Feasibility & Cost Study

Downtown Greenway

Baton Rouge, Louisiana

March 2010

Downtown Development District

Downtown Greenway Feasibility

&

Cost Study

Baton Rouge, Louisiana

This study has been funded by a planning fund under the Downtown Visitor's Amenity Plan.

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INTRODUCTION

Now is the time to invest in and implement new transportation infrastructure in Downtown Baton Rouge that will provide more viable choices to walk and bike, while stretching our transportation dollars. The Downtown Development District's (DDD) Downtown Greenway project will seek to implement a new greenway "active transportation" system that will do both.

As Baton Rouge continues to grow, it is essential that we make it a priority to build an active transportation system that connects where we live, learn, work, shop and play. This must include a functional green network of sidewalks and bike paths.

Downtown Baton Rouge has an opportunity to create a greenway connection that would form the backbone for an immediate and long-term stimulus to our economy. This will include:

a. Re-connecting with surrounding disjointed neighborhoods, which will allow for alternative transportation options as recommended in Plan Baton Rouge Phase II;
b. Connection to Spanish Town, Beauregard Town and 7 BREC parks, including the proposed Convention & 7th Street Park, Spanish Town Park, Goldsby Field, Memorial Stadium, Expressway Park, Brooks Park and City Park;
c. Encourage new investment and redevelopment of the area;
d. Promote a healthier lifestyle.

The intent of this study is to provide information that will show how a new transportation infrastructure greenway can be integrated into the existing layout of the urban streets of Downtown Baton Rouge. Creating a Downtown Greenway will require meeting significant challenges, but with public, local, state and federal acceptance, the Downtown Greenway will prove to be a great return on investment.

PROJECT BENEFITS

Our current heavily automobile-focused transportation system is reaching its limitations. As our city grows and traffic problems worsen, investment in bicycle and pedestrian infrastructure will provide numerous benefits to the community:

Active Living

On a daily basis, most people do not achieve their recommended level of physical activity. A well designed and successful Downtown Greenway will provide an opportunity to reach those goals, which leads to added benefits in health care savings, improved mobility, increased productivity and an improved quality of life. When national businesses are considering relocating, greenways are an attractive benefit that promotes an area's quality of life.

Tourism & Economic Impact

As the adventure tourism industry rapidly grows, a successful greenway will attract tourism and generate tax revenue at hotels, restaurants and local small businesses. It also paves the way for recreation rentals and services.

Real Estate Values

The Downtown Greenway will increase property values, which lead to increased tax revenue. Some studies suggest that this added tax revenue will often offset the cost of the project. Also, by providing the proposed greenway, studies have shown that those properties sell quicker and at a higher price.

Economic Development & Revitalization

A Downtown Greenway will provide additional business and development opportunities, as well as added resident and tourism spending at businesses located along the greenway. Small businesses benefit from the shorter and more frequent trips of bicyclists and pedestrians. It will also promote a pattern of more diverse, compact and mixed-use developments, also known as smart growth.

Environmentally Responsible

Greenways are environmentally responsible in their ability to reduce the need for the automobile and carbon emissions and protect plant and water resources that are vital to Baton Rouge's eco-system. Water quality is improved by the creation of buffer zones to protect our lakes and bayous from erosion and filter road runoff.

Safety

Parks and greenways are typically areas with the lowest incidences of criminal activity. This is especially true in areas that are heavily traveled, which creates an environment that is virtually self-policing through an increase of citizen awareness in neighborhoods.

As dedicated multi-use paths, the Greenway will be designed to meet most local, state and federal standards for public safety and use.

Alternative Means of Transportation

Not only can the Downtown Greenway be used as a recreational resource, it can also provide residents and tourists the opportunity to choose their means of transportation. The greenway will connect areas that are currently only accessible by automobile, which will attract local residents and make the vital connection between our existing shopping centers, recreational facilities, parks, museums, libraries and historical landmarks.

Education

The Downtown Greenway can be used as an educational tool to inform users about plant life, environmental awareness, water quality and historical monuments.

Beautification

The Downtown Greenway will provide a unique opportunity to create gateways into Downtown from the surrounding area. These opportunities may include the use of local art which will promote the work of local artists.

Grants

Several funding mechanisms for the Downtown Greenway are available, including federal, state and local government grants. These grants are typically only available for greenways and urban trails.

THE DOWNTOWN GREENWAY

THE PRIMARY GOAL OF THE DOWNTOWN GREENWAY PROJECT is to connect Memorial Park and Baton Rouge City Park with a multi-use path that provides active recreational and functional transportation options. The study area's general boundaries are the Capitol Lakes to the north, the Mississippi River to the west, Baton Rouge City Park to the south, and I-110 to the east. Although the focus of the study is to develop a corridor in Downtown Baton Rouge, the Greenway Project will collaborate and coordinate with current and future transportation infrastructure initiatives of the East Baton Rouge Parish Department of Public Works (DPW) and the Recreation and Park Commission for the Parish of East Baton Rouge (BREC). The intent is for physical connections to be made with these projects and the Greenway in the future.

The following is a list of project attributes that have been used to develop the feasibility and cost in this report:

- The American Association of State Highway and Transportation Official's (AASHTO) *Guide for the Development of Bicycle Facilities* was used to develop the standards for the bicycle paths.
- The path will be lit with either existing street lights or new lighting using the Illumination Electrical Society (IES) standards.
- The path will be delineated with various way-finding markers, including but not limited to signs, bollards and street markings.
- It is recommended that the minimum vertical clearance and path width for the entire corridor be 10 feet.
- All recommendations will require approval from local, state and federal agencies, as well as any private property owners. This may include any rights of way acquisitions and servitudes.

IN AN EFFORT TO DETERMINE THE CONCEPTUAL COST of the project, some example amenities were selected. It is important to remember that any additional or more expensive selections will affect the cost of the project.

The conceptual cost is located on Pages 33-40. Below are the standards used to determine the quantities of each:

- Path Delineation Amenities (see ***Figure 1***) – bollards or similar to be located at all intersections, points where a users direction of travel changes and then every 250-300 feet between these locations. Benches, litter receptacle, bike racks, etc. to be placed at the discretion of the DDD.
- Pedestrian Lighting – located approximately 75 feet apart (only provided in areas where lighting does not currently exist). It is recommended that +/-0.9 foot-candles be provided in commercial areas and +/-0.2 foot-candles in residential areas.

- Striping (see ***Figure 2***) – includes restriping of roadways and any required shared road symbols placed at approximately 800 - 1000 feet intervals
- Misc. Signage (see ***Figure 2***) – this includes any signage that may be required along the route of the greenway. These signs may include bike parking, share the road and bike route signage.
- Standard Crosswalks Improvements – included in this cost are signage, striping, ADA ramps and estimated traffic light improvements (syncing) that may be required at street intersections. These items are in addition to what may be required along the route of the greenway.
- Underpass Lighting (see ***Figure 3***) –will vary depending on the determined use of the area under Interstates 10 and 110. Fixtures may be located at 50 foot intervals or as required.
- Landscape Precedents (see ***Figure 4***) – will vary depending on budget constraints. Landscape elements may be used to enhance the image of the Greenway and encourage its use.

AMENITIES

Figure 1 illustrates potential amenities that may be used throughout the corridor to delineate the Greenway. These include, but are not limited to, lighted bollards, benches, litter receptacles, bike racks, and directional signage.

Figure 1 – Path Delineation Amenities

Figure 2 illustrates the various options that may be provided to insure the safety of users. These may include striping, additional traffic signs and way-finding signage.

Figure 2 - Striping, Shared Road Symbols, Traffic and Way-finding Signage

Figure 3 illustrates the precedents used for lighting the areas of the Greenway located under Interstates 10 and 110. This lighting may be as simple as energy efficient fixtures, or it may be a more creative approach that improves aesthetics and ambience of the location.

Figure 3 - Underpass Lighting Examples

Figure 4 illustrates the precedents used for landscape elements, which may include new street trees and planting areas that may be used in conjunction with educational and ecological benefits previously mentioned.

Figure 4 - Landscape Precedent Images

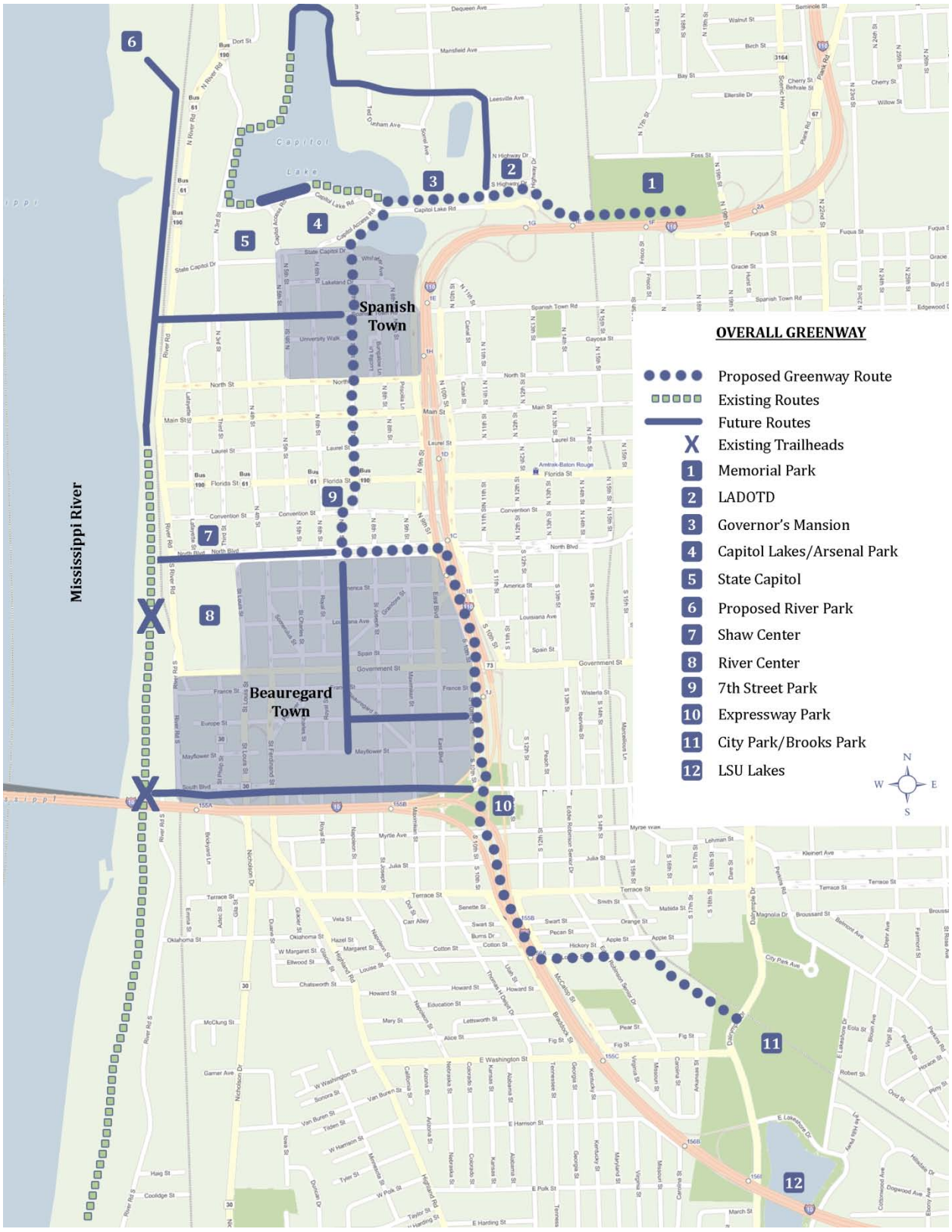


Figure 5 – Overall Downtown Greenway

PHASE ONE

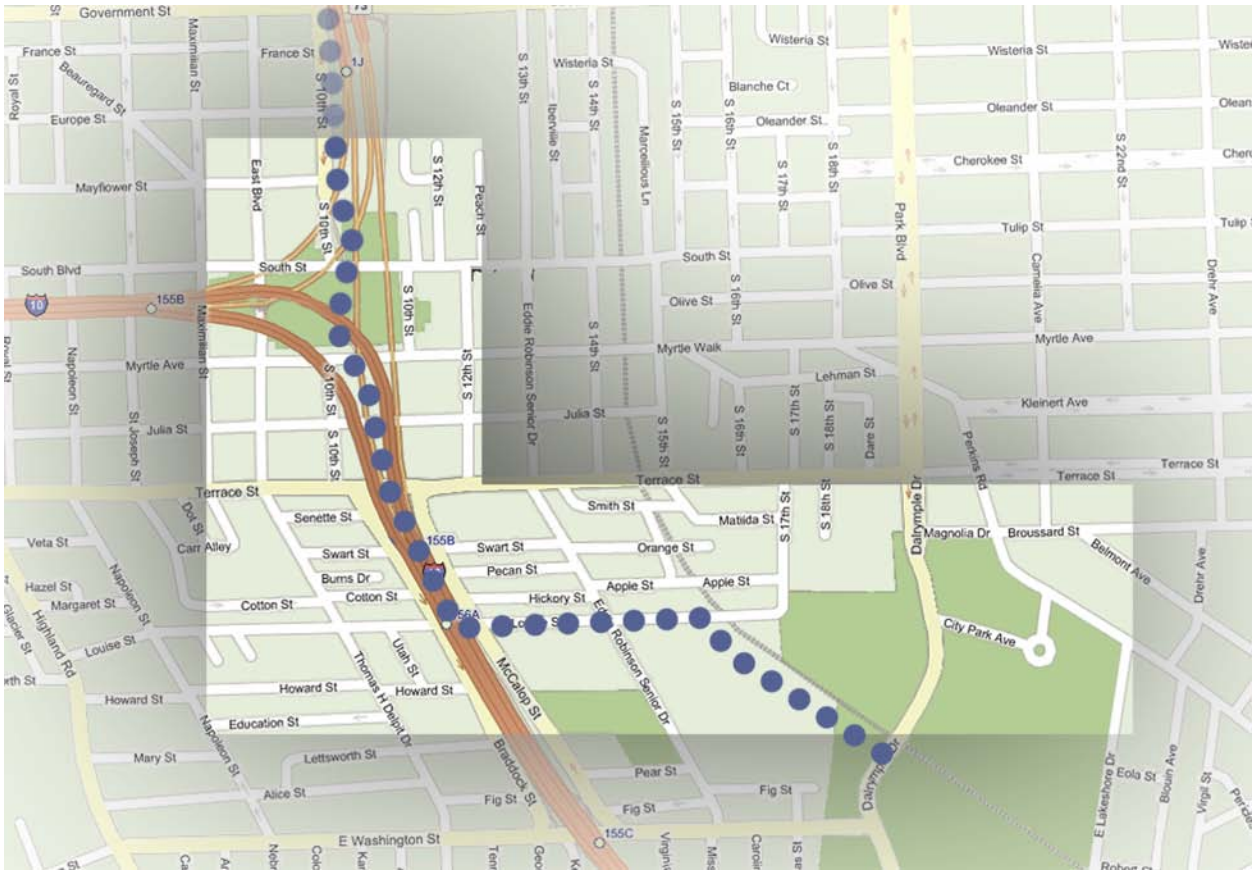
Phase One on the Downtown Greenway will provide a connection from BREC's Baton Rouge City Park and Brooks Park to Expressway Park (see ***Figure 6***).

Pedestrians and cyclists will travel from the existing bike path along Dalrymple Drive, along the Greenway enhanced path through Brooks Park to Louise Street. ***Figure 7*** illustrates the Master Plan of BREC's City Park and Brooks Park, which has been completed. Once reaching Louise Street, a new multi-use path will be provided on the south side of the road to safely reach the I-10 overpass, where riders and pedestrians will be provided with a designated path under I-10 (see ***Figure 8***) continuing through Expressway Park (see ***Figure 9***).

PHASE ONE ESTIMATED COST:

$1,700,000.00

See Page 33 for cost breakdown.



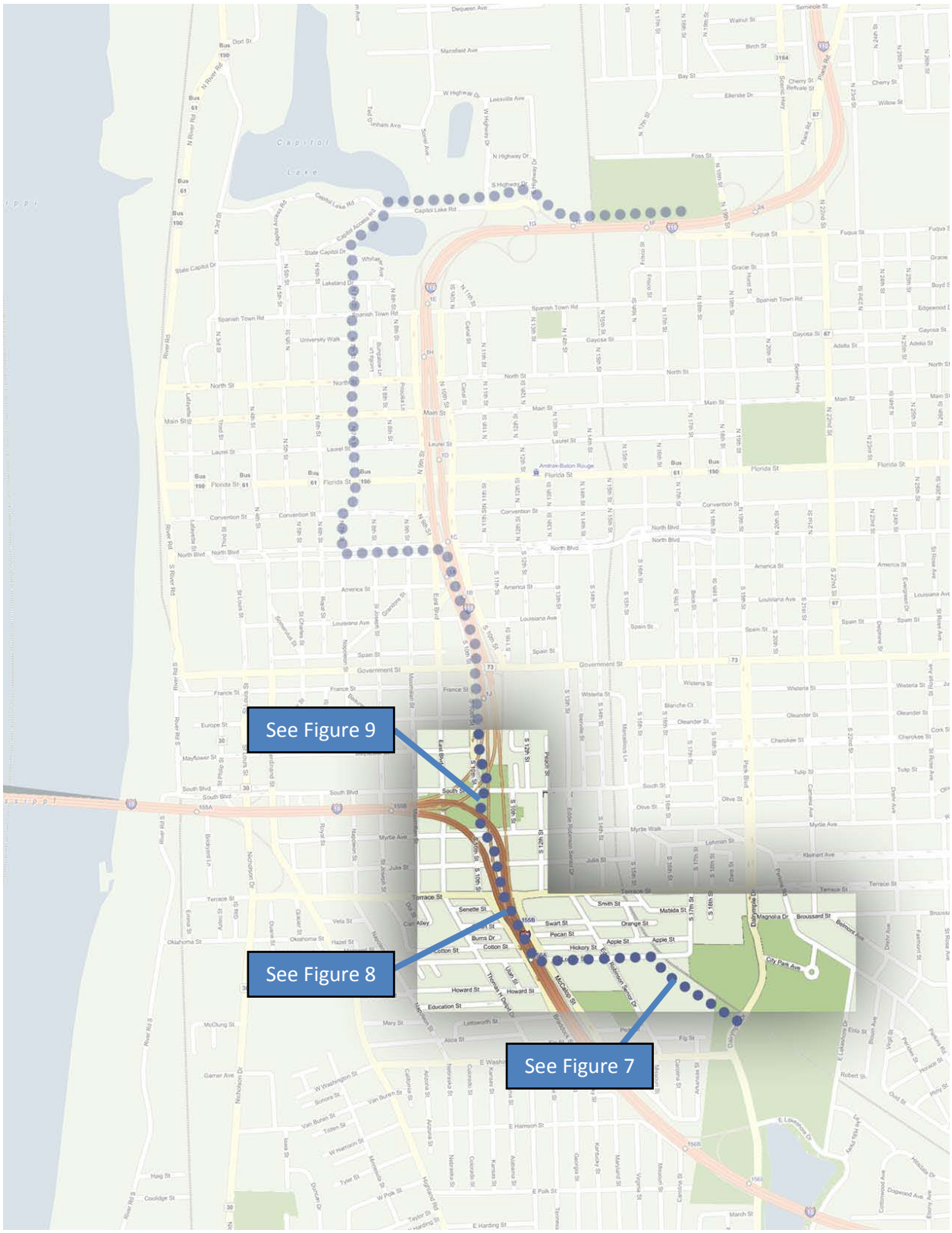


Figure 6 – Phase One

Figure 7 – Baton Rouge City Park and Brooks Park Master Plan
(Image courtesy of BREC)

Figure 8 - Proposed conditions beneath I-10 @ Expressway Park

Figure 9 - Expressway Park Aerial

PHASE TWO

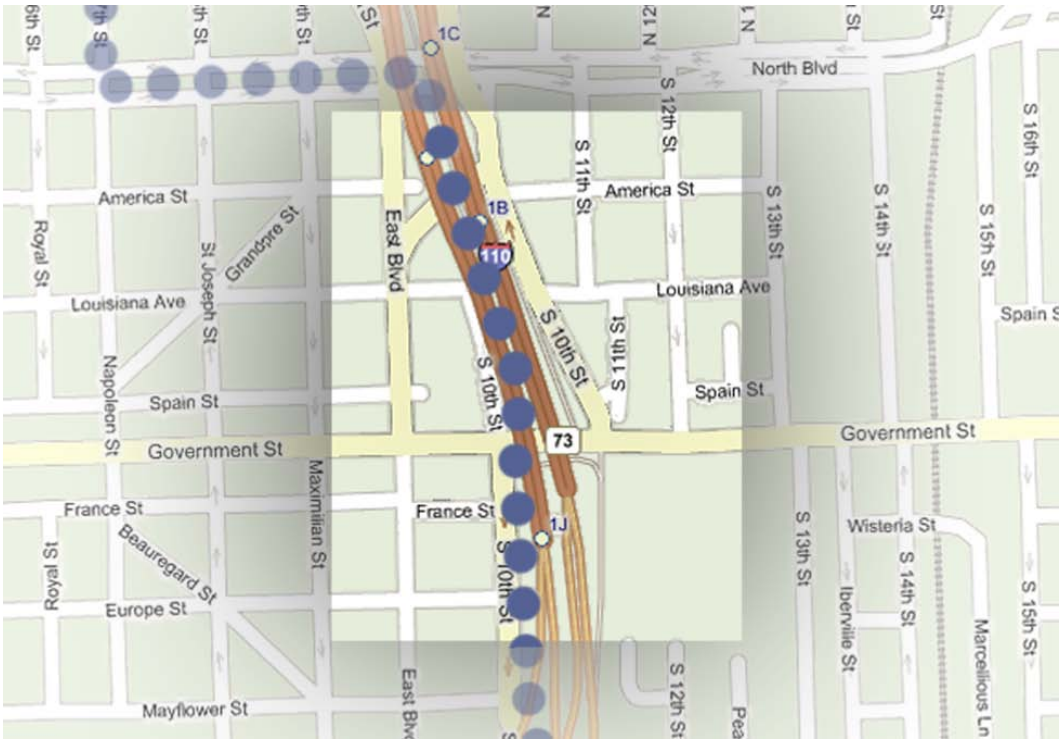
Phase Two of the Downtown Greenway will continue from Expressway Park along South 10th Street, across Government Street, which will serve as a downtown gateway, and end at North Boulevard (see ***Figure 10***). This phase of the Greenway will take advantage of free parking under I-110 at Louisiana Avenue, build upon the design guidelines set forth in the Downtown Visitor's Amenity Plan (DVAP) and provide an opportunity to include an art component.

A new multi-use sidewalk will be provided along the east side of South 10th Street (see ***Figures 11 - 12***) from Expressway Park to the Intersection of Government Street and I-110. At Government Street, two options may be considered. Option 1 would include an at-grade crossing (see ***Figures 13 - 14***) Options 2 and 3 would include a pedestrian bridge as indicated by (see ***Figures 15 - 16***). After crossing Government Street, pedestrians and cyclists would again use a designated path under I-110 until reaching North Boulevard.

ESTIMATED COST:

Option 1–At Grade Crossing -	**$1,600,000.00**
Option 2-Pedestrian Bridge Option 1 -	**$4,100,000.00**
Option 3-Pedestrian Bridge Option 2 -	**$5,900,000.00**

See Pages 34-36 for cost breakdown.



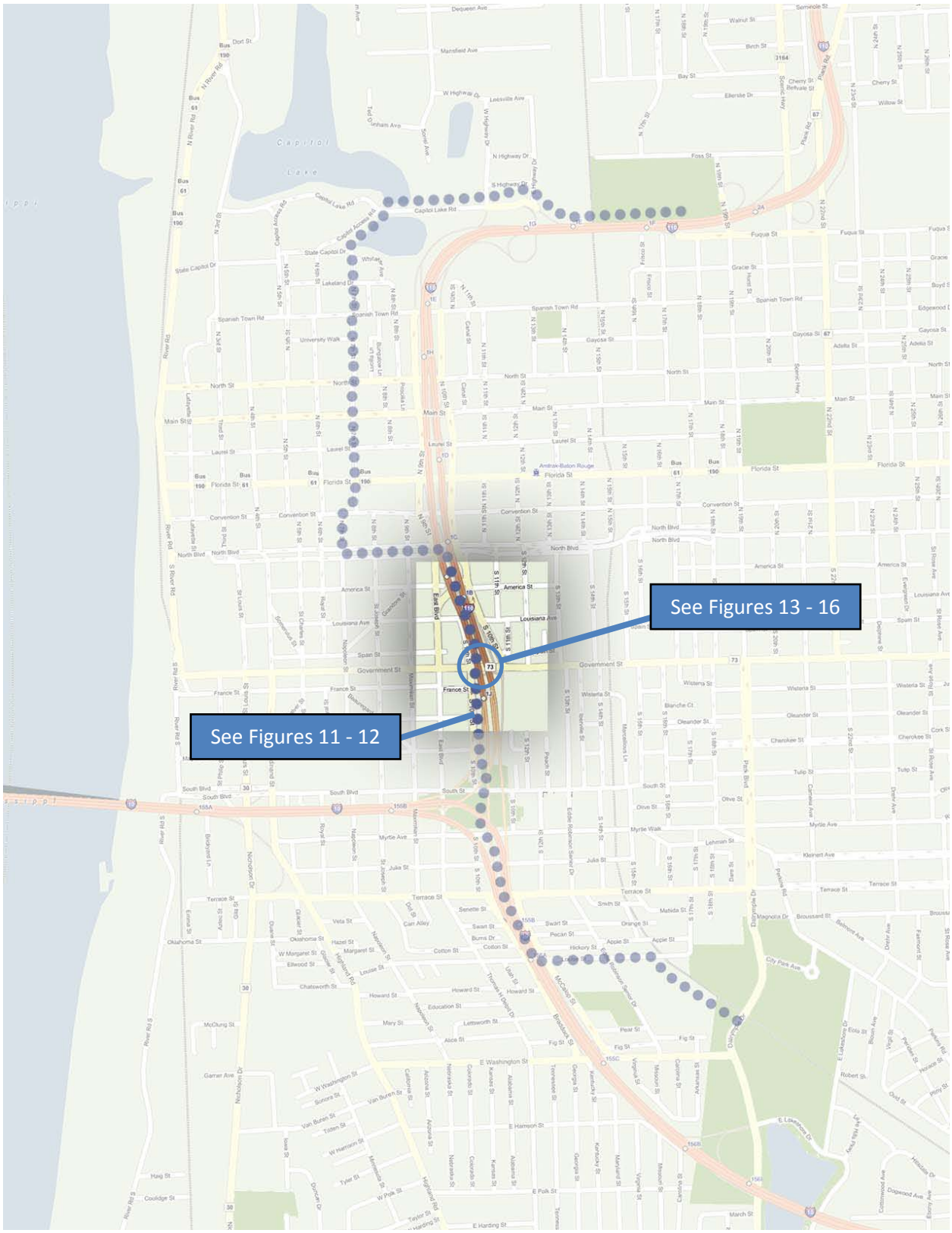


Figure 10 - Phase Two

South 10th Street

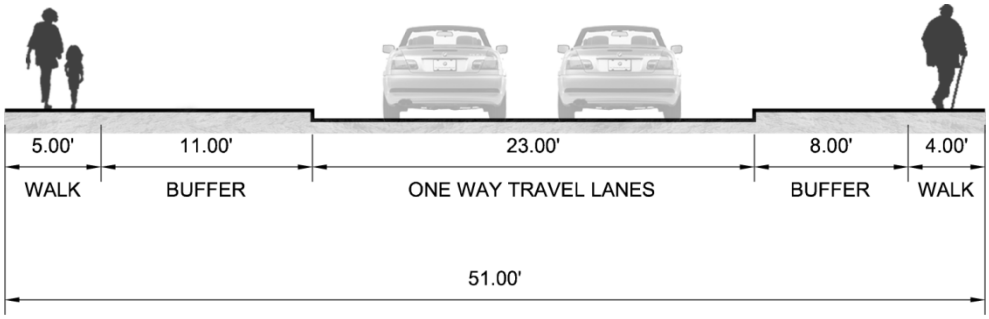


Figure 11 - Existing Section

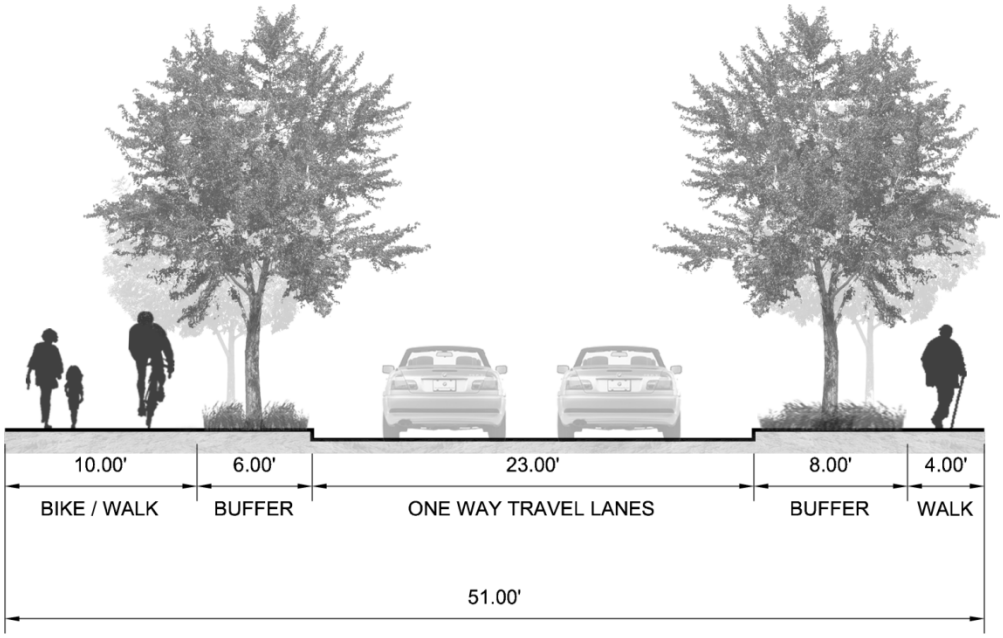


Figure 12 - Proposed Section

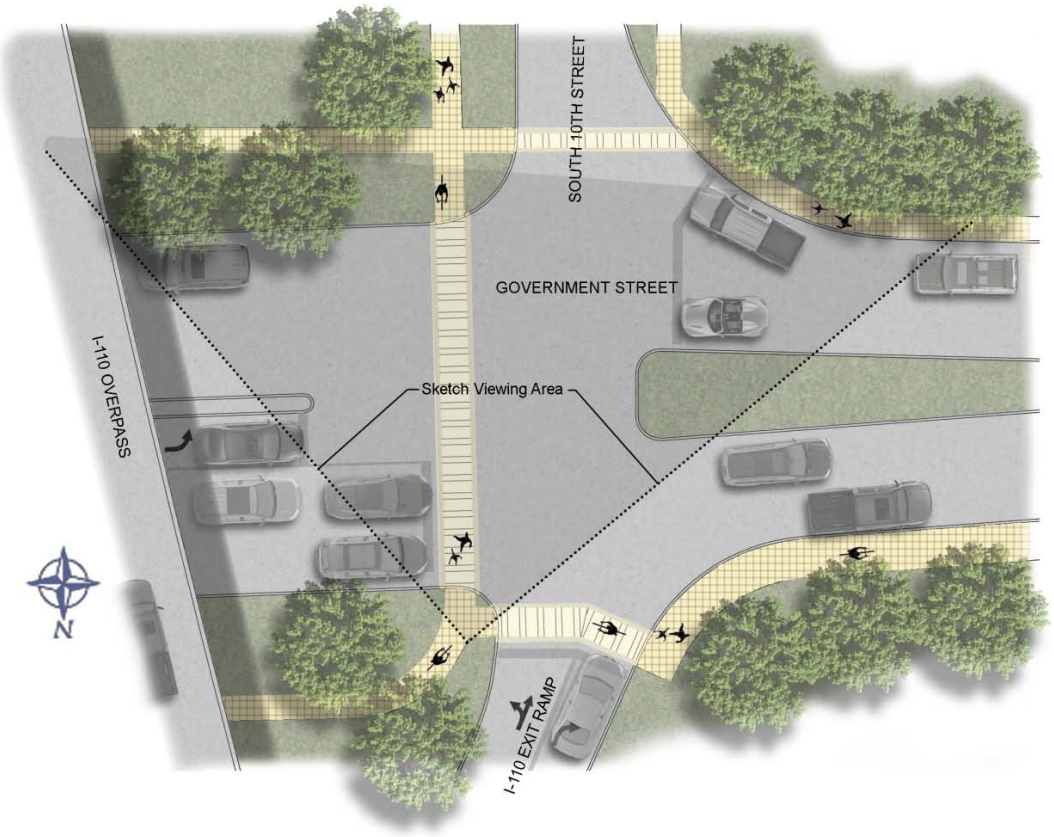


Figure 13 - Government St. at I-110

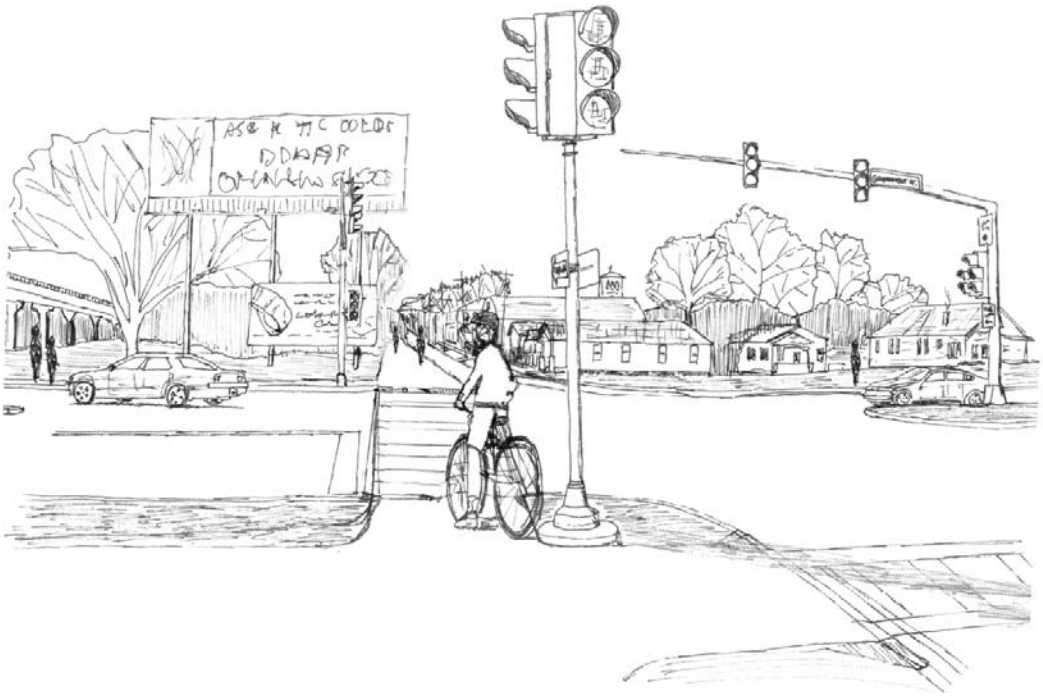


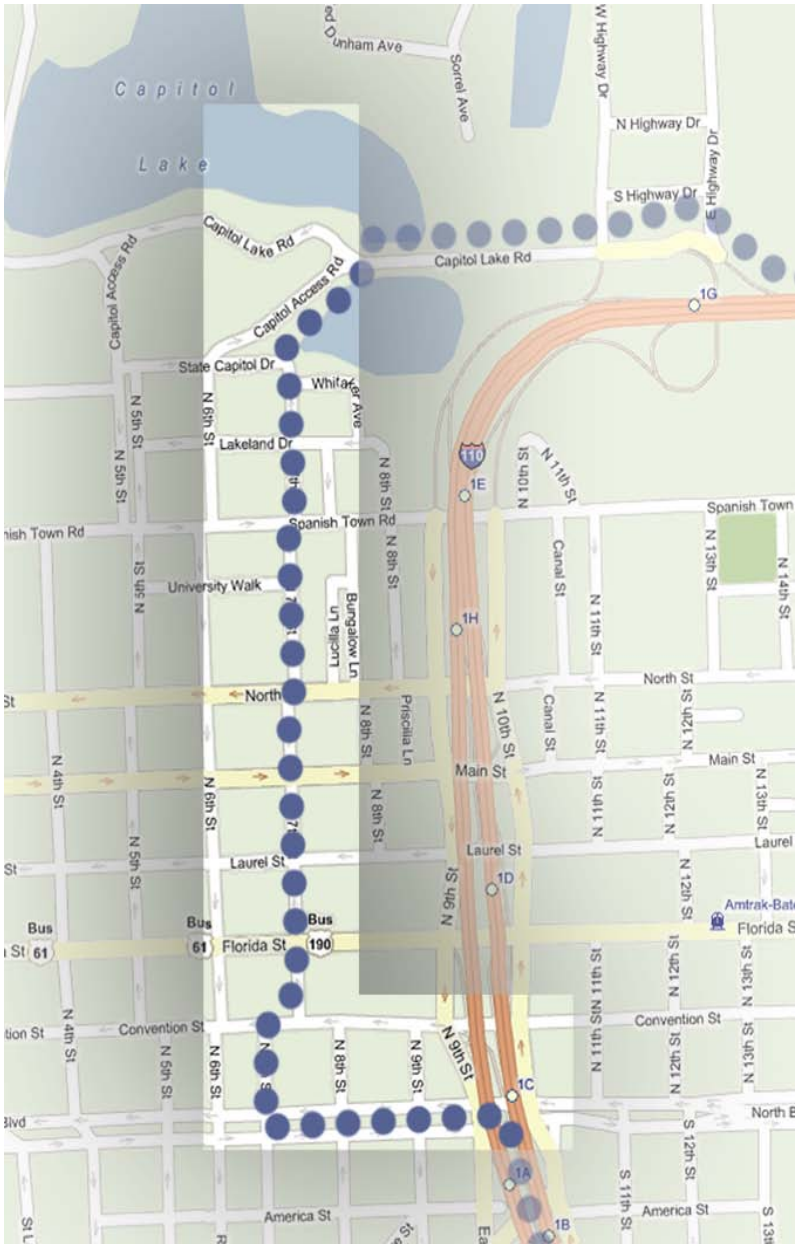
Figure 14 - Government Street at I-110 Facing South
(See Figure 3 for reference)

Figure 15 - Pedestrian Bridge Option 1

Figure 16 - Pedestrian Bridge Option 2

PHASE THREE

Phase Three of the Downtown Greenway will continue along the North Boulevard median and turn north onto North 7th Street, connecting to the future 7th Street Park (BREC), through Spanish Town and end at Arsenal Park and Capitol Lakes (see ***Figure 17***). Other paths will further connect Beauregard Town in the future (see ***Figure 5***).



Pedestrians and cyclists will travel along North Boulevard (see ***Figures 18 - 19***) and then turn at North 7th Street. Although the road width varies along North 7th Street, two options are feasible. Option 1 keeps 7th St. two-way, provides a two way bike lane and eliminates approximately 43 on-street parking spaces (see ***Figures 21, 23 & 26***). Option 2 converts 7th Street into a one way vehicular street headed north which allows space for bike lanes in both directions and retains the existing on-street parking (see ***Figures 24 & 27***). Upon reaching Spanish Town, the street would remain as it is now, which requires the street to be shared by cyclists and automobiles.

Refer to ***Figure 2*** for signage and striping references.

ESTIMATED COST:

Option 1 – Two-way Streets - $1,300,000.00
Option 2 – One-way Streets - $1,400,000.00

See Pages 37-38 for cost breakdown.

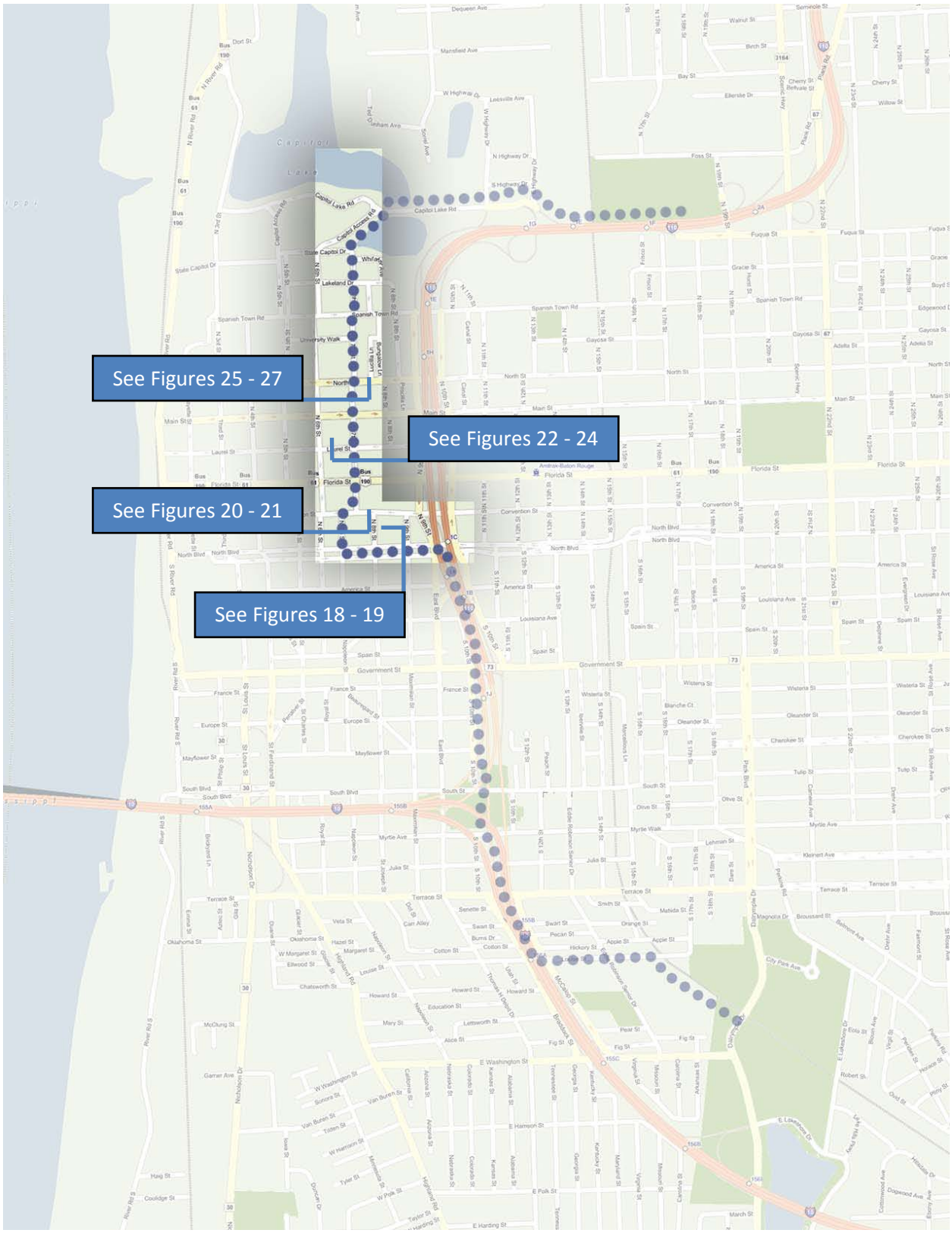


Figure 17 – Phase Three

North Boulevard

Figure 18 - Existing Section

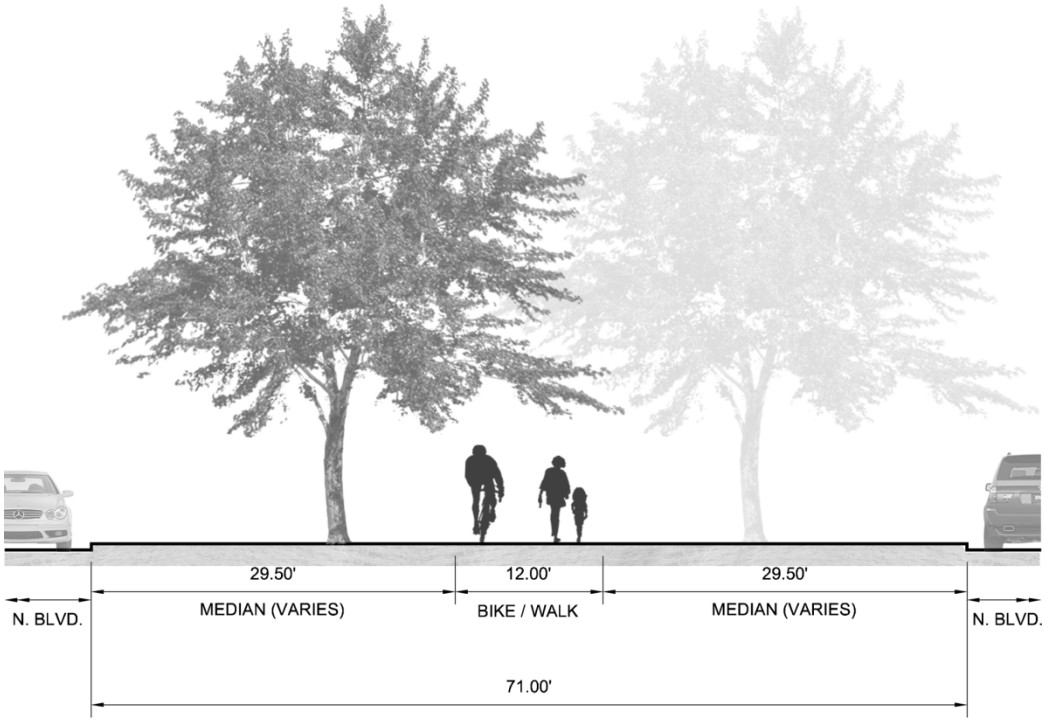


Figure 19 - Proposed Section
(path to match North Boulevard Town Square)

North 7th Street (between North Blvd. and Convention Street)

Figure 20 - Existing Section

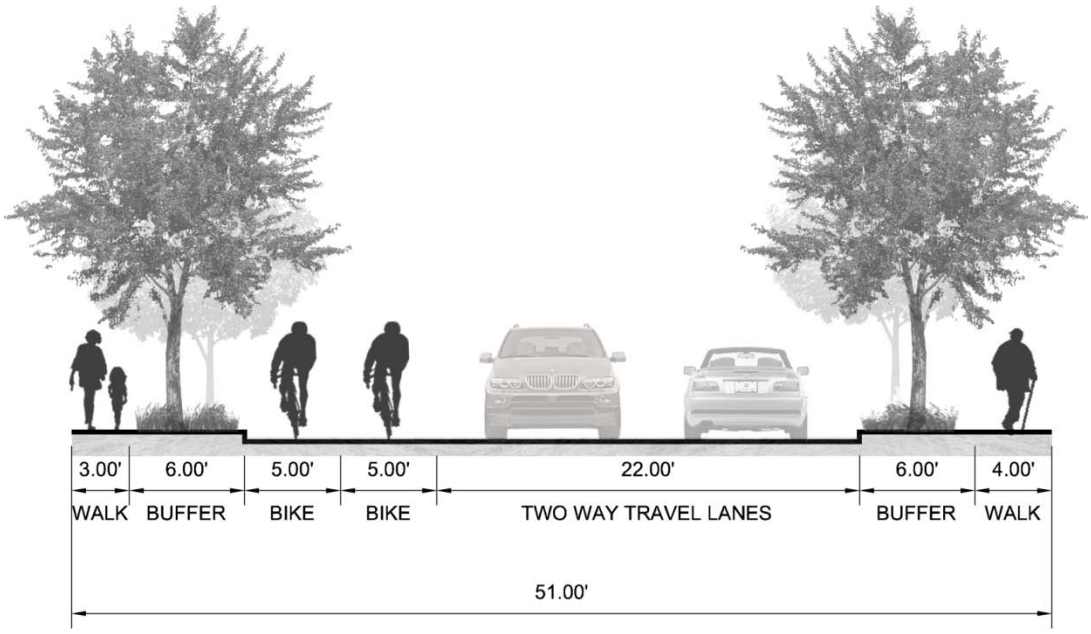


Figure 21 - Proposed Section - Option 1

North 7th Street (between Florida Street and Convention Street)

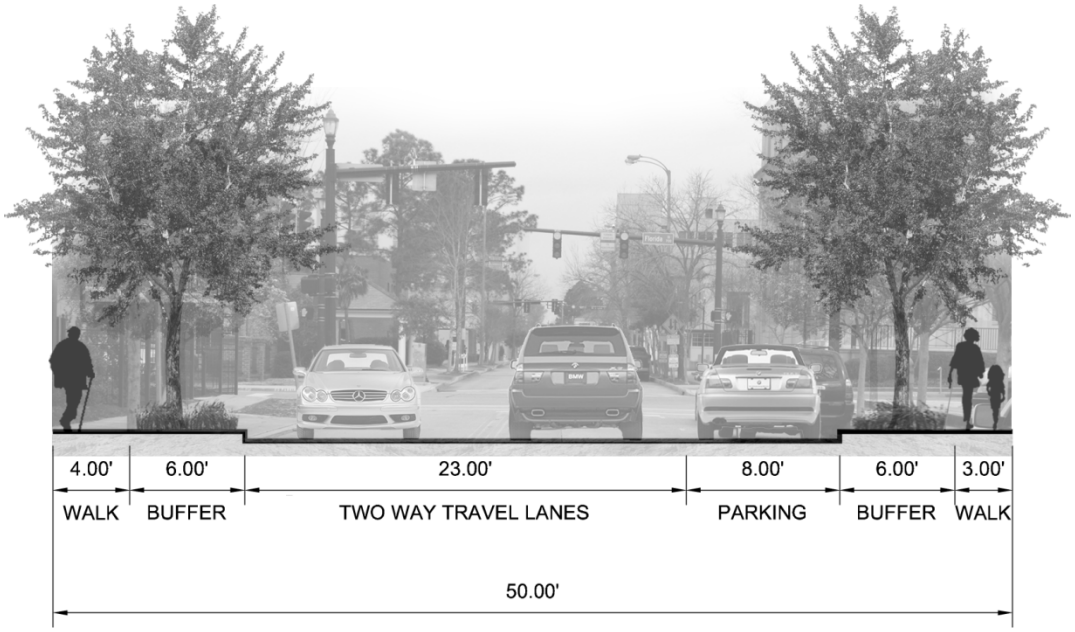


Figure 22 - Existing Section

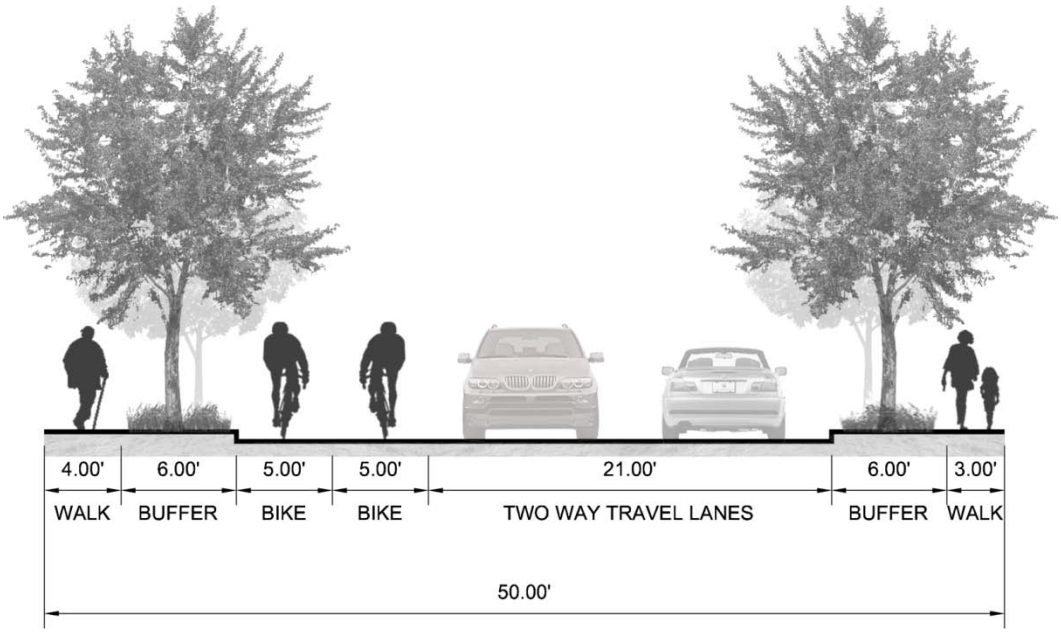


Figure 23 - Proposed Section - Option 1

North 7th Street (between Florida Street and Convention Street) – cont'd.

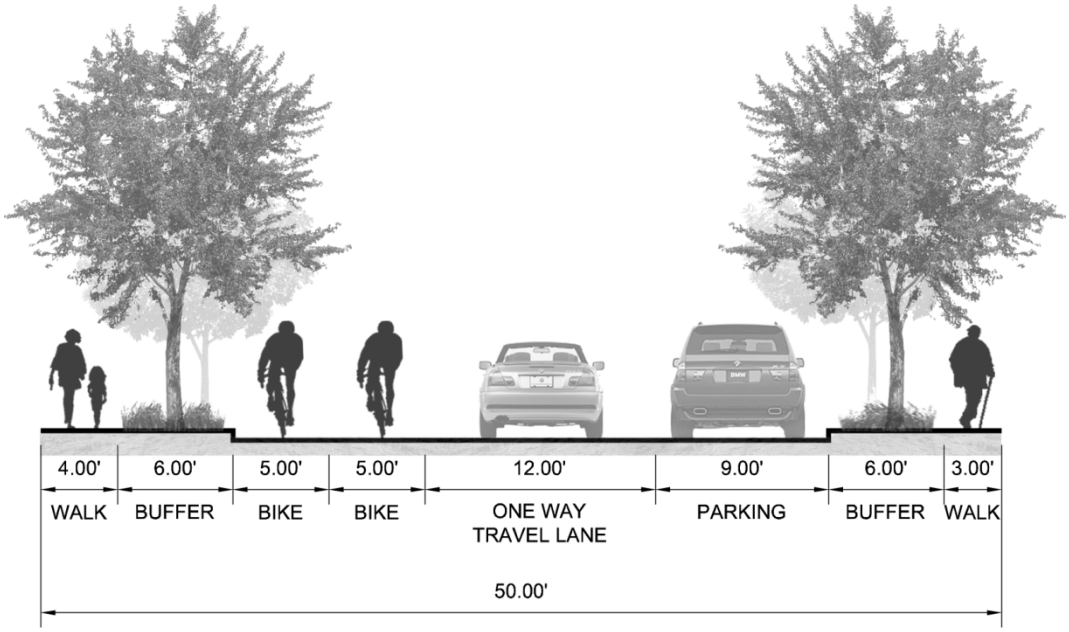


Figure 24 - Proposed Section - Option 2

North 7th Street (between North Street and Main Street)

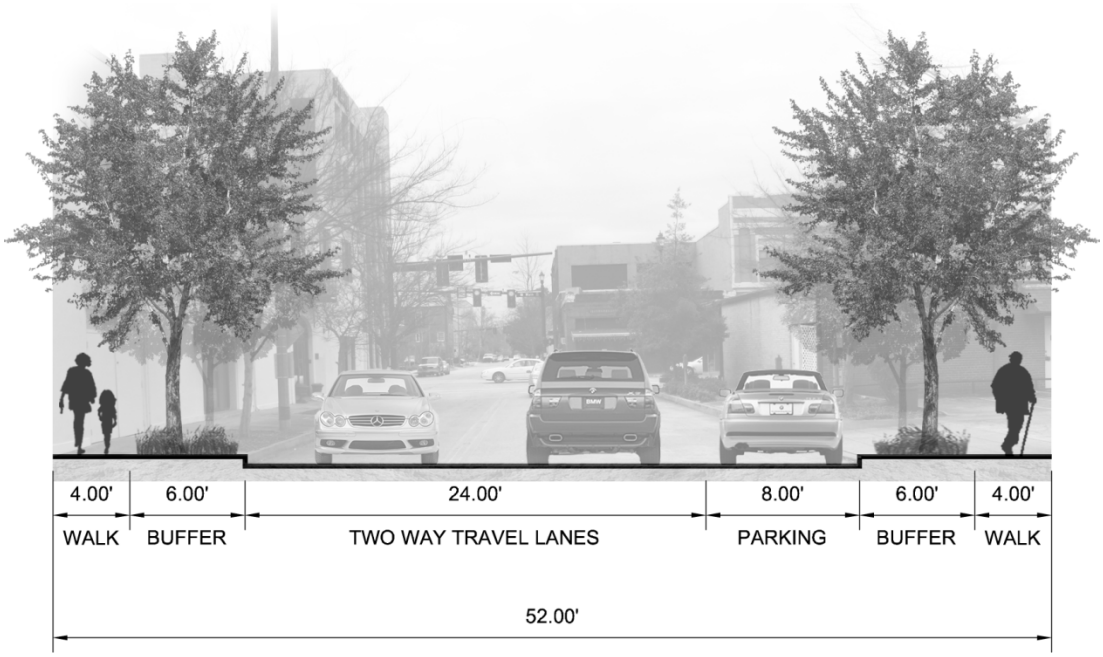


Figure 25 - Existing Section

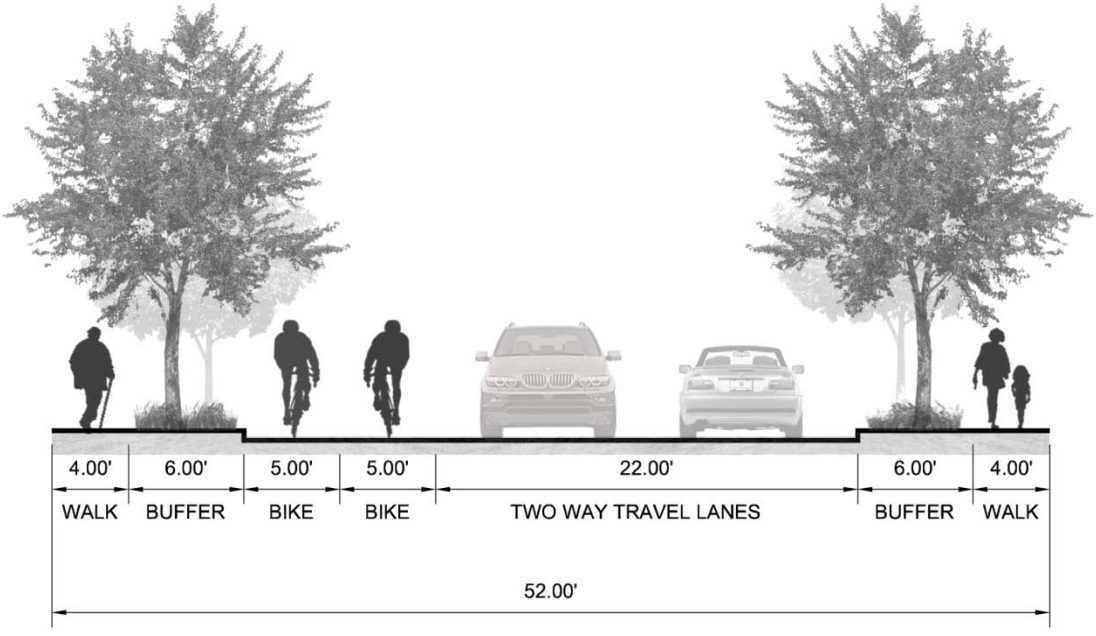


Figure 26 - Proposed Section - Option 1

North 7th Street (between North Street and Main Street) – cont'd.

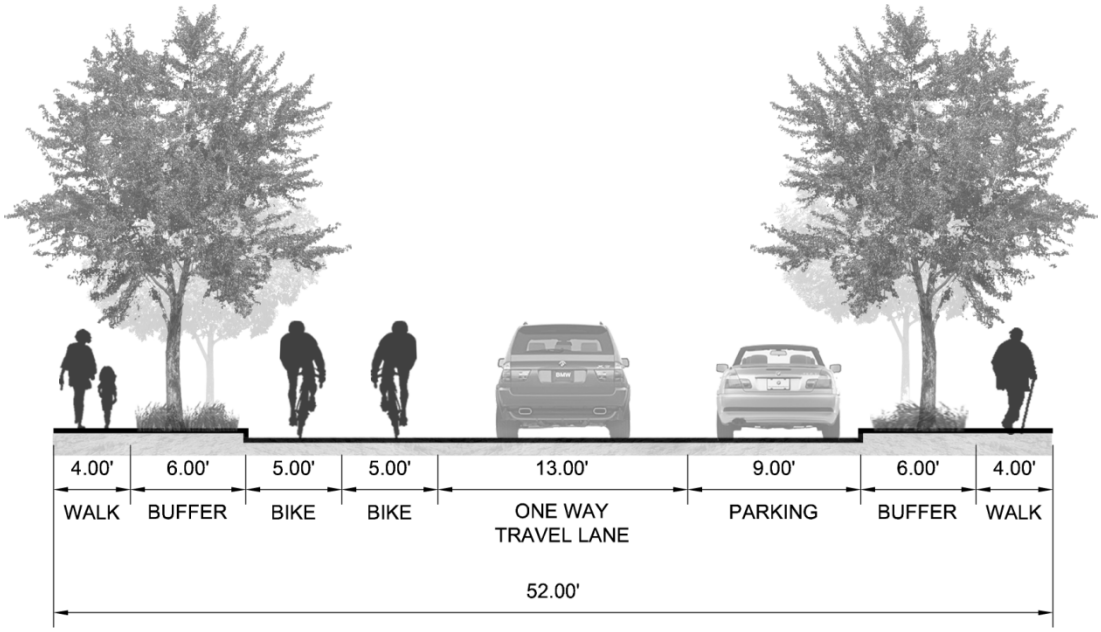


Figure 27 - Proposed Section - Option 2

PHASE FOUR

Phase Four of the Downtown Greenway will connect Arsenal Park and the Capitol Lakes with Memorial Stadium (see ***Figure 28***).

Two options may be considered for the Capitol Lakes Road Bridge. Option 1 (see ***Figure 30***) will narrow the existing lanes, currently 13.5 foot wide, to 11 foot wide. This will allow for the existing north sidewalk to be expanded to 10 feet wide from the existing 5 foot width. Option 2 (see ***Figure 31***) provides an opportunity to keep the existing bridge dimensions, but adds a 5 foot cantilever platform to the north side of the bridge to increase the path width from 5 foot to 10 foot.

After crossing the bridge, pedestrians and cyclists can continue to travel on a new 8'-10' multi-use path along the north side of Capitol Lakes Road. This will pass in front of the Governor's Mansion and LADOTD before reaching a new pedestrian underpass (see ***Figure 32***) below the existing railroad bridge over I-110 and then lead to Memorial Stadium.

It should be noted that the cost of the new pedestrian underpass ($650,000) includes costs for new retaining walls, railing and fencing that may be required to prevent bicycle and pedestrian access onto I-110, as well as meet all ADA requirements.

ESTIMATED COST:

Option 1 – Bridge Walkway Widening - $2,800,000.00
Option 2 – Bridge Cantilever - $3,100,000.00

See Pages 39-40 for cost breakdown.

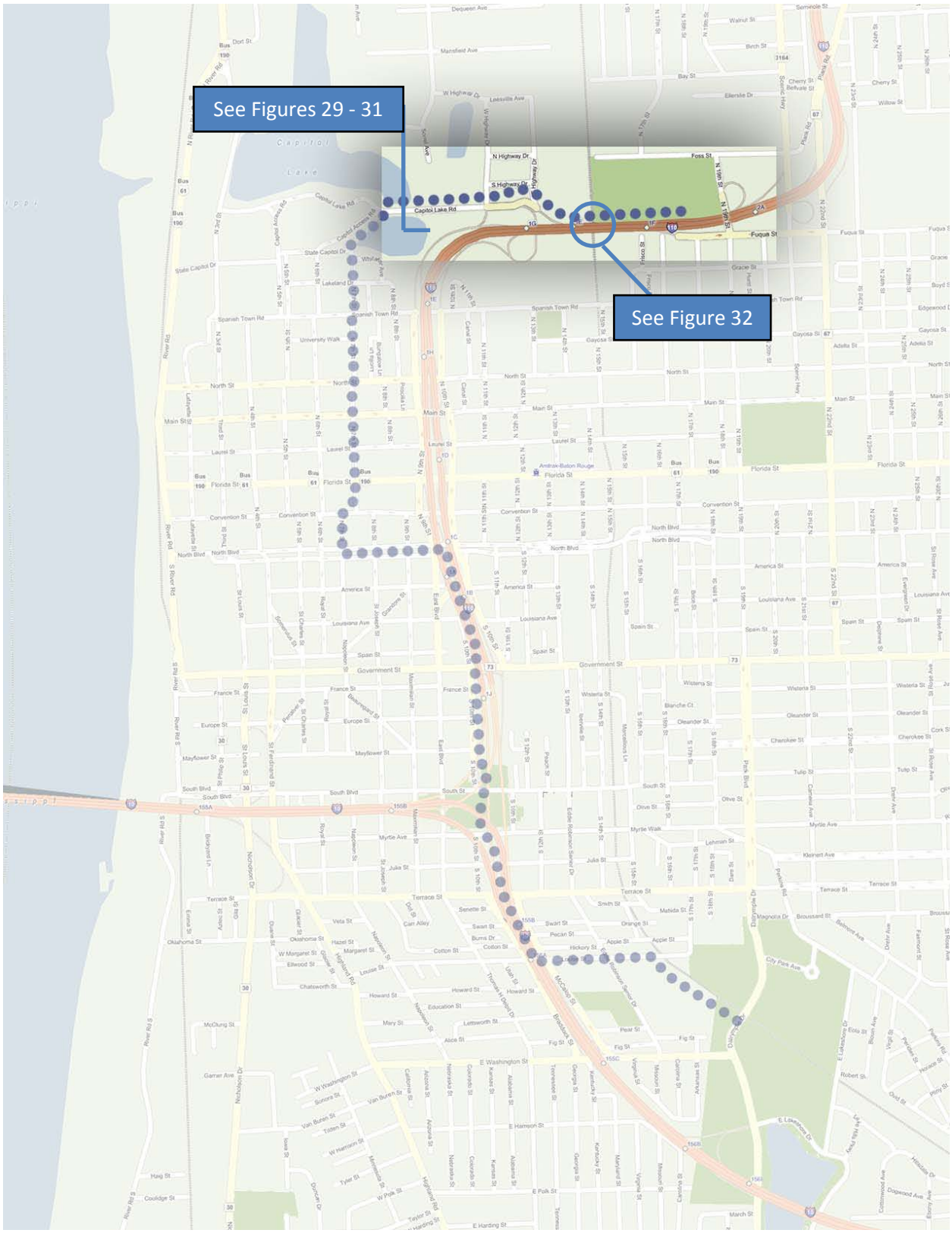


Figure 28 – Phase Four

Capitol Lakes Bridge

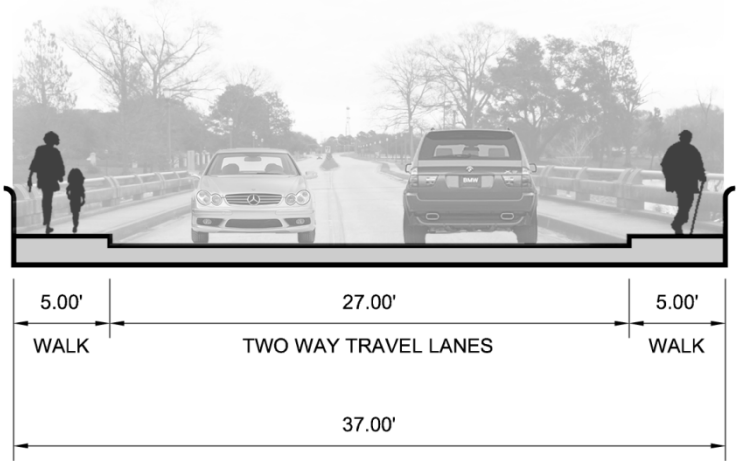


Figure 29 - Existing Section

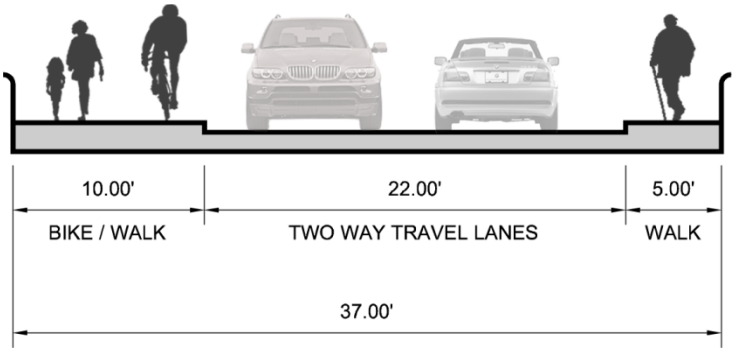


Figure 30 - Proposed Section - Option 1

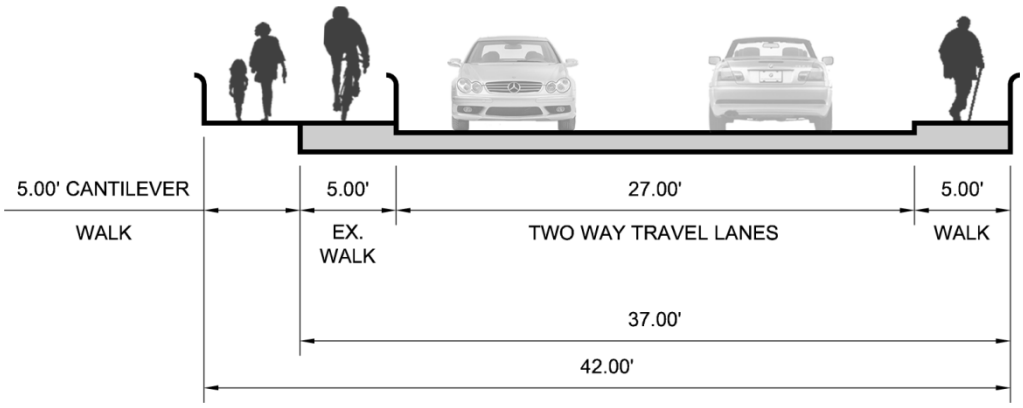


Figure 31 - Proposed Section - Option 2 (Cantilever)

I-110 New Pedestrian Underpass

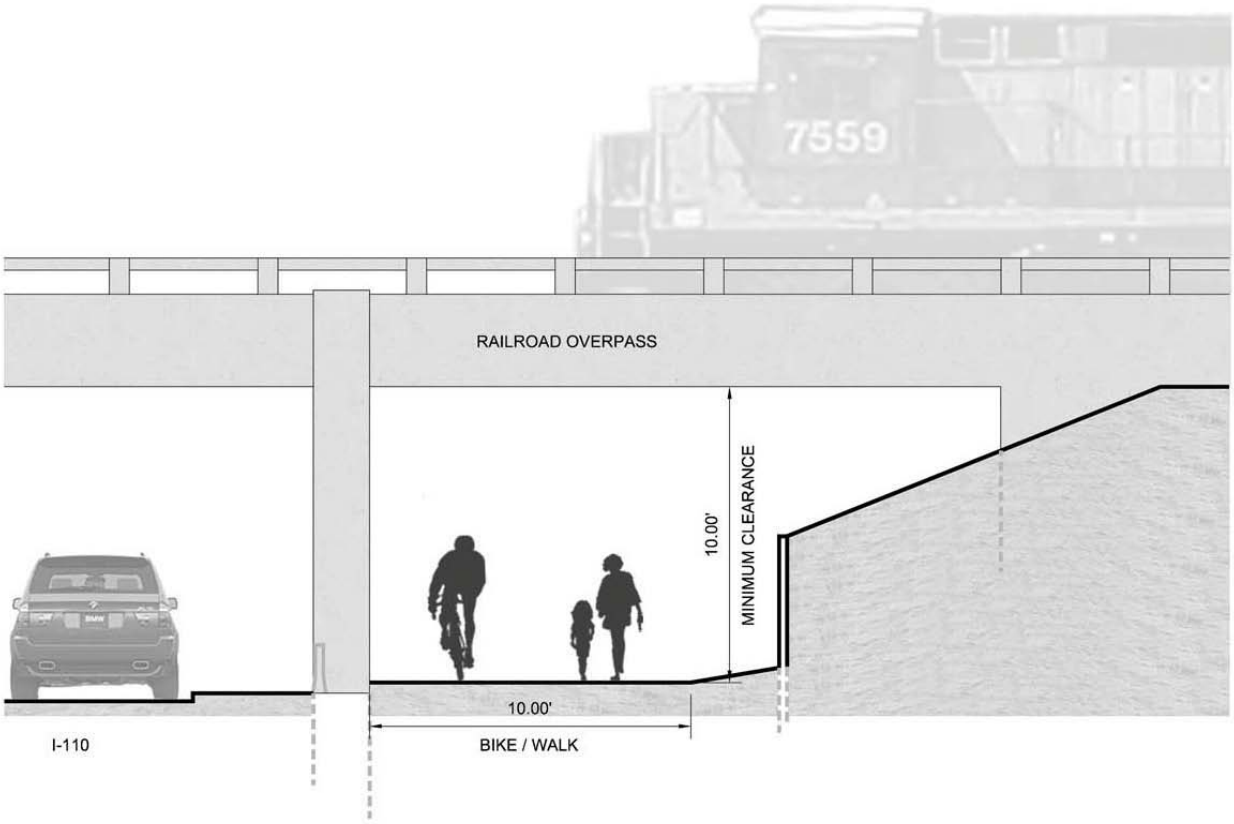


Figure 32 - Proposed Section

POTENTIAL COSTS

The Downtown Greenway will not only provide the benefits of an improved quality of life, increased revenue and an alternative means of transportation, it is also a safe, convenient and highly cost-effective investment. An active transportation network requires no "breakthrough technologies," which means it can easily be retrofitted into any urban setting.

PHASE ONE

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	40,000	$5	$200,000.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$200,000	$200,000.00
Pedestrian Lighting	EA	18	$5,000.00	$90,000.00
Underpass Lighting	EA	56	$2,500.00	$140,000.00
Misc. Signage	LS	1	$10,000.00	$10,000.00
Maintenance of Traffic	LS	1	$15,000.00	$15,000.00
Landscape	LS	1	$375,000.00	$375,000.00
Striping	LF	6,000	$5.00	$30,000.00
Standard Street Crosswalk Improvements	LS	1	$70,000.00	$70,000.00
Sub-Total				**$1,130,000.00**
Demolition	10%			$113,000.00
OH&P	15%			$169,500.00
Contingency	10%			$113,000.00
Total Estimated Construction Costs				**$1,525,500.00**
Design Consultant Fees (percent of construction costs)	**10%**			**$152,550.00**
Total				$1,678,050.00
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$1,700,000.00**

Refer to pages 7-8 for item descriptions.

PHASE TWO

Option 1 – At Grade Crossing

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	12,000	$5	$60,000.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$240,000	$240,000.00
Pedestrian Lighting	EA	8	$5,000.00	$40,000.00
Underpass Lighting	EA	30	$2,500.00	$75,000.00
Misc. Signage	LS	1	$12,000.00	$12,000.00
Striping	LF	1,400	$5.00	$7,000.00
Maintenance of Traffic	LS	1	$30,000.00	$30,000.00
Standard Street Crosswalk Improvements	LS	1	$125,000.00	$125,000.00
Landscape	LS	1	$275,000.00	$275,000.00
Government Street Crosswalk Improvements	LS	1	$150,000.00	$150,000.00
Sub-Total				**$1,014,000.00**
Demolition	10%			$101,400.00
OH&P	15%			$152,100.00
Contingency	10%			$101,400.00
Total Estimated Construction Costs				**$1,368,900.00**
Design Consultant Fees (percent of construction costs)	**10%**			**$136,890.00**
Total				$1,505,790.00
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$1,600,000.00**

Refer to pages 7-8 for item descriptions.

PHASE TWO

Option 2 – Pedestrian Bridge Option 1

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	12,000	$5	$60,000.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$240,000	$240,000.00
Pedestrian Lighting	EA	8	$5,000.00	$40,000.00
Underpass Lighting	EA	30	$2,500.00	$75,000.00
Misc. Signage	LS	1	$15,000.00	$15,000.00
Striping	LF	1,400	$5.00	$7,000.00
Maintenance of Traffic	LS	1	$125,000.00	$125,000.00
Standard Street Crosswalk Improvements	LS	1	$65,000.00	$65,000.00
Landscape	LS	1	$275,000.00	$275,000.00
Pedestrian Bridge	EA	1	$1,800,000.00	$1,800,000.00
Sub-Total				**$2,702,000.00**
Demolition	10%			$270,200.00
OH&P	15%			$405,300.00
Contingency	10%			$270,200.00
Total Estimated Construction Costs				**$3,647,700.00**
Design Consultant Fees (percent of construction costs)	**10%**			**$364,770.00**
Total				$4,012,470.00
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$4,100,000.00**

Refer to pages 7-8 for item descriptions.

PHASE TWO

Option 3 – Pedestrian Bridge Option 2

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	12,000	$5	$60,000.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$240,000	$240,000.00
Pedestrian Lighting	EA	8	$5,000.00	$40,000.00
Underpass Lighting	EA	30	$2,500.00	$75,000.00
Misc. Signage	LS	1	$15,000.00	$15,000.00
Striping	LF	1,400	$5.00	$7,000.00
Maintenance of Traffic	LS	1	$125,000.00	$125,000.00
Standard Street Crosswalk Improvements	LS	1	$75,000.00	$75,000.00
Landscape	LS	1	$275,000.00	$275,000.00
Pedestrian Bridge	EA	1	$1,800,000.00	$3,000,000.00
Sub-Total				**$3,912,000.00**
Demolition	10%			$391,200.00
OH&P	15%			$586,800.00
Contingency	10%			$391,200.00
Total Estimated Construction Costs				**$5,281,200.00**
Design Consultant Fees (percent of construction costs)	**10%**			**$528,120.00**
Total				$5,809,320.00
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$5,900,000.00**

Refer to pages 7-8 for item descriptions.

PHASE THREE

Option 1 – Two-way Streets

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	3,500	$5	$17,500.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$275,000	$275,000.00
Aggregate Path	SF	15,000	$1.50	$22,500.00
Misc. Signage	LS	1	$15,000.00	$15,000.00
Striping	LF	15,300	$5.00	$76,500.00
Maintenance of Traffic	LS	1	$40,000.00	$40,000.00
Standard Street Crosswalk Improvements	LS	1	$45,000.00	$45,000.00
Landscape	LS	1	$350,000.00	$350,000.00
Sub-Total				**$841,500.00**
Demolition	10%			$84,150.00
OH&P	15%			$126,225.00
Contingency	10%			$84,150.00
Total Estimated Construction Costs				**$1,136,025.00**
Design Consultant Fees (percent of construction costs)	**10%**			**$113,602.50**
Total				$1,249,627.50
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$1,300,000.00**

Refer to pages 7-8 for item descriptions.

PHASE THREE

Option 2 – One-way Streets

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	3,500	$5	$17,500.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$275,000	$275,000.00
Aggregate Path	SF	15,000	$1.50	$22,500.00
Misc. Signage	LS	1	$25,000.00	$25,000.00
Striping	LF	15,300	$5.00	$76,500.00
Maintenance of Traffic	LS	1	$65,000.00	$65,000.00
Standard Street Crosswalk Improvements	LS	1	$50,000.00	$50,000.00
Landscape	LS	1	$350,000.00	$350,000.00
Sub-Total				**$881,500.00**
Demolition	10%			$88,150.00
OH&P	15%			$132,225.00
Contingency	10%			$88,150.00
Total Estimated Construction Costs				**$1,190,025.00**
Design Consultant Fees (percent of construction costs)	**10%**			**$119,002.50**
Total				$1,309,027.50
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$1,400,000.00**

Refer to pages 7-8 for item descriptions.

PHASE FOUR

Option 1 – Bridge Walkway Widening

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	45,000	$5	$225,000.00
Bridge Sidewalk Widening	SF	500	$50	$25,000.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$300,000	$300,000.00
Misc. Signage	LS	1	$18,000.00	$18,000.00
Striping	LF	1,450	$5.00	$7,250.00
Maintenance of Traffic	LS	1	$35,000.00	$35,000.00
Standard Street Crosswalk Improvements	LS	1	$75,000.00	$75,000.00
Capitol Access Road/W. Hwy. Dr. Intersection Improvements	LS	1	$125,000.00	$125,000.00
Landscape	LS	1	$375,000.00	$375,000.00
Railroad Pedestrian Underpass	LS	1	$650,000.00	$650,000.00
Sub-Total				**$1,835,250.00**
Demolition	10%			$183,525.00
OH&P	15%			$275,287.50
Contingency	10%			$183,525.00
Total Estimated Construction Costs				**$2,477,587.50**
Design Consultant Fees (percent of construction costs)	**10%**			**$247,758.75**
Total				$2,725,346.25
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$2,800,000.00**

Refer to pages 7-8 for item descriptions.

PHASE FOUR

Option 2 – Bridge Cantilever

ITEM	UNIT	QUANTITY	UNIT PRICE	ITEM TOTAL
New Concrete Sidewalk	SF	45,000	$5	$225,000.00
Bridge Cantilever	LS	1	$225,000	$225,000.00
Path Delineation Amenities (Lighted Bollards, bike racks, benches, etc.)	LS	1	$300,000	$300,000.00
Misc. Signage	LS	1	$18,000.00	$18,000.00
Striping	LF	1,450	$5.00	$7,250.00
Maintenance of Traffic	LS	1	$35,000.00	$35,000.00
Standard Street Crosswalk Improvements	LS	1	$75,000.00	$75,000.00
Capitol Access Road/W. Hwy. Dr. Intersection Improvements	LS	1	$125,000.00	$125,000.00
Landscape	LS	1	$375,000.00	$375,000.00
Railroad Pedestrian Underpass	LS	1	$650,000.00	$650,000.00
Sub-Total				**$2,035,250.00**
Demolition	10%			$203,525.00
OH&P	15%			$305,287.50
Contingency	10%			$203,525.00
Total Estimated Construction Costs				**$2,747,587.50**
Design Consultant Fees (percent of construction costs)	**10%**			**$274,758.75**
Total				$3,022,346.25
ESTIMATED TOTAL (rounded up to the nearest $100K)				**$3,100,000.00**

Refer to pages 7-8 for item descriptions.

CONCLUSION

Transportation is a daily part of our lives that everyone, regardless of age or fitness level, must engage. However, by providing the community with a Downtown Greenway, Baton Rouge residents will have options to improve their health with multiple means of transportation, be provided with a built environment they will continue to appreciate, and be provided with a permanent recreation opportunity for all ages and abilities. Ultimately, the Downtown Greenway will serve to harmonize the integration of automobiles, cyclists and pedestrians within the downtown community.

As proven in other cities, amenities such as the Downtown Greenway add economic value to the surrounding properties as well as stimulate new investment in the community. Encouraging its use will have the added benefit of improved public safety via the visibility of its users.

The total estimated cost range for the Downtown Greenway is estimated to be between ***$7.4 million and $12.1 million (present day cost)***. The final cost will be determined by the options selected and the amenities desired for each phase.