

## Chapter 11

### Staged Improvement Program

#### 11.1 Introduction

The Staged Improvement Program is a fiscally constrained list of transportation projects that collectively represent the Houma-Thibodaux Urbanized Area's planned future transportation network. Projects included in the adopted long-range transportation plan become eligible for federal and/or state funding assistance through programs funded under Public Law 109-59: the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU), including Interstate Maintenance, National Highway System and Surface Transportation Program funding.

In developing this plan, the approach taken has been to identify transportation needs and to consider alternative ways of meeting those needs. In many cases additional study may be required in order to determine the best (i.e., the most effective and feasible) improvement alternative. Suggested improvements identified in the Staged Improvement Program in some cases are meant to convey the type of improvement that would seem to make the most sense based on currently available information. In other cases the suggested improvement actually covers a fairly broad range of potential solutions that should be considered as more detailed analysis and additional public opinion gathering activities are undertaken. This approach acknowledges our inability to avoid all future traffic congestion simply by building as much roadway capacity as the anticipated demand for travel would seem to require. It also recognizes the reality of induced demand, that is additional roadway capacity inevitably generates additional traffic. One principle which has guided the development of this plan has been the idea that alternative travel options should be made available wherever possible, whether they are new or improved parallel routes or modal choices that serve the same origins and destinations. And in some cases, where there is a projected need for additional roadway capacity, the preferred response may not be a wider facility but enhanced operational efficiency achieved through Transportation System Management (TSM), Travel Demand Management (TDM) or Intelligent Transportation System (ITS) strategies and access management techniques that serve to optimize the performance of a facility.

The Staged Improvement Program is a long-range plan for transportation improvements in the Houma-Thibodaux Urbanized Area that envisions implementation over the period spanning from 2010 until 2035. Recommended improvements are distributed among three stages: Stage 1 represents the short-term period from 2010 through 2015; Stage 2 corresponds to the intermediate period from 2016 through 2025; and Stage 3 is the long-range period from 2026 through 2035. The identification of a given project with a given stage was largely determined by two factors: (1) prioritization of projects based on projected future travel demand as well as other mobility-related considerations (safety,

emergency evacuation, access to developable areas, etc.); and (2) the anticipated availability of pro-rated funding by each parish in the HTMPO area necessary to implement planned improvements.

## 11.2 Funding

### 11.2.1 Roads and Highways

As stated previously in Chapter 4 and assuming future funding for transportation improvements will be consistent with the level of expenditure indicated by recent historical data, an average of \$19 million per year is forecast to be available in State and Federal funds for transportation improvements in the Houma-Thibodaux MPO Study Area. By factoring in a 3% annual inflation rate, the total amount forecast to be available through 2035 is \$770 million. The annual amounts were then aggregated to the three time periods of the MTP resulting in the following levels of State and Federal funding to be available for each stage.

- STAGE 1 (2010-2015) - \$130,000,000
- STAGE 2 (2016-2025) - \$275,000,000
- STAGE 3 (2026-2035) - \$365,000,000

### 11.2.2 Transit

As stated previously in Chapter 4, the total amount forecast to be available for transit projects and operations through 2035 is \$117 million. The annual amounts were then aggregated to the three time periods of the MTP resulting in the following levels of State and Federal funding to be available for each stage.

- STAGE 1 (2010-2015) - \$17,474,680
- STAGE 2 (2016-2025) - \$42,987,666
- STAGE 3 (2026-2035) - \$56,740,080

## 11.3 Staged Improvement Program: Roads and Highways

### 11.3.1 Typical Project Cost Estimates

In order to develop a Staged Improvement Program consistent with the financial constraints imposed by the projected availability of funding described in section 11.2, implementation costs were projected for all proposed improvements. Cost estimates for some projects were available from either LADOTD or local public agencies. However, for most it was necessary to develop new estimates. This effort began with cost estimates obtained from LADOTD's Office of Planning and Programming in its documents "Highway Program" and "Delivery Schedule" where possible. Where such construction estimates were not available, the team prepared order-of-magnitude cost estimates in 2008 dollars based on projects in

the historic funding database. The typical construction cost estimates for the latter improvements are as follows:

**Table 11-1**  
**Typical Project Cost by Improvement Type (2008 Dollars)**  
**Historic Funding - Louisiana Urban\***  
**\*Lake Charles, Lafayette, Baton Rouge, Houma, Alexandria, Monroe**

Improvement Type	Avg. Cost	Unit
New 4 Lane Freeway	\$15,000,000	Mile
New 2 Lane Roadway	\$2,500,000	Mile
New 4 Lane Arterial	\$4,250,000	Mile
Interstate Widening	\$8,500,000	Mile
Interstate Rehab	\$1,750,000	Mile
Arterial Widening	\$4,000,000	Mile
One Way Couplet	\$3,500,000	Mile
Center Turn Lane	\$2,300,000	Mile
Reconstruction	\$2,000,000	Mile
Overlay	\$400,000	Mile
ITS	\$700,000	Mile
Intersection Improvement	\$750,000	Each
Interchange Improvement	\$5,250,000	Each
New Interchange	\$20,500,000	Each
Underpass	\$10,000,000	Each
RR Overpass	\$5,750,000	Each
Bridges		
2 Lane Fixed	\$850,000	Each
4 Lane Fixed	\$2,000,000	Each
2 Lane Swing Span	\$4,750,000	Each
2 Lane Lift Span	\$5,250,000	Each
4 Lane Lift Span	\$9,000,000	Each
4 Lane High Rise	\$25,000,000	Each

Source: LADOTD Historic Project Lettings 1981-2008, NSI 2009

These estimates are for construction cost only. For projects included in Stage 2 and Stage 3 of the Plan the typical cost calculated for each project could be factored up by as much as 35% to include engineering design, construction management, right-of-way and utilities.

An attempt was made to provide an opinion of probable total project cost for Stage 2 and Stage 3 projects in sections 11.3.4 and 11.3.5. For financial constraint of the plan, construction cost of the

projects was only considered because the revenue analysis included only the construction cost of historical projects.

**11.3.2 Identifiable Plan Project Costs by Parish**

Table 11-2 shows the estimated cost of identifiable projects by each stage of the plan.

Table 11-2 Identifiable Plan Project Costs by Parish									
Parish	% Population	Stage 1 2010 - 2015		Stage 2 2016 - 2025		Stage 3 2026 - 2035		Total 2010 - 2035	
		Cost	%	Cost	%	Cost	%	Cost	%
Terrebonne	52.2	\$87,466,000	83.7	\$86,971,000	46.0	\$119,076,086	50.9	\$293,513,086	55.7
Lafourche	45.4	\$17,094,000	16.3	\$101,942,000	54.0	\$87,863,414	37.6	\$206,899,414	39.2
Assumption	2.4	\$0	0.0	\$0	0.0	\$26,825,500	11.5	\$26,825,500	5.1
<b>Total</b>	<b>100.0</b>	<b>\$104,560,000</b>	<b>100.0</b>	<b>\$188,913,000</b>	<b>100.0</b>	<b>\$233,765,000</b>	<b>100.0</b>	<b>\$527,238,000</b>	<b>100.0</b>

**11.3.3 Stage 1 (2010-2015)**

Stage 1 is planned for improvement in the years 2010 to 2015 and consists of fourteen (14) projects and six (6) line items, as shown in Table 11-3. These projects are funded with local, State and Federal funds; and, some of the projects are funded by all three sources, local dollars as a match with State and Federal funding. The planned improvements in Stage 1 are projected to cost **\$129 million** and represent improvements consisting of intersection improvements, roadway widening, new roadway construction, new bridge construction, bridge replacements, ITS corridors, roadway maintenance, enhancements and corridor preservation projects. Stage 1 projects are shown in Figure 11-1 and Figure 11-2.

2015 link Volume/Capacity (VOC) map with Stage 1 projects is shown in Figure 11-3.

**Table 11-3  
Stage 1 Program (2010 – 2015)  
with  
Opinion of Probable Cost Estimates**

Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Funding Source	Est. Cost (000)
Terrebonne	103	Hollywood Rd LA 3040 (Tunnel Blvd) to LA 311	Widen to 4 Lanes	0.85	STP<200K	\$9,506
Terrebonne	104	LA 660 (Coteau Rd) @ Bayou Terrebonne	Replace 2 Lane Bridge	0.20	FBRON	\$754
Lafourche	105	LA 1 US 90 south 1.4 miles	Center Turn Lane	--	ARRA*	\$1,100
Lafourche	106	LA 1 NB & SB @ Canal Blvd	Turn Lane	--	ARRA*	\$129
Lafourche	107	LA 1 NB & SB @ Tiger Dr	Turn Lane	--	ARRA*	\$165
Lafourche	107	LA 308 NB @ Tiger Dr	Turn Lane	--	ARRA*	\$82
Lafourche	108	LA 1 NB & SB @ Audubon Dr	Turn Lane	--	ARRA*	\$165
Lafourche	108	LA 308 NB @ Audubon Dr	Turn Lane	--	ARRA*	\$82
Lafourche	109	LA 1 NB & SB @ Jackson St	Turn Lane	--	ARRA*	\$129
Terrebonne	110	Corporate Dr @ LA 3040 (Tunnel Blvd)	Turn Lane	--	ARRA*	\$155
Terrebonne	111	Corporate Dr @ LA 3040 (MLK)	Turn Lane	--	ARRA*	\$155
Terrebonne	112	LA 182 (New Orleans Blvd) @ 6th St	Turn Lane	--	ARRA*	\$361
Terrebonne	113	Country Estates Dr @ LA 660 (Coteau Rd)	Turn Lane	--	ARRA*	\$155
Terrebonne	114	Hollywood Rd @ LA 24 (Main St)	Turn Lane	--	ARRA*	\$155
Terrebonne	115	MLK (LA 3040) @ Hollywood Rd	Turn Lane	--	ARRA*	\$309

**Table 11-3**  
**Stage 1 Program (2010 – 2015)**  
**with**  
**Opinion of Probable Cost Estimates**

Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Funding Source	Est. Cost (000)
Terrebonne	116	Bayou Gardens Blvd @ LA 24 (W Park Ave)	Turn Lane	--	ARRA*	\$155
Terrebonne	117	Polk St @ LA 311	Turn Lane	--	ARRA*	\$155
Terrebonne	118	LA 660 (Coteau Rd) @ LA 24 (W Park Ave)	Turn Lane	--	ARRA*	\$155
Terrebonne	119	LA 182 (Bayou Black Dr) @ Barrow St	Turn Lane	--	ARRA*	\$155
Terrebonne	120	Westside Blvd Phase B LA 24 (Main St) to LA 3040 (MLK)	New 4 Lane roadway	0.57	STP<200K	\$5,657
Terrebonne	121	LA 664 (St Charles St) @ Bayou Terrebonne	Replace 2 Lane Bridge	0.05	FBRON	\$1,215
Terrebonne	122	LA 57 (Grand Caillou Rd) Industrial Blvd to Thompson Rd	Widen to 4 Lanes	1.75	NHS	\$19,678
Lafourche	123	LA 20 @ Grand Bayou	Replace 2 Lane Bridge	0.40	FBRON	\$2,120
Lafourche	124	Acadian Rd West LA 20 (Canal Blvd) to LA 3185	New 2 Lane Roadway	2.00	STP<200K	\$12,875
Terrebonne	125	LA 24 @ Company Canal	Replace 2 Lane Bridge DOTD Let cost est. \$39,900,000	0.05	FBRON	\$13,495
Terrebonne	126	Country Dr LA 24 to St Anne Bridge	Reconstruction	2.65	STP<200K	\$11,360
Terrebonne	127	St Anne Bridge @ Bayou Terrebonne	Replace 2 Lane Bridge	0.05	FBROFF	\$5,305
Terrebonne	128	LA 24 US 90 to LA 182 (New Orleans Blvd)	ITS Corridor	10.00	DEMO	\$2,060
Terrebonne	129	Enterprise Dr Corporate Dr to Westside Blvd Ext	New 2 Lane Roadway	0.75	Local	\$2,185
Terrebonne	131	Thompson Rd Ext LA 57 to LA 56	New 2 Lane Roadway	2.75	Local	\$7,512













**Table 11-3**  
**Stage 1 Program (2010 – 2015)**  
 with  
**Opinion of Probable Cost Estimates**

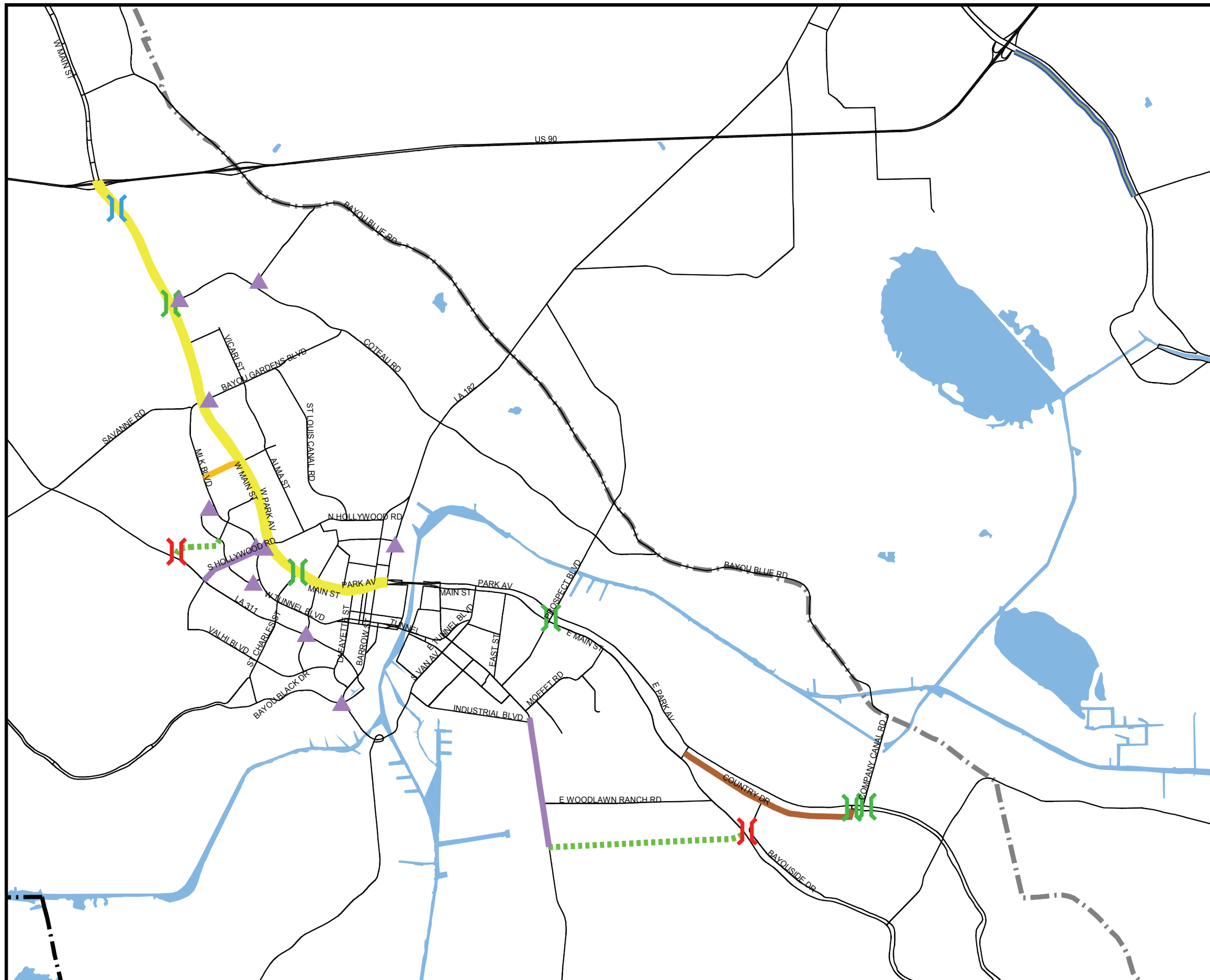
Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Funding Source	Est. Cost (000)
Terrebonne	132	Thompson Rd Ext bridge LA 56 to Bayou side Dr	New 2 Lane Bridge	0.10	Local	\$6,556
Terrebonne	133	Reservation Bridge @ Bayou Terrebonne	New Pedestrian Bridge	0.05	Local	\$273
Lafourche	134	Acadia Dr Bayou Lane to Percy Brown Rd	Pedestrian Walkway	0.92	ARRA*	\$247
<b>Identified Projects, Sub Total</b>						<b>\$104,560</b>
Line Item - STP<200K						\$0
Line Item - Enhancement						\$1,870
Line Item - Hazard						\$400
Line Item - FBR						\$0
Line Item - Overlay						\$25,300
Line Item - Maintenance						\$725
<b>Line Items, Sub Total</b>						<b>\$28,295</b>
<b>Stage 1 Program, Total</b>						<b>\$132,855</b>
<b>Stage 1 Program excluding ARRA* Projects, Total</b>						<b>\$128,846</b>
*ARRA: American Recovery and Reinvestment Act						

# Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 11-1  
Stage 1 (2010-2015)  
Houma Area

## LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  New 2 Lane
-  New 4 Lane
-  Center Turn Lane
-  Reconstruction
-  ITS Corridor
-  New Bridge
-  Replace Bridge
-  Pedestrian Bridge
-  Turn Lane



Source: LADOTD  
HTMPO



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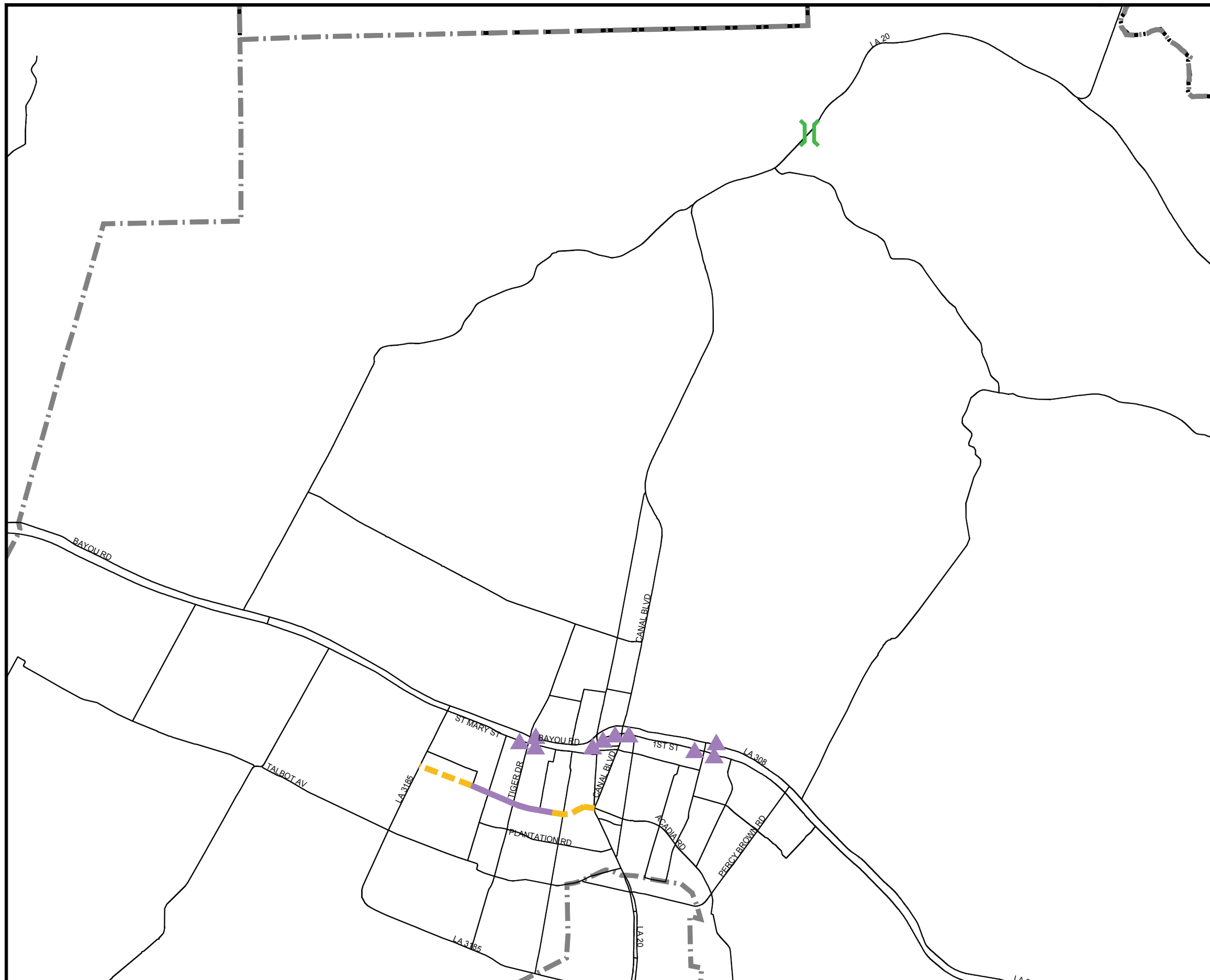


# Houma-Thibodaux Metropolitan Transportation Plan 2035

**Figure 11-2**  
*Stage 1 (2010-2015)*  
*Thibodaux Area*

## LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  New 4 Lane
-  Replace Bridge
-  Turn Lane



Source: LADOTD  
HTMPO



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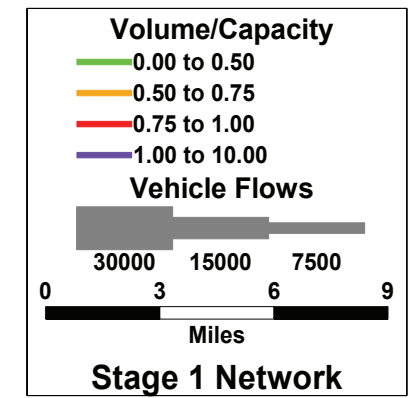
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# Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 11-3  
2015 Stage 1 VOC Map

## LEGEND



Source: NSI



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#### ***11.3.4 Stage 2 (2016-2025)***

Stage 2 is planned for improvement in the years 2016 to 2025 and consists of seven (7) projects and six (6) line items, as shown in Table 11-4. Table 11-5 lists the opinion of probable total cost of the Stage 2 projects. One major line item was STP<200K funding source with available funding for Stage 2 of \$42 million. To increase the overall system efficiency, MPO intends to use this funding for projects that can be completed in a short-time period with maximum cost-benefit such as system preservation, operational improvements at intersections, safety improvements, bike paths, sidewalks etc. The planned improvements in Stage 2 are projected to cost **\$243 million** and represent improvements consisting of intersection improvements, roadway widening, new roadway construction, new bridge construction, bridge replacements, ITS corridors, roadway maintenance, enhancements and corridor preservation projects. Stage 2 projects are shown in Figure 11-4.

2025 link Volume/Capacity (VOC) map with Stage 1 and Stage 2 projects is shown in Figure 11-5.

**Table 11-4  
Stage 2 Program (2016 – 2025)  
with  
Opinion of Probable Cost Estimates**

Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Funding Source	Est. Cost (000)
Lafourche	509	LA 3087 (Prospect Blvd Ext) LA 182 to US 90/I-49	New 4 lane	2.50	STPFLEX	\$15,149
Lafourche	509	LA 3087 (Prospect Blvd Ext) at US 90/I-49	New Interchange	--	NHS	\$29,228
Terrebonne	412	LA 311 (Little Bayou Black Dr) Savanne Rd to US 90/I-49	Widen to 4 lanes	4.85	STPFLEX	\$27,660
Terrebonne	401	LA 661 (N & S Van Ave) LA 3040 (Tunnel Blvd) to Houma Navigation Canal	Widen to 4 lanes & 2 bridges	2.15	STPFLEX FBR	\$45,624
Lafourche	607	New Road South Lafourche Airport to LA 3235	New 2 lane & bridge	0.45	STPGEN FBR	\$9,089
Terrebonne	411	LA 311 (Little Bayou Black Dr) Hollywood Rd to Savanne Rd	Widen to 4 lanes	2.40	STPFLEX	\$13,687
Lafourche	602	LA 308 Lockport to Galliano	Reconstruction with shoulders	17.00	Overlay	\$48,476
<b>Identified Projects, Sub Total</b>						
					Line Item - STP<200K	\$188,913
					Line Item - Enhancement	\$42,300
					Line Item - Hazard	\$3,950
					Line Item - FBR	\$850
					Line Item - FBR	\$796
					Line Item - Overlay	\$5,024
					Line Item - Maintenance	\$1,550
					<b>Line Items, Sub Total</b>	\$54,470
					<b>Stage 2 Program, Total</b>	\$243,383

**Table 11-5  
Stage 2: Opinion of Probable Total Project Cost Estimates**

Parish	Project #	Name Limits or Location	Length (miles)	Construction (000)	Engg/Design (000)	ROW/Util (000)	Planning (000)	Total Cost (000)
Lafourche	509	LA 3087 (Prospect Blvd Ext) LA 182 to US 90/I-49	2.50	\$15,149	\$1,515	\$1,515	\$227	\$18,406
Lafourche	509	LA 3087 (Prospect Blvd Ext) at US 90/I-49	--	\$29,228	\$2,923	\$500	\$438	\$33,089
Terrebonne	412	LA 311 (Little Bayou Black Dr) Savanne Rd to US 90/I-49	4.85	\$27,660	\$2,766	\$6,915	\$415	\$37,756
Terrebonne	401	LA 661 (N & S Van Ave) LA 3040 (Tunnel Blvd) to Houma	2.15	\$45,624	\$4,562	\$11,406	\$684	\$62,277
Lafourche	607	New Road South Lafourche Airport to LA 3235	0.45	\$9,089	\$909	\$909	\$136	\$11,043
Terrebonne	411	LA 311 (Little Bayou Black Dr) Hollywood Rd to Savanne Rd	2.40	\$13,687	\$1,369	\$3,422	\$205	\$18,683
Lafourche	602	LA 308 Lockport to Galliano	17.00	\$48,476	\$4,848	\$4,848	\$727	\$58,898

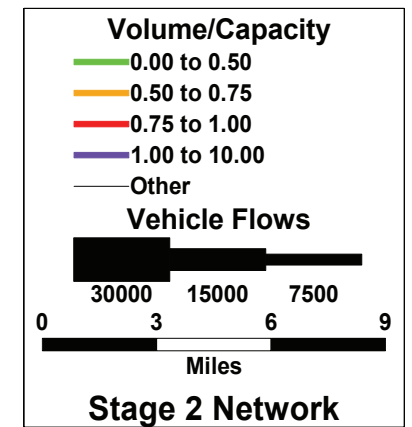




# Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 11-5  
2025 Stage 2 VOC Map

## LEGEND



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### ***11.3.5 Stage 3 (2026-2035)***

Stage 3 is planned for improvement in the years 2026 to 2035 and consists of three projects and ten line items, as shown in Table 11-6. Table 11-7 lists the opinion of probable total cost of the Stage 3 projects. One major line item was STP<200K funding source with available funding for Stage 3 of \$57 million. To increase the overall system efficiency, HTMPO intends to use this funding for projects that can be completed in a short-time period with maximum cost-benefit such as system preservation, operational improvements at intersections, safety improvements, bike paths, sidewalks etc. The planned improvements in Stage 3 are projected to cost **\$363 million** and represent improvements consisting of intersection improvements, roadway widening, new roadway construction, new bridge construction, bridge replacements, ITS corridors, roadway maintenance, enhancements and corridor preservation projects. Stage 3 projects are shown in Figure 11-6.

2035 link Volume/Capacity (VOC) map with Stage 1, stage 2 and Stage 3 projects is shown in Figure 11-7.



**Table 11-6  
Stage 3 Program (2026 – 2035)  
with  
Opinion of Probable Cost Estimates**

Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Funding Source	Est. Cost (000)
Terrebonne	503	LA 311 (Little Bayou Black Dr) I-49/US 90 to Main Project Rd	Widen to 4 lanes	2.40	STPFLEX	\$18,395
Terrebonne/ Lafourche	408	LA 3185 (Thibodaux Loop SW) LA 308 (Bayou Dr) to LA 20	Widen to 4 lanes & bridge	5.30	STPFLEX FBR	\$44,454
Assumption Lafourche	602	LA 308 Supreme to Thibodaux	Reconstruction with shoulders	14.00	Overlay	\$53,651
Terrebonne	405	LA 311 (Little Bayou Black Dr) Barataria Blvd to Hollywood Rd	Widen to 4 lanes	2.31	STPFLEX	\$16,095
Terrebonne/ Lafourche	407	LA 648 (Percy Brown Dr) LA 20 (Canal Blvd) to LA 308 (Bayou Dr)	Widen to 4 lanes & bridge	2.30	STPFLEX FBR	\$21,460
Terrebonne	502	LA 660 (Coteau Rd) LA 24 (Main St) to LA 3087 (Prospect Blvd)	Widen to 4 lanes & bridge	7.40	STPFLEX FBR	\$60,549
Terrebonne/ Lafourche	400	US 90 Through Study Area	Upgrade to I-49	40.00	IM	\$19,161
<b>Identified Projects, Sub Total</b>						<b>\$233,765</b>
Line Item - STP<200K						\$57,000
Line Item - Enhancement						\$5,350
Line Item - Hazard						\$1,125
Line Item - FBR						\$45,503
Line Item - Overlay						\$18,349
Line Item - Maintenance						\$2,000
<b>Line Items, Sub Total</b>						<b>\$129,327</b>
<b>Stage 3 Program, Total</b>						<b>\$363,092</b>

**Table 11-7  
Stage 3: Opinion of Probable Total Project Cost Estimates**

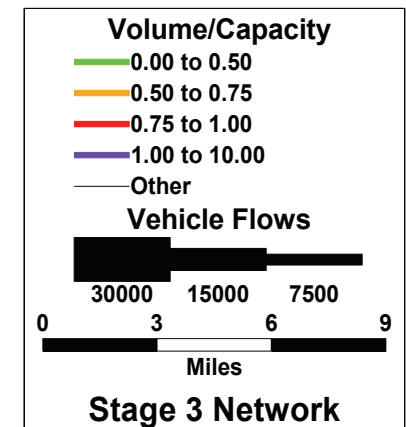
Parish	Project #	Name Limits or Location	Length (miles)	Construction (000)	Engg/Design (000)	ROW/Util (000)	Planning (000)	Total Cost (000)
Terrebonne	503	LA 311 (Little Bayou Black Dr) I-49/US 90 to Main Project Rd	2.40	18,395	1,840	1,840	276	22,350
Terrebonne/ Lafourche	408	LA 3185 (Thibodaux Loop SW) LA 308 (Bayou Dr) to LA 20	5.30	44,454	4,445	4,445	667	54,012
Assumption Lafourche	602	LA 308 Supreme to Thibodaux	14.00	53,651	5,365	5,365	805	65,186
Terrebonne	405	LA 311 (Little Bayou Black Dr) Barataria Blvd to Hollywood Rd	2.31	16,095	1,610	8,048	241	25,993
Terrebonne/ Lafourche	407	LA 648 (Percy Brown Dr) LA 20 (Canal Blvd) to LA 308 (Bayou Dr)	2.30	21,460	2,146	2,146	322	26,074
Terrebonne	502	LA 660 (Coteau Rd) LA 24 (Main St) to LA 3087 (Prospect)	7.40	60,549	6,055	6,055	908	73,567
Terrebonne/ Lafourche	400	US 90 Through Study Area	40.00	19,161	1,916	0	100	21,177



# Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 11-7  
2035 Stage 3 VOC Map

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### *11.3.6 Vision Plan / Unfunded Needs*

The previous sections have addressed Stages 1, 2, and 3 transportation improvements which have identified funding sources, however, a great many other transportation improvements are needed. The Vision Plan identifies those necessary but unfunded transportation improvements.

Whereas the “**Houma-Thibodaux MTP 2035**” identifies all the existing and future needed transportation improvements, and the Staged Improvement Program identifies all funded transportation improvements, the Vision Plan identifies and focuses on the remaining unfunded transportation projects. The funded transportation improvements represent the best combination of transportation improvements within available funding to address existing transportation deficiencies. The remaining unfunded transportation improvements are no less important or effective, they just cannot be accommodated within the financially constrained budget.

All of the projects in the Vision Plan are important to the future efficiency of the transportation network, but remain unfunded for various reasons. Delayed funding for a transportation improvement project may be the result of the projects’ size, its cost, its design complexity, acquisition difficulties, jurisdictional concerns, and/or environmental concerns. A project may be delayed because its efficiency is minimized until other projects are completed or it does not alleviate existing transportation deficiencies that will only exacerbate over time.

The remaining unfunded transportation improvements are included in the Vision Plan so that they can be a constant reminder of future needs, and annually re-analyzed to determine if adjustments or changes are needed. The extent and distribution of the network improvements included in the Vision Plan are depicted in Figure 11-8 and the vision projects are shown in the Table 11-8. Funding and implementation of the Vision Plan will have tremendous impact on the transportation network of the community. As the community continues to grow and re-define itself, regular and routine review of the Vision Plan is necessary to be responsive to changes.

2035 link Volume/Capacity (VOC) map with Stage 1, Stage 2, Stage 3 and Vision plan projects is shown in Figure 11-9.

**Table 11-8  
Vision Plan/ Unfunded Needs  
Opinion of Probable Cost Estimates in 2008 Dollars**

Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Est. Cost ('000)
Lafourche	509	LA 3087 (Prospect Blvd Ext) US 90/I-49 to LA 648 (Percy Brown Rd)	New 4 lane	9.35	\$39,740
Lafourche	603	LA 3235 LA 24 to US90/I-49 west of LA 1	New 4 lane, interchange & bridge	15.25	\$178,000
Terrebonne	500	Industrial Blvd LA 661 (S Van Ave) to LA 311 (Little Bayou Black Dr)	New 4 lane & bridge	1.40	\$30,950
Terrebonne	501	Industrial Blvd LA 57 (Grand Caillou Rd) to LA 659 (Park Ave)	New 4 lane & bridge	1.70	\$16,225
Terrebonne/ Lafourche	606	Industrial Blvd LA 659 (Park Ave) to LA 3087 (Prospect Blvd)	New 4 lane & bridge	3.70	\$36,475
Terrebonne	409	Industrial Blvd LA 661 (S Van Ave) to LA 57 (Grand Caillou Rd)	Widen to 4 lanes	1.75	\$7,500
Terrebonne	302	Bayou Gardens Blvd Vicari St to LA 660 (Coteau Rd)	Widen to 4 lanes	1.60	\$6,400
Terrebonne/ Lafourche	300	LA 182 (New Orleans Blvd) Legion Ave to LA 3087 (Prospect Blvd)	Widen to 4 lanes	4.50	\$18,000
Terrebonne	506	LA 3040 (ICWW Tunnel) at Intracoastal Canal	Replace Tunnel with 4 lane high rise bridge	0.75	\$25,000
Terrebonne	505	St Louis Canal Rd Ext Bayou Gardens Blvd to LA 316 (Bayou Blue Rd)	New 4 lane road	2.95	\$12,500
Lafourche	602	LA 308 St Charles Bridge to Lockport	Reconstruction with shoulders	16.00	\$32,000
Lafourche	602	LA 308 Galliano to Golden Meadow	Reconstruction with shoulders	7.80	\$15,600
Terrebonne	410	Bayou Gardens Blvd LA 660 (Coteau Rd) to LA 316 (Bayou Blue Rd)	New 4 lane roadway	1.50	\$6,375
Lafourche	510	Bayou Gardens Blvd LA 316 to LA 3087 (Prospect St Ext)	New 4 lane roadway	1.00	\$4,250



**Table 11-8**  
**Vision Plan/ Unfunded Needs**  
**Opinion of Probable Cost Estimates in 2008 Dollars**

Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Est. Cost (000)
Lafourche	600	LA 20 (N Canal Blvd) Reinzi Dr to LA 304	Widen to 4 lanes	5.40	\$21,600
Terrebonne	507	LA 3040 (Tunnel Blvd) S Hollywood Rd to ICWW	Widen to 6 lanes	2.50	\$10,000
Terrebonne	605	Valhi Blvd Savanne Rd to US90/I-49	New 4 land & intch	5.50	\$64,500
Terrebonne/ Lafourche	511	Thibodaux Loop SE LA 20 to LA 308 (Bayou Dr)	New 4 lane & bridge	3.00	\$17,000
Terrebonne	504	Main Project Rd LA 311 (Little Bayou Black Rd) to LA 3185	Widen to 4 lanes	3.00	\$12,000
Lafourche	513	Thibodaux Loop NW LA 20 (N Canal Blvd) to LA 308 (Bayou Dr)	New 4 lane roadway	3.10	\$13,200
Lafourche	512	Thibodaux Loop NE LA 308 (Bayou Dr) to LA 20 (N Canal Blvd)	New 4 lane roadway	4.40	\$18,700
Terrebonne	508	Valhi Blvd S Hollywood Rd to Savanne Rd	New 4 lane roadway	3.00	\$12,750
Terrebonne	304	Westside Blvd LA 3040 (MLK) to LA 311 (Little Bayou Black Dr)	New 4 lane & bridge	2.40	\$7,332
Terrebonne	301	N Hollywood Rd LA 24 (Park Ave) to LA 182 (New Orleans Blvd)	Widen to 4 lanes and new 4 lane roadway	1.90	\$8,000
Lafourche	601	New Route (Laurel Valley Rd.) LA 308 (Bayou Dr) to LA 20	New 2-4 lane highway	8.00	\$34,000
Terrebonne	404	LA 24 (Presque Isle) LA 24 (Main St) to LA 659 (Park Ave)	Widen to 4 lanes & 2 bridges	0.20	\$12,000
Lafourche	306	LA1/LA 308 LA 3185 to LA 648 (Percy Brown Dr)	One way couplet & bridges	5.00	\$23,750
Lafourche	307	LA 648 (Acadian Dr) LA 20 (Canal Blvd) to Cardinal Dr	Widen to 4 lanes	0.60	\$2,400

**Table 11-8**  
**Vision Plan/ Unfunded Needs**  
**Opinion of Probable Cost Estimates in 2008 Dollars**











Parish	Project #	Name Limits or Location	Improvement	Length (miles)	Est. Cost (000)
Terrebonne	403	LA 24 (Main St)/LA 659 (Park Ave) LA 57 (Grand Caillou Rd) to Presque Isle	One way couplet & bridges	4.40	\$25,900
Terrebonne	305	St Louis Canal Rd N Hollywood Rd to Bayou Gardens Blvd	Widen to 4 lanes	2.50	\$10,000
Terrebonne	406	I-49 LA 24 (Park Ave) to LA 316 (Bayou Blue Rd)	New 2 lane service roads	2.00	\$6,000
Terrebonne	303	S Hollywood Rd LA 311 to LA 182 (Bayou Black Dr)	New 2 lane & bridge	1.35	\$4,225
<b>Unfunded Needs, Total</b>					<b>\$732,372</b>

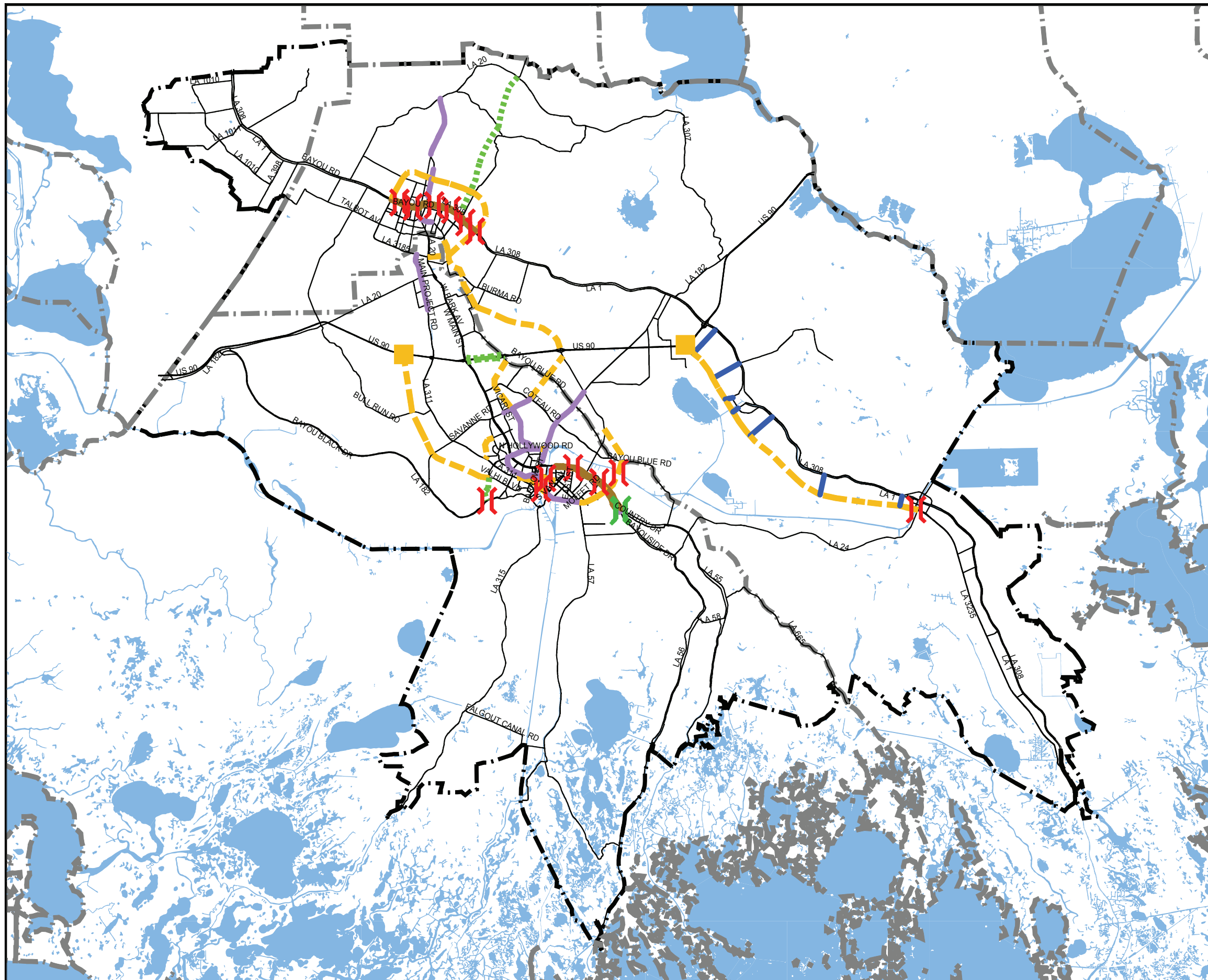


# Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 11-8  
Vision Plan

## LEGEND

-  Study Area
-  Parish Lines
- Improvement**
-  Widen Add 2 Lanes
-  New 2 Lane
-  New 4 Lane
-  Reconstruction
-  Local Connector
-  New Bridge
-  Replace Bridge
-  New Interchange



Source: NSI



Prepared for:



Prepared by:



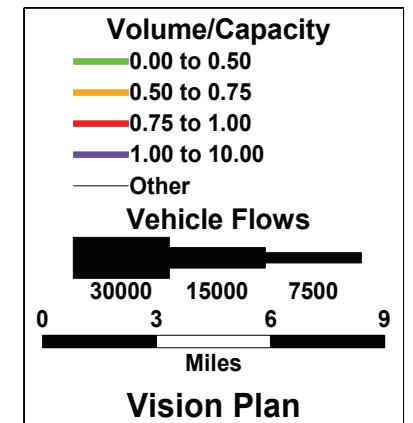
In Association with:



# Houma-Thibodaux Metropolitan Transportation Plan 2035

Figure 11-9  
2035 Vision Plan VOC Map

## LEGEND



Source: NSI



Prepared for:  
Houma-Thibodaux  
**MPO**



Prepared by:  
**NEEL-SCHAFFER**  
Solutions you can build upon

In Association with:  
**ALLIANCE**  
Transportation Group, Inc.  
**TBS** T. BAKER SMITH, INC.  
PROFESSIONAL CONSULTANTS SINCE 1913

## 11.4 Staged Improvement Program: Transit

### 11.4.1 Transit Project Costs

Transit total project costs were developed in consultation with the transit providers in 2008 dollars. These costs were then inflated to year-of-expenditure dollars using the same 3% compounded inflation rate, as was done for roadway projects. Those total costs from 2011 through 2035 equaled \$111 million.

### 11.4.2 Stage 1 (2010-2015)

Tables 11-9 through 11-13 lists the Stage 1 program of transit providers within HTMPO area.

Table 11-9					
Transit Stage 1 Program: FY 2011					
Provider	Proposed Improvement	Est. Cost (000)	Federal Share (000)	Match (000)	Funding Source: FTA
Good Earth	Urban funding	\$639	\$639	\$0	Section 5307
Good Earth	JARC Operating Assistance	269	269	0	Section 5316
Terrebonne COA	Operating	304	152	152	Section 5311
Terrebonne COA	Capital	104	83	21	Section 5311
Terrebonne COA	Capital	156	125	31	Section 5310
Terrebonne Arc	Capital	50	40	10	Section 5310
Assumption COA	Operating	201	101	100	Section 5311
Assumption COA	Capital	40	32	8	Section 5311
Assumption Arc	Capital	40	32	8	Section 5310
Lafourche COA	Capital	156	125	31	Section 5310
Lafourche Arc	Capital	104	83	21	Section 5310
	<b>Total FY 2011</b>	<b>\$2,063</b>	<b>\$1,681</b>	<b>\$382</b>	

Table 11-10					
Transit Stage 1 Program: FY 2012					
Provider	Proposed Improvement	Est. Cost (000)	Federal Share (000)	Match (000)	Funding Source: FTA
Good Earth	Urban funding	\$658	\$658	\$0	Section 5307
Good Earth	JARC Operating Assistance	277	277	0	Section 5316
Terrebonne COA	Operating	314	157	157	Section 5311
Terrebonne COA	Capital	107	86	21	Section 5311
Terrebonne COA	Capital	161	129	32	Section 5310
Terrebonne Arc	Capital	51	41	10	Section 5310
Assumption COA	Operating	208	104	104	Section 5311
Assumption COA	Capital	41	33	8	Section 5311
Assumption Arc	Capital	41	33	8	Section 5310
Lafourche COA	Capital	161	129	32	Section 5310
Lafourche Arc	Capital	107	86	21	Section 5310
	<b>Total FY 2012</b>	<b>\$2,126</b>	<b>\$1,733</b>	<b>\$393</b>	

Table 11-11					
Transit Stage 1 Program: FY 2013					
Provider	Proposed Improvement	Est. Cost (000)	Federal Share (000)	Match (000)	Funding Source: FTA
Good Earth	Urban funding	\$678	\$678	\$0	Section 5307
Good Earth	JARC Operating Assistance	285	285	0	Section 5316
Terrebonne COA	Operating	322	161	161	Section 5311
Terrebonne COA	Capital	110	88	22	Section 5311
Terrebonne COA	Capital	165	132	33	Section 5310
Terrebonne Arc	Capital	53	42	11	Section 5310
Assumption COA	Operating	214	107	107	Section 5311
Assumption COA	Capital	42	34	8	Section 5311
Assumption Arc	Capital	42	34	8	Section 5310
Lafourche COA	Capital	165	132	33	Section 5310
Lafourche Arc	Capital	110	88	22	Section 5310
	<b>Total FY 2013</b>	<b>\$2,186</b>	<b>\$1,781</b>	<b>\$405</b>	

Table 11-12

## Transit Stage 1 Program: FY 2014

Provider	Proposed Improvement	Est. Cost (000)	Federal Share (000)	Match (000)	Funding Source: FTA
Good Earth	Urban funding	\$698	\$698	\$0	Section 5307
Good Earth	JARC Operating Assistance	294	294	0	Section 5316
Terrebonne COA	Operating	332	166	166	Section 5311
Terrebonne COA	Capital	114	91	23	Section 5311
Terrebonne COA	Capital	170	136	34	Section 5310
Terrebonne COA	Capital	55	44	11	Section 5309
Assumption COA	Operating	220	110	110	Section 5311
Assumption COA	Capital	44	35	9	Section 5311
Assumption Arc	Capital	44	35	9	Section 5310
Lafourche COA	Capital	170	136	34	Section 5310
Lafourche Arc	Capital	114	91	23	Section 5310
	<b>Total FY 2014</b>	<b>\$2,255</b>	<b>\$1,836</b>	<b>\$419</b>	

Table 11-13

## Transit Stage 1 Program: FY 2015

Provider	Proposed Improvement	Est. Cost (000)	Federal Share (000)	Match (000)	Funding Source: FTA
Good Earth	Urban funding	\$719	\$719	\$0	Section 5307
Good Earth	JARC Operating Assistance	303	303	0	Section 5316
Terrebonne COA	Operating	342	171	171	Section 5311
Terrebonne COA	Capital	117	94	23	Section 5311
Terrebonne COA	Capital	175	140	35	Section 5310
Terrebonne Arc	Capital	56	45	11	Section 5310
Assumption COA	Operating	226	113	113	Section 5311
Assumption COA	Capital	45	36	9	Section 5311
Assumption Arc	Capital	45	36	9	Section 5310
Lafourche COA	Capital	175	140	35	Section 5310
Lafourche Arc	Capital	117	94	23	Section 5310
	<b>Total FY 2015</b>	<b>\$2,320</b>	<b>\$1,891</b>	<b>\$429</b>	



**11.4.3 Stage 2 (2016-2025)**

Table 11-14 lists the Stage 2 program of transit providers within HTMPO area.

<b>Table 11-14</b>		
<b>Transit Stage 2 Program: 2016 - 2025</b>		
<b>Funding Source: FTA</b>	<b>Funding Recipient(s)</b>	<b>Est. Cost (000)</b>
Section 5307 - Urban funding	Good Earth	\$27,000
Section 5316 - JARC Operating Assistance	Good Earth	4,000
Section 5311 - Operating	Terrebonne COA Assumption COA	7,000
Section 5311 - Capital	Terrebonne COA Assumption COA	4,200
Section 5310 - Capital	Terrebonne COA Terrebonne Arc Assumption Arc Lafourche COA Lafourche Arc	700
	<b>Total FY 2016-2025</b>	<b>\$42,900</b>

**11.4.4 Stage 3 (2026-2035)**

Table 11-15 lists the Stage 3 program of transit providers within HTMPO area.

<b>Table 11-15</b>		
<b>Transit Stage 3 Program: 2026 - 2035</b>		
<b>Funding Source: FTA</b>	<b>Funding Recipient(s)</b>	<b>Est. Cost (000)</b>
Section 5307 - Urban funding	Good Earth	34,000
Section 5316 - JARC Operating Assistance	Good Earth	6,000
Section 5311 - Operating	Terrebonne COA Assumption COA	12,000
Section 5311 - Capital	Terrebonne COA Assumption COA	4,000
Section 5310 - Capital	Terrebonne COA Terrebonne Arc Assumption Arc Lafourche COA Lafourche Arc	1,000
	<b>Total FY 2026-2035</b>	<b>\$57,000</b>

## 11.5 Financial Constraint

The anticipated total highway and transit funding for the plan period (2010 – 2035) was calculated to be \$887 million. The estimated total cost of highway and transit improvements as identified in the staged improvement program of the plan was \$846 million, which is less than the anticipated funding. Hence, the Houma-Thibodaux Urbanized Area 2035 MTP is financially constrained.