

DISTRICT 20



Steven E. Pylant
State Representative

DISTRICT PROFILE



4022
MILES



394
BRIDGES



14
AIRPORTS



4
PORTS

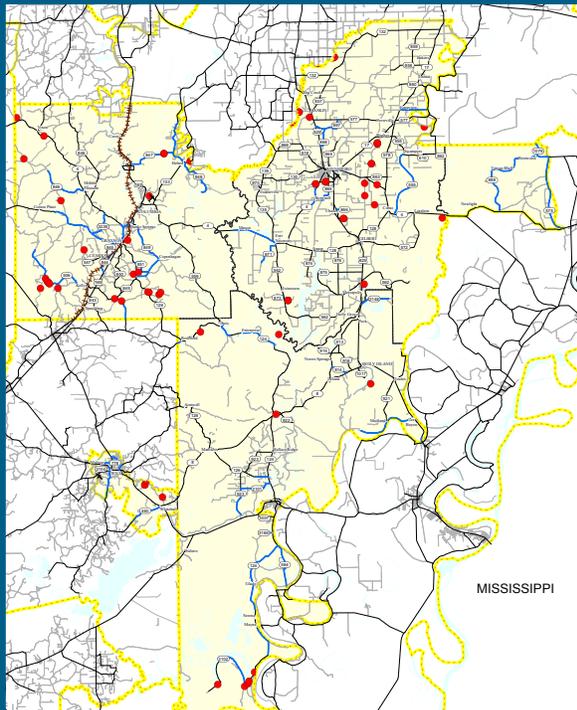
DISTRICT NEEDS

468 MILES
OF ROADWAY NEED REPAIR

33 BRIDGES
NEED REPAIR OR REPLACEMENT

→ \$161M **DISTRICT NEEDS TOTAL**

PROJECTS MAP



LEGEND

- × Closed Bridges
- Deficient Bridges
- Roadway in Need of Repair

FY17-18 Project Improvements with Increased Funding

US 84 Widening: LA 772 to Hair Creek	Pre-Construction
LA 28 East Widening: Libuse to Holloway	Pre-Construction
LA 124 Hooter Creek Bridge Replacement	\$1,504,000
Castor Bridge Replacement	\$6,266,085
US 425 Overlay: Clayton to Sicily Island	\$1,925,000
LA 132: Richland Parish Line to Burke Road	\$3,000,000
LA 506 Overlay: LA 124 to LA 849	\$3,200,000
US 165 Overlay: Grant Parish Line to LA 506	\$2,000,000
US 84 Overlay: White Hall to LA 28	\$1,800,000
District 58 Franklin Parish Asphaltic Surface Treatment	\$750,000
LA 565, LA 506, LA 843, LA 848 AST	\$743,715
Catahoula and LaSalle Parishes AST	\$2,000,000
LA 124 Extension	\$5,100,000
LA 128 Widening: Gilbert to Como	\$2,600,000

Megaprojects

I-20 Widening: LA 546 to LA 594	\$220,000,000
Ouachita River Bridge	\$350,000,000
US 84 Widening: Archie to Ferriday	\$85,000,000
Alexandria/Pineville South Beltway	\$175,000,000
Mississippi River Widening Deepening	\$300,000,000

BENCHMARKING LOUISIANA

\$13.1B
BACKLOG



44TH
lowest gas tax in the
United States



50TH
ranked state in overall
transportation investment

THE NEED IS GREAT

The needs are well-documented and indisputable. Louisiana is on the wrong end of most lists concerning infrastructure investment and the impact is severe. Louisiana citizens pay some of the highest automobile insurance rates and significantly more for automobile repairs than our southern neighbors due to a lack of resources to address critical rehabilitation of our existing system. The congestion and backlog continues to grow. Due to the lack of investment, our citizens and visitors waste time and fuel sitting in traffic resulting in reduced productivity and quality of life. There has not been an increase in state fuel tax revenues since 1989, resulting in a 56% reduction in buying power from inflation alone. The trend must be reversed.

THE TIME IS NOW

**FUNDING
THE PLAN**

\$700M
(annual program increase)



\$20/mo
(1000 gallons/year)