



# Central Community Alliance "The Citizen's Forum"

## THE SULLIVAN ROAD PROJECT

ITEM/DATE	<b>Citizen/City Project, August, 2007 – June, 2008</b>
PRINCIPALS	<b>City of Central: Councilman A. Moak Citizens: T. Summers, R. J. Saucier CCA Contact: R. J. Saucier</b>
REFERENCES	<b>REPORT-SULLIVAN ROAD DEVELOPMENT, EVALUATION AND RECOMMENDATIONS, 9-20-07</b>
SUBJECT/ PURPOSE	Provide recommendations to EBR DPW to improve the design of Sullivan Road towards providing a safer, more sanitary, more appealing road with reduced impact of development on adjacent road residents.

## HIGHLIGHTS OF THE SULLIVAN ROAD PROJECT

### **SULLIVAN ROAD RECOMMENDATIONS/ACTIONS TAKEN**

Sullivan Road DPW design, Lovett to Wax, caused concerns to be brought to the attention of R.J. Saucier by Terry Summers, Citizen of Central, in August, 2007. R.J., as a citizen, joined Terry in advancing the study but brought this citizen project to CCA to facilitate critical information input to Central citizens and to provide CCA service and guidance to both citizens and the City. The DPW design was characterized largely by the following parameters:

- 150 ft Right of Way (ROW)
- 30 ft raised median
- Four - 12 ft concrete roadways
- Two - 8 ft paved shoulders
- Two - 28 ft sloped shoulder and open ditches

This Sullivan Road Project defined concerns and recommendations to make the Road safer, more sanitary, and more esthetically appealing to the City of Central, and reduce the impact on road residents.

Recommendations were:

Close ditches with curb and gutter or a variation thereof per UDC and Hwy Bulletins using urban designs and a 120 ft ROW. Storm drains and sanitary sewers will make this road much safer and more sanitary. ROW from 112 to 120 ft was shown adequate as just two examples.

Lower road elevation - Lower the road height closer to UDC standards of the 100 yr flood plain. This will make the road safer, cheaper and also reduce the ROW required.

Reduce median width - Reductions from 30 ft to 20 ft or to a continuous turn Lane allows considerable ROW savings as was shown. Continuous turn is preferred by citizens. The large number of entry points supports viability of such design. A median compromise of shorter raised median segments w/ longer continuous turn segments to increase road accessibility, safety, and beautification was defined for EBR use.

This project detailed cost savings that would allow all recommendations to be included in the DPW project and stay within their budget of \$ 30 million.

Project recommendations were unanimously adopted by Council as a Central Resolution.

This Central Resolution was presented in a meeting with Baton Rouge Director of DPW, Baton Rouge Engineer, and Engineering Manager of the Green Light program. Central is currently awaiting an EBR response to Central's Recommendations.

## **SPECIFIC CCA FUNCTIONS**

In and for this citizen project that was upgraded to a Central City project, the CCA has specifically provided the following:

Facilitation in the development of a critical Central road project.

Service to a concerned citizens group regarding a proposed road development.

Service to the City of Central in assisting the development of well founded recommendations to produce a safer and better road for the City of Central.