

MS 27 4-LANE PROJECT  
 LOUISIANA LINE TO TYLERTOWN

### State Line (mp 0) to US Highway 98 (mp 10)

The alignment extends approximately 3 miles north of the Louisiana State line and crosses Magees Creek, then angles and extends 7 miles northeasterly to Tylertown, parallel to Magees Creek. The cross section is primarily a two-lane rural section, with 12 ft travel lanes and wide 8 ft paved shoulders, with an urban section of about 1,500 ft with curb and gutter on SR 27 through Lexie. Right of way (ROW) south of Tylertown is primarily between 100'-140', with wider ROW sections near Magees Creek, cross street intersection sight flares and the abandoned weigh station. The posted speed limit is 55 mph.

The 3 miles of SR 27 south of US Highway 98 has narrower ROW with widths through the urbanized area of Tylertown ranging from 80 ft of ROW approaching Tylertown from the south, then narrowing to 50 ft of ROW through the urbanized area, then widening to (primarily) 90 ft between US 198 and US 98. Roadway widths are primarily 12 ft travel lanes with 2 ft paved shoulders. Through Tylertown, the cross section is more urban with raised curb, sidewalks and on-street parking. Posted speed limits in this segment of SR 27 range from 35 to 45 mph.

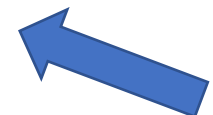
Signalized intersections exist at US 198-Beulah Avenue/SR 27 and US 98/SR 27, the only 2 traffic signals located on the 80 mile corridor. The intersection of US 198-Beulah Avenue /SR 27 does not have auxiliary left turn lanes at the signal, which significantly decreases the capacity of the intersection. The intersection of US 98/SR 27 was constructed as part of the bypass of Tylertown when US 98 was widened in Walthall County from 2 lanes to 4 lanes. SR 27 was initially a two-way stop controlled intersection with US Highway 98, then later converted to an all-way stop condition. Ultimately, the intersection was modified to a signalized intersection, as it is currently signal controlled.

#### 4 Lane on Existing Alignment

There are sections of the existing alignment that can potentially be salvaged and utilized without total reconstruction as part of the four lane widened SR 27. MDOT's planning costs for widening to 4 lanes, includes costs for different levels of reconstruction of the existing 2 lane roadway. A more conservative approach was utilized to develop a cost that utilizes the existing ROW, portions of the existing alignment, widens existing bridges, and provides some areas of new alignment around communities. This estimate primarily utilizes the existing alignment of SR 27. Interchanges and overpasses were included in the cost. Bridge costs were estimated at \$75/SF. ROW was estimated at \$4,000/acre for rural areas and \$10,000/acre through communities. Bypasses of Lexie, Tylertown, Oma, and Georgetown were utilized in the cost estimate, as outlined in **Table 8**.

**Table 8 – Construction Cost Estimate for 4-Lane SR 27  
On Existing Alignment**

Segment	Length (miles)	ROW Estimate	Roadway Costs	Drainage/Bridge Structures	Subtotal Costs
1 - State Line to US Hwy 98/Tylertown	9.72	\$1,635,000	\$37,387,000	\$4,406,000	\$43,428,000
2 - US Hwy 98/Tylertown to US Hwy 84/Monticello	33.71	\$4,567,000	\$125,993,000	\$7,660,000	\$138,220,000
3 - US Hwy 84/Monticello to SR 28/Georgetown	21.27	\$2,099,000	\$65,724,000	\$12,235,000	\$80,058,000
4 - SR 28/Georgetown to I-55/Crystal Springs	15.57	\$1,123,000	\$53,767,000	\$9,661,000	\$64,551,000
Subtotal	80.27	\$9,424,000	\$282,871,000	\$33,962,000	\$326,257,000
Engineering & Construction Oversight (E&C) 15%			\$42,431,000	\$5,094,000	\$47,525,000
Source: Neel-Schaffer, May 2013. Total		\$9,424,000	\$325,302,000	\$39,056,000	\$373,782,000



Use of existing ROW and existing alignment, where possible, shows that the project costs can be reduced to approximately \$375 million from \$475 million by utilizing a portion of the existing alignment and roadway. Acquisition costs and existing structures will affect the cost of using the existing alignment. An Environmental Document could help to identify existing sections in more detail, for impacts to structures and cost differences of parallel alignments versus existing alignment.

# LOUISIANA

## Policy Committee

The Policy Committee gave final approval to the Louisiana Statewide Transportation Plan and formally adopted it. The Policy Committee was the ultimate decision-making body for the Louisiana Statewide Transportation Plan. The Committee's duties included establishing priorities among transportation-related economic development projects and/or policies. The Committee's role also included advising other members of the Legislature, local elected officials, public and private agencies, companies, groups, and individuals on transportation issues pertaining to policies, regulations, programs, projects, and funding. The Policy Committee included the following members:

- State Senator John A. Alario, President of the Senate
- State Senator Robert Adley, Chair, Senate Transportation Committee
- State Senator Mike Walsworth
- State Representative Charles E. "Chuck" Kleckley, Speaker of the House
- State Representative Karen Gaudet St. Germain, Chair, House Transportation Committee
- State Representative Stephen E. Pugh
- Sherri H. LeBas, PE, Secretary, Louisiana Department of Transportation and Development (Chair)
- Steven Grissom, Secretary, Louisiana Department of Economic Development
- Robert T. Scott, President, Public Affairs Research Council

## RECOMMENDATIONS

The Plan includes 83 recommendations that are based on stakeholder input and technical analysis. The recommendations are a combination of policy, funding, and programming-related initiatives for DOTD's implementation. The recommendations were identified during the Plan's development with the eight advisory councils. The recommendations are grouped by mode and are identified by the Plan goal area each is most closely aligned with: Infrastructure Preservation and Maintenance (INF), Safety (S), Economic Competitiveness (EC), Community Development and Enhancement (CDE), and Environmental Stewardship (ES). Fifteen of the recommendations require new funding and are tied to the DOTD's budget line items. These 83 recommendations, together with the megaprojects, constitute the Louisiana Statewide Transportation Plan. [Note: Recommendation ID numbers are not assigned or listed in any order of priority.]



### Priority C Megaprojects, Cont'd

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)
47	Central LA	LA 28 East	Alexandria to Archie	Widen 2-lane to 4-lane	\$275
48	Baton Rouge	US 61 (Airline)	Gonzales to Cedarcrest Avenue	Widen 4-lane to 6-lane	\$125
49	SE LA	LA 67 (Plank Rd.)	Baker to Clinton	Widen 2-lane to 4-lane	\$130
51a	New Orleans	Pontchartrain Causeway	US 190 to I-10	Widen 4-lane to 6-lane	100% Toll Funded
52	St. Tammany Parish	US 190	LA 1077 to US 11	Widen 2-lane to 4-lane	\$180
53	S. Central LA	Lafayette Beltway	I-10 to US 90	Build 4-lane	\$400
55	Alexandria Metro	MacArthur Drive	I-49N to I-49S	Upgrade to freeway	\$110
61	W. Central LA	LA 8	TX SL to US 171	Widen 2-lane to 4-lane	\$175
62	North Shore	I-12	Hammond to Mandeville, I-55 to LA 21	Widen 4-lane to 6-lane	\$375
66	Lafayette/ Baton Rouge	I-10	East of Lafayette to west of Baton Rouge (Louisiana Ave to LA 1)	Widen 4-lane to 6-lane	\$950
67	Lafayette	Lafayette Loop	I-10E to I-49N to I-10W to I-49S	Build 4-lane	\$1,600
68	Lake Charles	I-210	I-10 to I-10	Corridor upgrade	\$165
69	Monroe	US 165 Widening	Monroe Metro	Corridor upgrade/ widening	\$165
70	SW LA	US 171 DeRidder Bypass	US 171 to US 171	Corridor upgrade	\$90
74	River Region	I-10/I-55 Interchange	Connection between I-10EB with I-55NB	Build new freeway connection	\$110
75	Mandeville/ Covington	LA 25	Covington to Folsom	Widen 2-lane to 4-lane	\$135
77	Baton Rouge	BUMP	US 61/US 190 Connecting I-10, I-12, I-110, US 61, and US 190	Upgrade to freeway	\$1,000
81	New Orleans	Earhart Expressway	US 61 to I-10	Extend to I-10	\$225
82	New Orleans	Peters Road LA 3017	West Bank Expressway to LA 23	Widen/build 2/0 to 3/2 lanes	\$110
87	Shreveport	LA 3132 Inner Loop	LA 523 to TBD (LA 1 or future I-69)	New Freeway	\$160
88	Ascension/ Livingston	Ascension/ Livingston Parkway Connector	NE Ascension Parish to SW Livingston Parish	New 2-lane road w/ bridge	\$50

# LOUISIANA

## FINANCIAL ANALYSIS

Both Louisiana and the nation face significant long-term challenges in maintaining the transportation system with limited transportation funding. Evaluating whether DOTD will have adequate financial resources to accomplish its goals and meet future modal needs is a critical part of the planning process. The Plan evaluated Louisiana's financial resources to accomplish its transportation goals and its ability to meet future needs. The Plan forecasted revenues over 30 years, based on historic trends from DOTD's major revenue sources (i.e., state and federal motor fuels tax and limited federal transit funds). DOTD then compared the baseline revenue forecast with the corresponding financial costs from an analysis of modal needs. The comparison determined that, without additional funding, there will be a \$37.4 billion gap between transportation needs and the resources to pay for them. The financial needs for Louisiana's state-owned highways, bridges, and state-funded transit services from 2014 through 2044 are estimated to total \$33.9 billion. DOTD's total highway and transit revenues for the same time period are projected to be \$18.5 billion.

Because Louisiana's financial position 30 years from now is hard to predict, DOTD considered three funding scenarios in addition to the baseline just described. The four funding scenarios (including the baseline) range in value from \$16 billion to \$35.1 billion over 30 years and provide for different levels of expansion, modernization, and preservation investments.

Scenario 1 = \$18.5 Billion

Scenario 2 = \$16.0 Billion

Scenario 3 = \$28.1 Billion

Scenario 4 = \$35.1 Billion

### Forecasted Revenue Scenarios | FY 2014-2040

#### Scenario 1 - "BASELINE"

Business as usual, no new revenues or adjustments.

#### Scenario 2 - "REDUCTION"

Major reduction in Federal funds (AASHTO, 2012). State funds remain unchanged.

#### Scenario 3 - "MODERATE INCREASE"

Increase in Transportation Trust Fund in FY 2020, Federal funds remain unchanged.

#### Scenario 4 - "AGGRESSIVE INCREASE"

State revenue increase in FY 2020 + increase in Federal funds in FY 2020.

### Scenario 3 Highlights

By consensus, Scenario 3 is the most likely revenue-increase scenario. Compared to recent funding trends it:

- Provides additional funding for highway preservation, operations and safety
- Significantly increases funding for regular capacity projects and for megaprojects
- Maintains urban transit levels of funding
- Increases funding for matching Federal funds in urban areas and for access management
- Increases Port Priority Program funding, and
- Maintains support for local programs

### Priority D Megaprojects

- 21 megaprojects with an unfunded cost of \$16.4 billion
- All projects are highway related

#### Priority D Megaprojects

ID No.	Area	Facility	Limits	Improvement Type	Total Cost (\$M)
6	NW LA	I-69, SIU 14	I-20 Houghton, LA to AR SL	Build 4-lane freeway	\$1,212
8a	S. Central LA	LA 1 South	Port Fourchon to US 90 (Phase 1)	New 2-lane elevated roadway, 4-lane	\$1,300
13	E. Central LA	Z. Taylor Parkway	I-49 to I-59	Widen 2-lane to 4-lane	\$1,750
15	Monroe	Ouachita Loop	I-20 Monroe to I-20 West Monroe	Build two lanes	\$600
18	NE LA / Clayton	US 63	LA 13 to AR SL	Widen 2-lane to 4-lane	\$870
19	SW LA	Acadiana Trail, US 190 / LA 12	TX SL to Basile (Acadiana Trail)	Widen 2-lane to 4-lane	\$600
21	W. Central LA	LA 117 Widening	LA 8 to LA 6	Widen 2-lane to 4-lane	\$380
35	Lake Charles-Monroe	US 165	I-10 to I-20	Upgrade to freeway	\$2,700
36	NW LA	LA 1	LA 169 to LA 338	Widen two to four or five lanes	\$30
37	NW LA	LA 1 (Tri-State)	LA 338 to AR SL	Widen 2-lane to 4-lane	\$220
39	W. Central LA	LA 6 / US 84	TX SL to Archie (El Camino)	Widen 2-lane to 4-lane	\$925
56	New Orleans Metro	Donner Rd.	West Bank Expressway to Peters Rd.	Build 4-lane	\$110
58	Baton Rouge	Baton Rouge South Bypass	I-10 to I-12 (Baton Rouge)	New 4-lane freeway	\$2,170
59	Monroe	LA 137/133, US 425	I-20 Rayville to Bastrop	Widen 2-lane to 4-lane	\$260
63	South Central LA	I-10 Alternative, US 163/190	US 163, I-10 to US 190; US 190, US 163 to I-49	Upgrade to freeway	\$1,075
71	NW LA	US 371	US 71 to AR SL	Construct passing lanes	\$30
72	Baton Rouge - River Parishes	West Side Connector	I-10 (WBR) to St. John/St. Charles Parish Line + connectors	Build new 4-lane highway + new Miss. River Bridge; upgrade exist. highways	\$1,700
73a	Alexandria/ Pineville	Alexandria/ Pineville Beltway	Beltway (Segment "J"/Green Route) from LA 28 West to I-49	Build new 4-lane highway	\$20
76	North Shore	LA 25	Folsom to Mississippi	4-lane (Widen to 4-lane divided)	\$250
80	New Orleans	Leake Avenue	Port of New Orleans	Extend to Port of NO	\$75
103	St. John Parish	I-10 Connector	I-10 to US 61 with interchange	New 4 lane & interchange	\$110
<b>Total Costs</b>					<b>\$16,407</b>