops to come in first and upscale shops are waiting for Dillard’s first. She likes route behind stores best. This plan has its advantages and may go in pieces like the Trace. There is a cooperative spirit with all this. Parsons said this plan addresses crossing the corridor. It’s not perfect but it’s a good plan.

10. Darlene Olano – WalMart may go in the southern area and this project will not affect that area. She is concerned about the additional traffic.

11. Ken Wood – Flowers Estates Resident - is not sure about plan moving from one side to the other but Parsons explained that right-of-way dictated usable areas and crossings were included in key areas. He asked about proposed Tchefuncte Bridge on LA21. Burkell stated that this bridge will be 2-40’ wide bridges. Construction will start in January so it will be discussed at the December Flowers Estates meeting.

12. Dr. Jay Addison with Land Trust for SELA introduced blue concept to Parish to connect three (3) rivers. Bogue Falaya, Tchefuncte and Bogue Chitto; idea was to connect with bikes. He would like to see connection between Flowers Estates and have scenic bike trails to rivers in northeast area. Burkell stated Flowers Estates does not want bike traffic through Flowers Estates but is willing to give up easement along the side of Flowers Estates for trail from bridge to Colonial Pinnacle since everyone wants this. He represents 400 Flowers Estates residents.

13. Resident asked where will Trailheads be? Trailheads have not been identified yet but Parsons asked for suggestions. Resident suggested Tchefuncte Park. Wagner suggested Hyacinth is a residential street and may not have enough room for path. Dupre stated that this study is for commuting to work, schools, and recreation.

14. Resident asked what is the next step? Complete report shortly and submit to RPC. Parsons suggested residents talk to Council. Burkell said next step is to look at routes to select most feasible project.
15. Aurelia Marek asked about Tchefuncte Park. Eddie with St. Tammany Parish Engineering Department stated it is owned by the State & Parish is trying to buy it. Biggest problem is it can’t have access from the I-12 Service Roads, so it needs access from adjacent land. It was planned to be accessed from the river by boats as well as bikes and pedestrians with picnic tables and shelters. There is only a conceptual plan. It used to be a rest area.

16. Resident asked is it feasible or allowed to connect sidewalks to hospital? Burkell stated that yes it is. Flowers Estates is trying to stay away from needing land acquisition so they have been working with developers. Parsons said purchase of right-of-way is not only expensive but labor intensive. Study will be concluded by June 30, 2013 and then will be available to public.

17. Resident asked who will be maintaining this project? Parsons said depends on treatment. McClendon said if treated like sidewalks signals will be maintained by DOTD.

18. Craig Sweeney with LA Marathon – thankful for project and works with State to get grants. He asked if there is an opportunity to help. Parson’s suggested there is a way to help because there often is a 20% local match required to get funding. Bill Oiler with St. Tammany Parish is Chairman of the Technical Advisory Committee. Sweeney can contact him to get on committee to help get funds. LA 22 Tangipahoa area has tons of cyclist.

19. Baughnen suggested Parish should make a bike route map. Parsons would like to get Sweeney’s bike routes for future projects so minor modifications could be made when projects arise. Public awareness programs may need to be done also because signs and markings don’t do it all. Baughnen has been working with Bike Easy.
# PUBLIC SIGN-IN SHEET

**A/E PROJECT NO.:** 20-1256  
**PROJECT NAME:** LA 21 - US 190 to LA 22  
**LOCATION:** St. Tammany Parish Council Chambers  
**DATE:** June 13, 2013

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APPENDIX G
David Dupre

From: Alan Thriffiley [alent@mcdonnel.com]
Sent: Friday, June 21, 2013 8:50 AM
To: David Dupre
Cc: David Dupre
Subject: Hwy 21 Project Covington

David,
I saw a new article about the bike path on Hwy 21. I live right off Greenbrier on Normandy Oaks. I am very interested in the project. I would appreciate any info you have on the project. If you need any assistance please let me know.
Regards,

Alan V. Thriffiley
The McDonnel Group, LLC | 504.219.0032 | 3350 Ridgelake Drive, Suite, 170, Metairie, LA 70002
| www.mcdonnel.com

Scanned by our Spam & Virus Firewall
I would like to express my favorable support of the proposed recreational route on Highway 21 from Madisonville to Covington. I live in Madisonville and would love to jog or bicycle from home to Covington, but have always been afraid because of the traffic on 21. Please add my name to the “for” list. Thank you.

Julia Burden
200 Saint John Street
Madisonville, LA 70447
985-845-4820
I'm all for improving bike access in our community, but as a daily rider, I like to ask: when is the Hiway 22 corridor going to be considered? Would love to ride to grocery store without riding on 22. No sidewalk at all! Only a ditch.

I see pedestrians and bikers in the ditches along side of road, and bikers in the suicide lane! All the time. Does someone have to be killed?

Timothy Dunford
521 Red Oak Drive
Mandeville, LA 70471
(985)778-9918
I received this comment from a citizen on the LA 21 Bike Ped Plan. He commented on several projects all in one response.

Thanks,

Perry

---

From: terry [mailto:ttmayb@gmail.com]
Sent: Friday, May 24, 2013 9:56 AM
To: Social Services
Subject: 2013 – 2017 CONSOLIDATED PLAN

Relative to the STP invitation to provide comments on this subject, it would be nice to have similar services (e.g., "LA 21 Bicycle and Pedestrian Feasibility Study") in Eastern STP and the Military Road Area, as are being implemented in the Western part of STP. We do appreciate finally considering extending the Trace at least to Front Street.

But more important, eastern and southern STP really need better surge and flood protection, regardless of Mississippi's complaints and especially in light of the fortification of New Orleans.

--

Terry Bordelon
Eastern STP
From: Bert [themapman@juno.com]
Sent: Saturday, May 25, 2013 9:12 AM
To: David Dupre
Subject: Hwy 21 Sidewalk

Dana,
I worked on the Sidewalk from the Hospital to 21st Ave. Would like to see is connect to Coquille Park & South Along 21 to Ochsners @ i12.
Thanks,
Bert Fontcuberta

Sent from Goodbee, LA
Notice of Public Hearing - LA 21 Bicycle and Pedestrian Feasibility Study

I am not able to attend the hearing but would like to give my input. I am a bicycler and have 3 groups of friends who all cycle. We would be very excited to have safe access to ride on Hwy 21! Or even if it was close by. Currently it is so dangerous to ride on Hwy 21. We would like to be able to ride between Madisonville and Covington.

Thank you!

Margaret Haas
57 Hyacinth Dr.
Covington, LA

Marge Haas
(985) 871-0423

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Laissez Les Bon Temps Rouler!
I live in flower estates and would welcome a bike path on la21.
D Heintzen.
112 n dogwood dr
Sent from my iPad
I am unable to make the public meeting on Thursday, June 13 at the Council Chambers, so I wanted to send in my comments. As a resident of Covington and an owner of 3 bicycles, I would love to see some sort of project that would connect Covington to Madisonville via a bike lane or path. I think with the development and popularity of our ever-growing area, that bicycle safety and accessibility is something that should be more of a focus. Not only is it an economical, eco-friendly, and healthy way to travel, but not everyone has a car or vehicle for everyday use. Having the option to go from Covington to the Target area and beyond would be a fantastic addition and option for people if it was constructed safely and correctly. Also, if the Children’s Museum does indeed move to that area, it would be a plus to bike there with your family from surrounding neighborhoods. Let’s make Louisiana a forward-thinking state when it comes to bicycle and pedestrian use and safety and let St. Tammany be a leader in that step. It is a cost now, but it makes sense for the future of our area and our citizens.

Thank you for holding a public meeting regarding this issue and being open to comments. I hope that this project is one that will continue forward.

--
Cackey M Haun
As a long time cyclist in St. Tammany, I strongly support accommodated cyclist as any road projects in this area.

Hank Miltenberger
President
Direct: 985.898.1544

GILSBAR, L.L.C.
Health & Benefit Management  MedCom Care Management  Care Advocates

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I was not able to attend last week's public hearing concerning Pedestrian and Bicycle access between Madisonville and Covington. Do you have any information you can share regarding the study and what was presented at the hearing? I live in Madisonville and would like to be involved in this process. The YMCA of Greater New Orleans has a branch near this area (off of LA 1085), and we would definitely be interested in participating in a project to develop pedestrian access.

Thanks!

Louis K. Ogle, Jr.
Vice President of Administration
YMCA of Greater New Orleans
www.ymcaneuworleans.org
Covington Office PH# (985) 893-9622
New Orleans Office PH# (504) 568-9622
Cell # (985) 237-8752
FAX# (504) 821-7089
COMMENT CARD
LA 21- US190 TO LA22
PUBLIC MEETING – JUNE 13, 2013

Name: Dr. Jay Addison
Address: PO Box 1634 Hammond, LA 70404
Phone: 985 542 5804
Email: drjaddison@msn.com
Subdivision Name/ Business: Land Trust For Southeast Louisiana
Comment: Have connecting trails to potential river landings to add connectivity to
A Blueway Project

COMMENT CARD
LA 21- US190 TO LA22
PUBLIC MEETING – JUNE 13, 2013

Name: Susie Hardin
Address: 230 Magnolia Ave. - Mandeville, LA 70448
Phone: 
Email: Susiehardin64@bellsouth.net
Subdivision Name/ Business: Old Mandeville
Comment: Concern: Bikers on bikes approaching a street crossing the
Tennyson Trace, traveling with young children on separate bikes.
If the biker slightly turns to see if the children are coming to stop,
the bikers are at a crucial point to cause harm.
COMMENT CARD
LA 21- US190 TO LA22
PUBLIC MEETING – JUNE 13, 2013

Name: Bill Weil
Address: 207 Christine Ct. Covington LA 70433
Phone: 967-392
Email: b.weil@bellsouth.net
Subdivision Name/Business: Nottoway
Comment: Will there be a "trailhead" similar to the St. Tammany Trace to allow for parking and bicycle access? People without direct access to these trails need a point of disembarkation unless parking will be permitted on Pinnacle Parkway. Will there be water fountains or a security patrol?

COMMENT CARD
LA 21- US190 TO LA22
PUBLIC MEETING – JUNE 13, 2013

Name: Eileen Kelley
Address: 817 W 15th Ave Cov LA 70433
Phone: 
Email: NEWS17817@GMAIL.COM
Subdivision Name/Business: NONE
Comment: IN 2006 GATHER OVER 1000 SIGNATURES FOR THE APPROX 5-MILE STRETCH OF A BIKE PATH FROM 8 ST. - MADISONVILLE FOR A BIKE PATH. LOVE TO HAVE SIDEWALK AS WELL. THANK YOU

---

Note: The text contains some grammatical errors and informal language.
Name: Nancy Wagner
Address: 33 Hyacinth Dr. Covington, LA 70433
Phone: 867 8943
Email: n/wagner @ bellsouth.net
Subdivision Name/ Business: Flower Estates
Comment: I would like to be on any email list about this project. I support the idea. I recommend you carefully research the 50' easement behind the Hwy 21 strip malls at Hyacinth to see legal status/property ownership, E.9-7. Osaka 21 Restaurant built their parking lot right up to the neighbor's back fence. There is no open roadway there.
Comment Card

LA 21- US190 TO LA22

Public Meeting – June 13, 2013

Name: Martina Mahly
Address: 817 W. 10th Ave
Phone: 504-250-3363
Email: mmahly@bellsouth.net

Subdivision Name/ Business: ____________________________________________

Comment: My son Justin Addison was killed on the Trace at Josephine St. on Jan 21st 2013. I believe inadequate, outdated signage was partly responsible. I believe that safety is the most important issue at stake with the new addition. We are in the process of working with Parish officials and engineers to fix these problems. I would hope that the expansion of the trace would follow the models soon to be instituted on the existing trace between Covington & Slidell.