



ASCENSION PARISH LONG-RANGE TRANSPORTATION MASTER PLAN

DECEMBER 2024

Prepared by:





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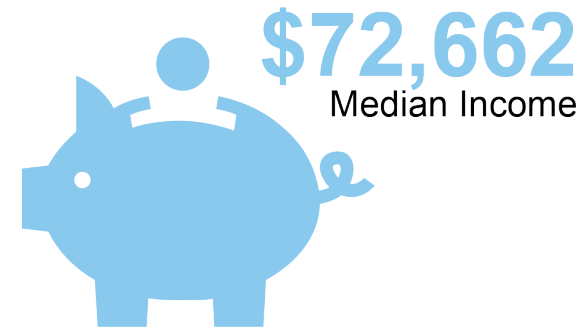
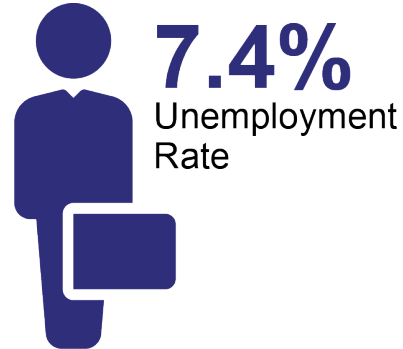


SLOW
PEDESTRIAN CROSSING

NO BUS PARKING
DROP OFF ONLY
Additional Driving
Behind Pool

SECTION 1: ASCENSION PARISH AT A GLANCE

Ascension Parish, located in southeastern Louisiana, is a rapidly growing area with a rich history. Ascension Parish was established in 1807 and has thrived for many years on an economy of agricultural and industrial development. The parish experienced significant growth during the 19th and 20th centuries due to the expansion of sugar cane, petrochemical, and other industries. This growth has contributed to the area's socioeconomic development, creating a diverse and evolving community.



A GROWING PARISH

Housing and Population Growth

As shown previously, the population within the parish has grown over the past 20 years, from just over 76,600 in 2000 to nearly 127,000 in 2020. Significant population growth has occurred in recent years and has increased by 18 percent since 2010 (U.S. Census Bureau, 2020). This results in an average annual increase in population of 1.6 percent and is expected to continue due to factors such as job opportunities, affordable housing, and a high quality of life.

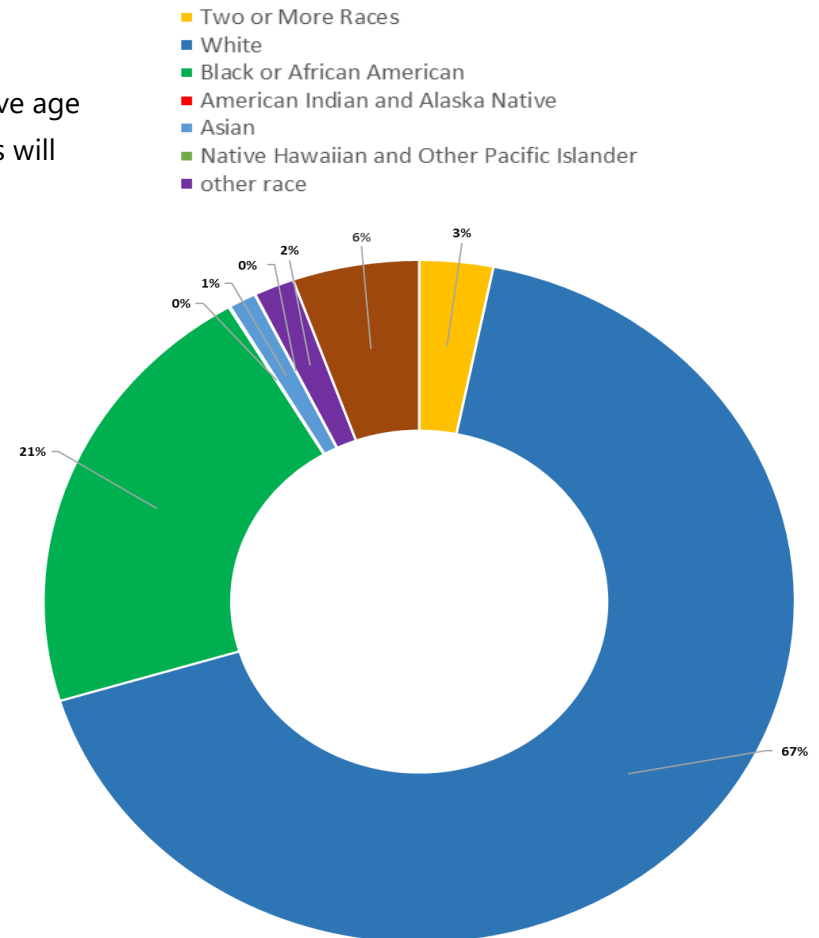
According to Census 2020, the parish is also home to a population with a diverse racial and ethnic composition.

A Younger Parish

Compared to the rest of the country, Ascension Parish contains more distinctive age groups, typically composed of younger residents to middle-aged people. This will affect the transportation system as the needs of its citizens change due to aging or young children becoming adults and beginning their own families.



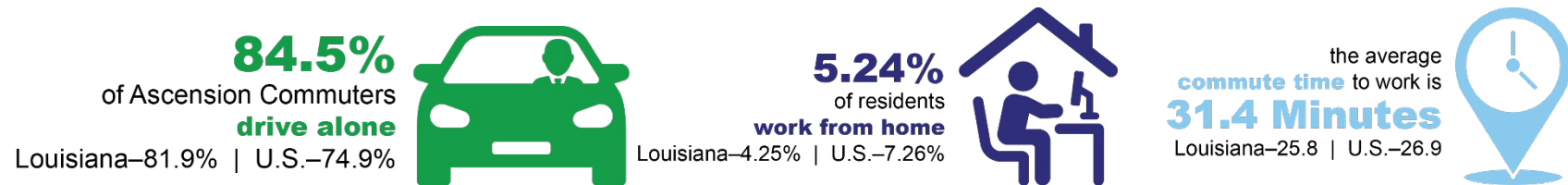
The **median age** for the parish is
36.6
Louisiana—37.2 | U.S.—38.2



Daily Commute

The Longitudinal Employer-Household Dynamics (LEHD) Census source provides data on employment and residential locations which enables the analysis of commuting patterns.

According to the 2020 LEHD Origin-Destination Employment Statistics dataset, a total of 33,301 workers commuted into Ascension Parish, while 24,343 workers commuted out of the parish¹. The data also showed that most workers who commute into Ascension Parish are from neighboring parishes such as East Baton Rouge, Livingston, and Iberville. Conversely, workers who commute out of Ascension Parish are mostly headed to East Baton Rouge, Orleans, and Jefferson Parishes.



Employment

The economy of Ascension Parish is diverse, and major industries include manufacturing, construction, education, health care, and retail trade (U.S. Census Bureau, 2020).

Top Employment Industries in Ascension Parish

Industry	Employees
Manufacturing (NAICS 31-33)	9,096
Health Care and Social Assistance (NAICS 62)	7,444
Retail Trade (NAICS 44-45)	6,182

¹ <https://lehd.ces.census.gov/data/>



SECTION 2: EXISTING TRANSPORTATION

SYSTEM

The Parish's roadways and bridges are used by personal motor vehicles, public and private transportation providers, bicyclists, and freight trucks. These roadways can also be used to provide access to other transportation modes. This section discusses the general use of the parish's roadways and bridges.

THE ROADWAY NETWORK

Each type of roadway serves a function in the overall roadway network. Roadways are divided into functional classes based on their intended balance of mobility (speed) and access to adjacent land. Their designs vary in accordance with this functional classification. This network is served by local roads, several major city-owned roadways, several state routes, and I-10.



Interstate

- Divided highways with full access control and grade separations at all intersections.
- The controlled access character results in high lane capacities, three times greater than the individual lane capacities of urban arterials.



Expressways

- Provides for movement of large volumes of traffic at relatively high speed, and are primarily intended to serve long trips.
- Have some grade separated intersections, while the majority of the intersections are widely spaced and signalized.



Arterials

- Serve both as feeders to Interstates and expressways, and as principal travel ways between major land use concentrations within the study area.
- Typically divided facilities (undivided where right-of-way limitations exist) with relatively high traffic volumes and traffic signals at major intersections.
- The primary function of arterials is to move traffic; they are the main means of local travel, with a secondary function of land access.



Collectors

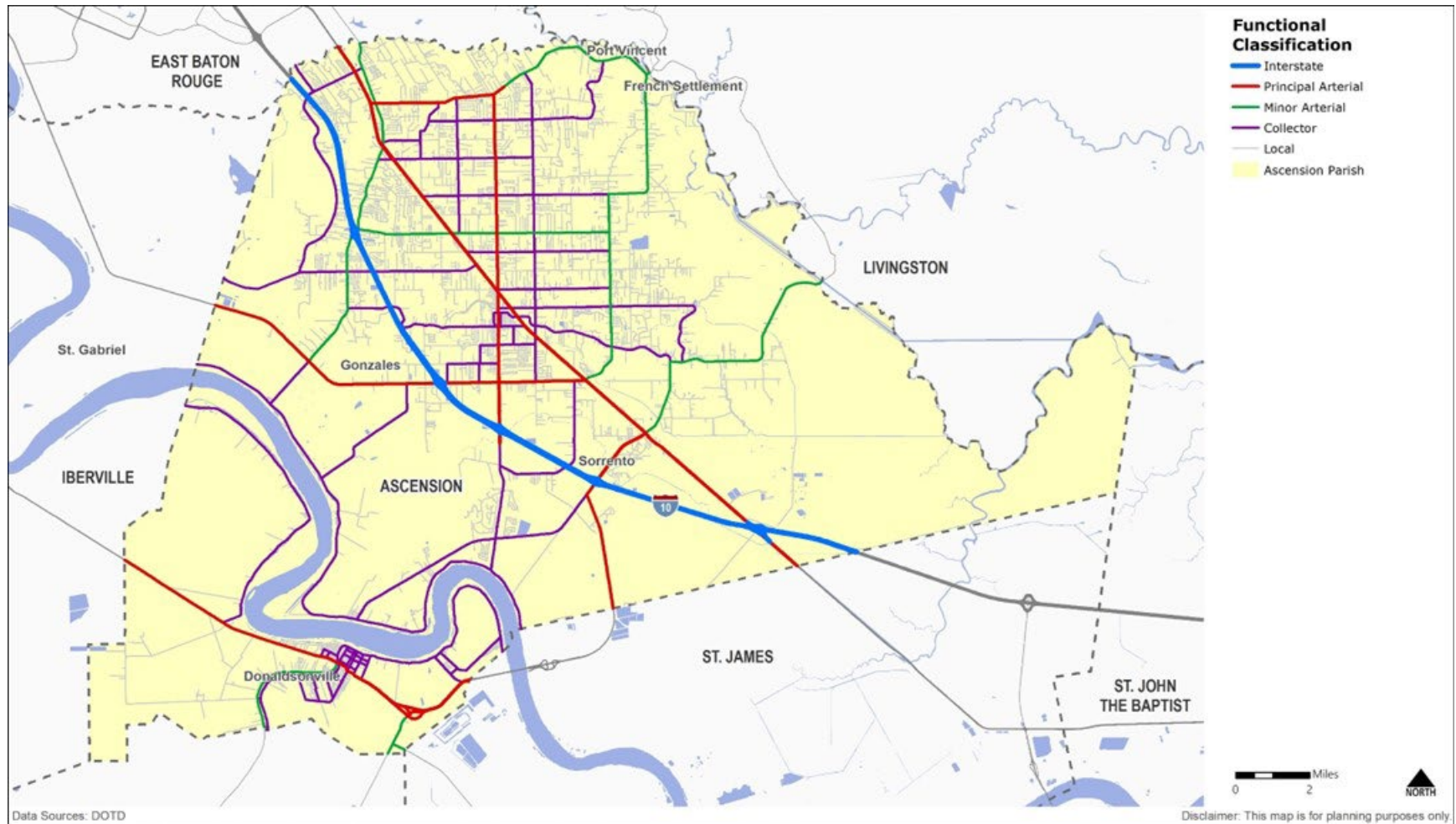
- Provide both land service and traffic movement functions.
- Serve as intermediate feeders between arterials and local streets and primarily accommodate short distance trips.
- Generally not continuous for any great length since they serve few through trips.



Local Streets

- Provide access to immediately adjacent land.
- Within the local street classification, three subclasses are established to indicate the type of area served: residential, industrial, and commercial.

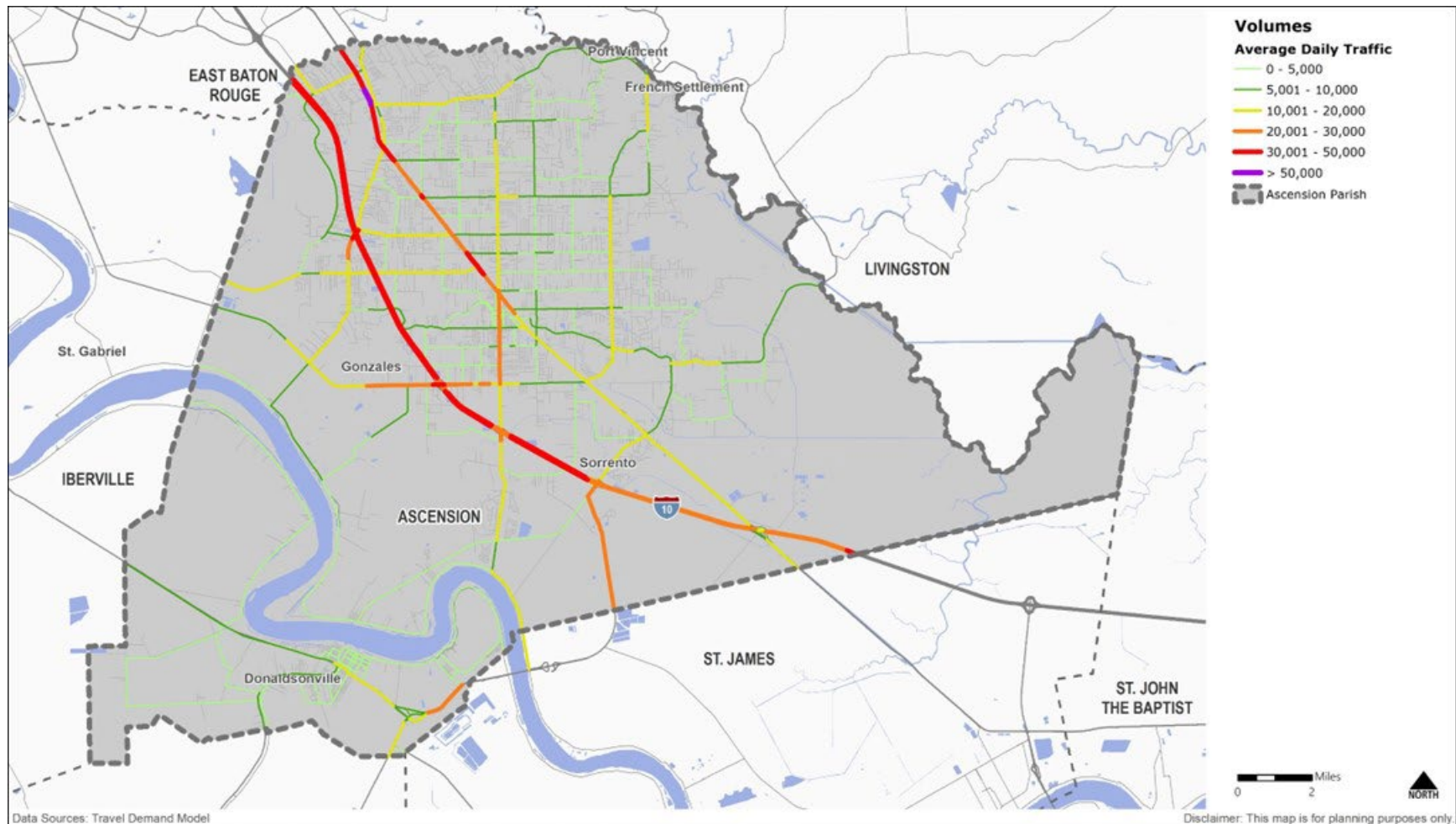
Functional Classification of Roadways, 2020



TRAFFIC AND CONGESTION

Understanding where existing roadway infrastructure challenges are displays which areas should be addressed first via short-term projects. Currently, few locations experience daily volume exceeding capacity and are comprised of LA 73 from LA 74 to C Braud Rd, Nicholson Dr (LA 30) from LA 3251 to St. Landry Rd, and Nicholson Dr (LA 30) at S Veterans Blvd. However, there is still congestion at specific locations at specific times of the day, suggesting peak period congestion is a challenge within the parish.

2020 Pre-COVID Traffic Volumes

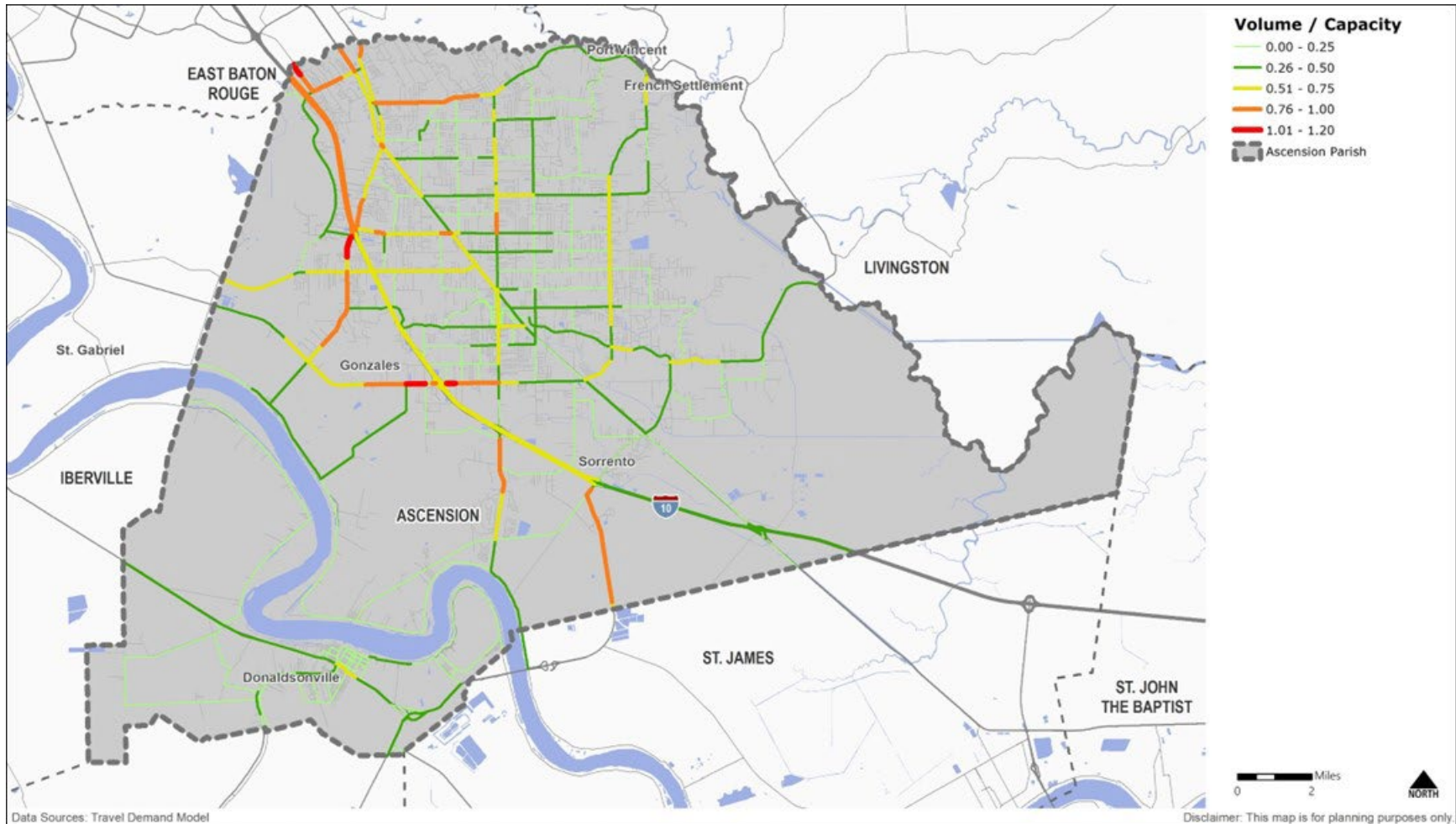




Currently, roadways within the parish experience approximately

4.9 million Vehicle Hours of Delay per Year

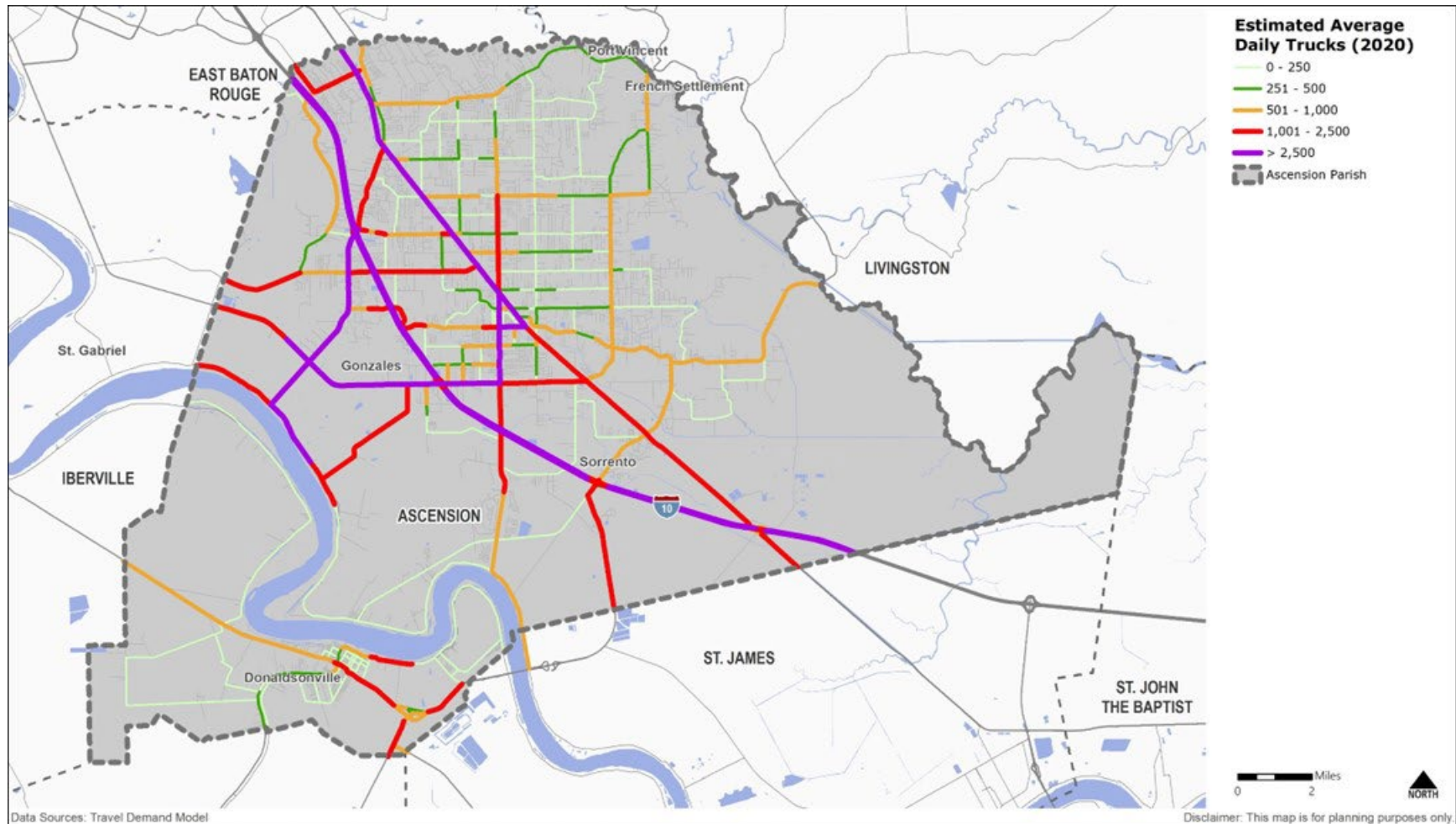
2020 Volume/Capacity



FREIGHT

Ascension Parish contains several roadways that serve freight movement by trucks. To better understand the parish's freight needs, the travel demand model's estimated daily truck volumes were used and the estimated volumes were analyzed to determine where the greatest roadway freight needs are.

2020 Freight Truck Traffic





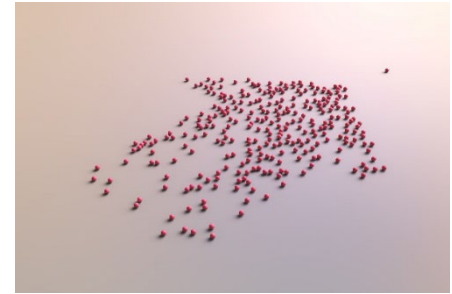
SECTION 3: FORECAST DEMOGRAPHICS AND TRANSPORTATION NEEDS

DEMOGRAPHIC DATA PROJECTIONS

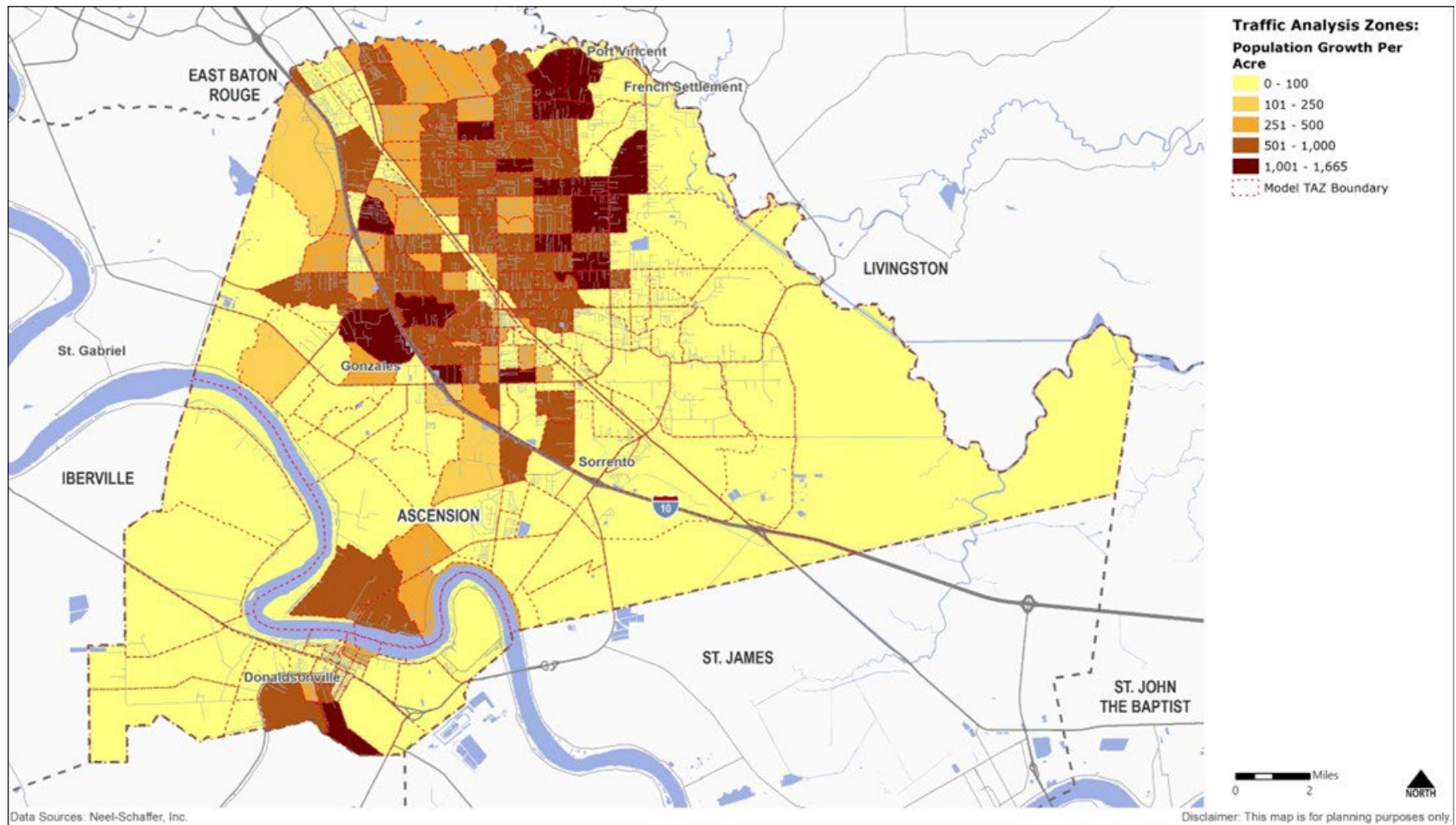
Growth in population and jobs was derived from the Capital Region Planning Commission's MOVE 2046 Travel Demand Model (TDM), which estimates that in 2046 there will be:

- 186,729 people living in the parish (an additional 57,310 people).
- 80,767 employees in the parish (an additional 32,132 jobs).

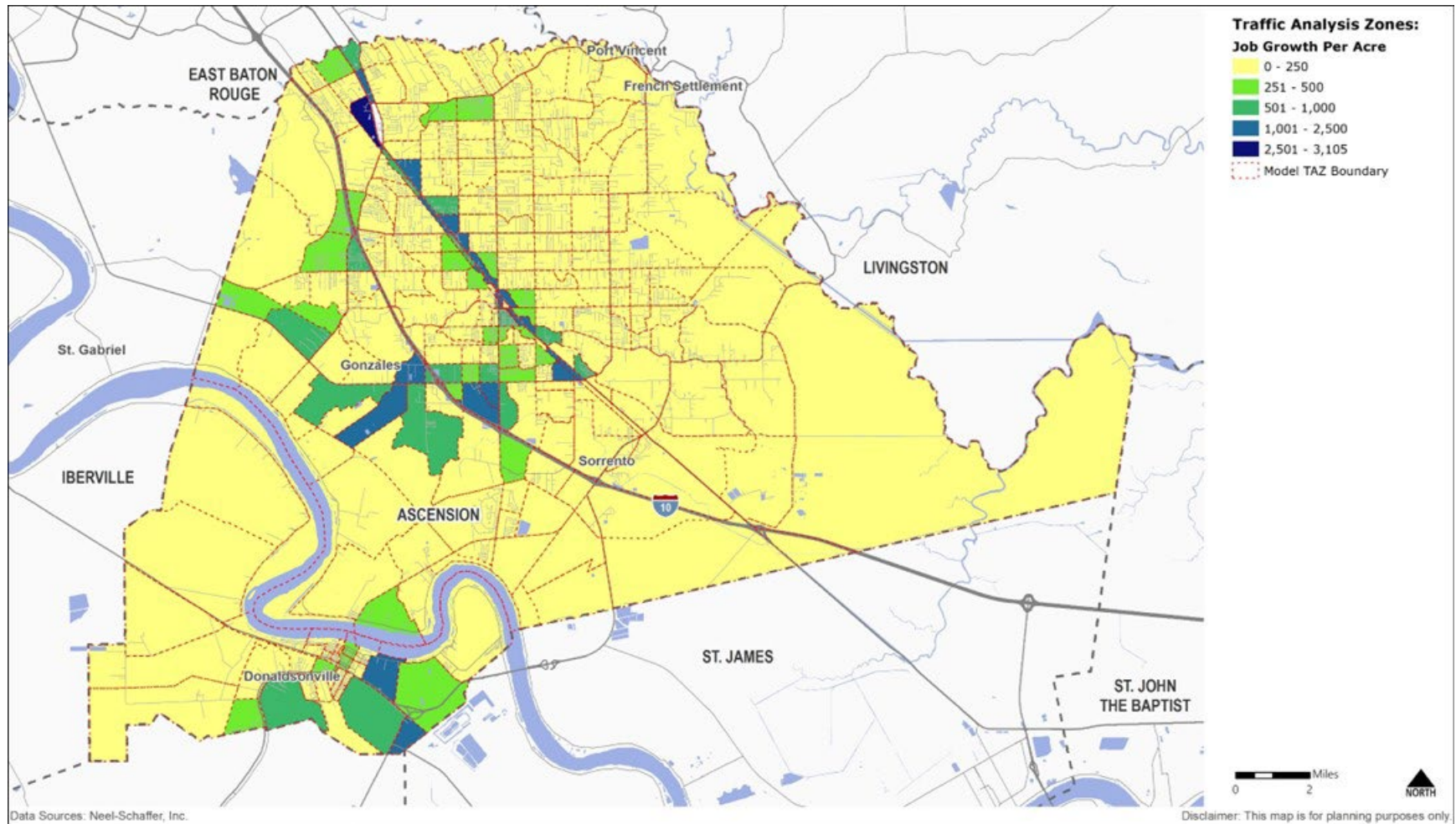
This results in an additional **57,310 people** living in the parish and an additional **32,132 jobs**. Population growth is expected to occur mostly within the northern part of the parish, with some growth expected in Donaldsonville. However, most of the employment growth within the parish is expected to occur along I-10 and US 61, and within Gonzales and Donaldsonville. While the Long-Range Transportation Master Plan looks to a horizon year of 2050, the 2046 TDM analysis reveals anticipated needs.



Forecast Change in Population, 2020 to 2046



Forecast Change in Employment, 2020 to 2046



EXISTING + COMMITTED PROJECTS

The table below displays the projects that currently have committed funding or are under construction at the time of the plan. These projects, along with the existing roadway network, form the Existing + Committed (E+C) Network.

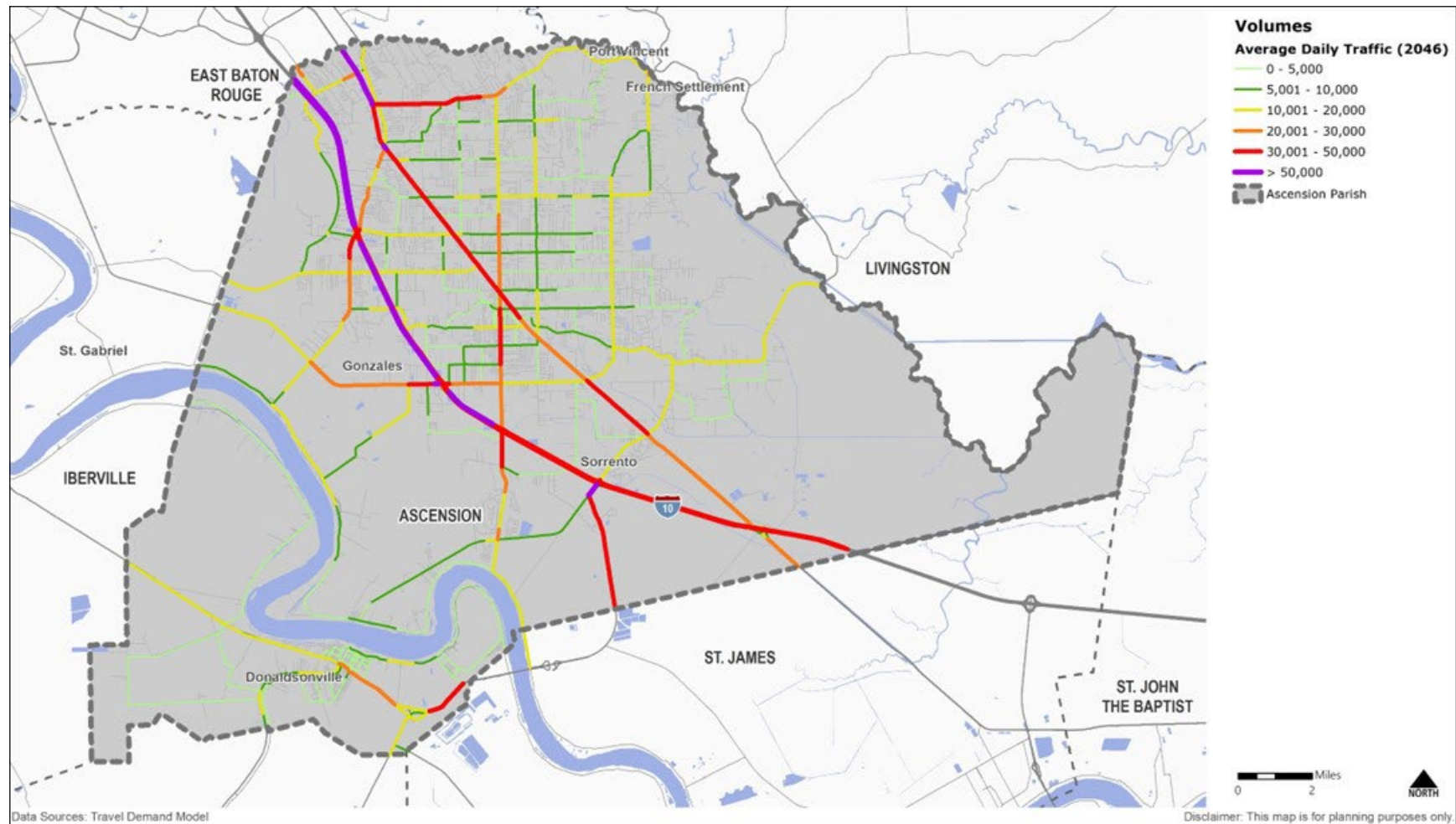
Roadway	Limits	Description
LA 70	Sunshine Bridge/LA 70 to LA 22	Widen to 4 Lanes
LA 73 to Bluff Road Connector	LA 73 to Bluff Road	New 2 Lane Roadway
LA 44 (N Burnside Ave)	Loosemore Rd to I-10	Widen to 4 Lanes and Roundabout
LA 42	@ Joe Sevario Rd	Roundabout
Buzzard Connector – Phase I	LA 30 to 1,100' north of Robert Wilson Rd	New 2 Lane Roadway
US 61	@ LA 427	Intersection Improvement
LA 431	@ LA 621	Add Left Turn Lane
Churchpoint Rd	@ Roddy Rd	Roundabout
LA 929	US-61 to Parker Rd	Overlay
LA 44	Parker Road	NB Left-turn lane
LA 945	LA 3089 to LA 308	Overlay
LA 943	LA 3089 to LA 1	Overlay
LA 928	LA 74 to LA 427	Overlay
LA 30	Veterans to US-61	Overlay
LA 431	Villar Canal and Drainage Bridges	Bridge Replacement
Devall Road	west of Marblestone Avenue	Bridge Replacement

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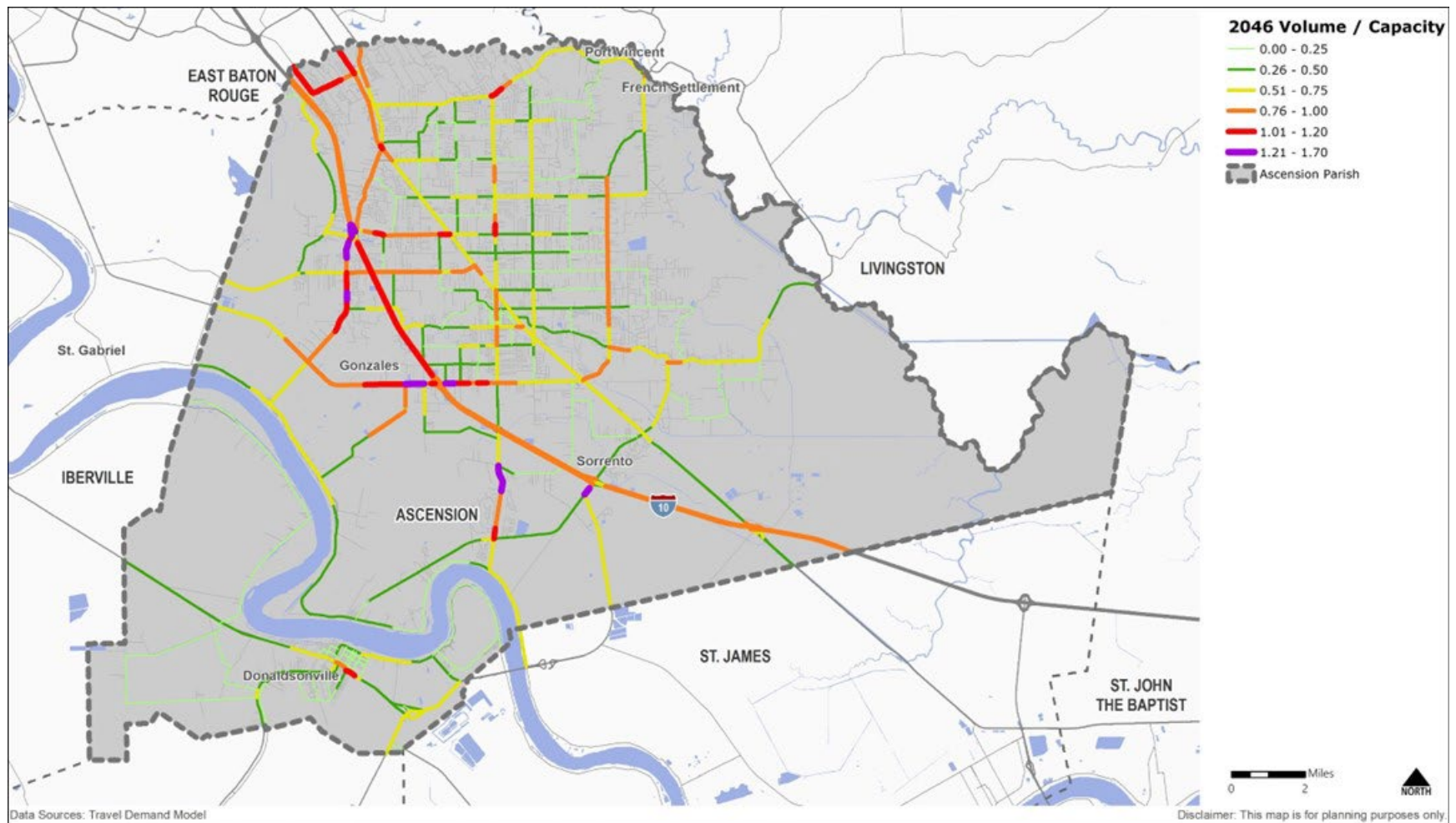
FUTURE ROADWAY NEEDS

As the parish population and employment grow, traffic will increase due to the increased use of the parish's facilities for commuting and day-to-day activities. When accounting for the growth, the TDM forecasts that the parish will experience more than twice its current level of vehicular delay.

Average Daily Traffic on Roadways, 2046



Forecasted Roadway Congestion, 2046





SECTION 4: ASCENSION PARISH LONG-RANGE TRANSPORTATION MASTER PLAN

RECOMMENDED TRANSPORTATION IMPROVEMENTS

The Long-Range Transportation Master Plan primarily focuses on:

- existing roadway needs,
- capacity improvements,
- increased connectivity, and
- preserve corridors to support expected growth.

The plan seeks to address the need for capacity improvements on roadways and intersections that directly experience congestion issues by providing capacity improvements to the affected roadways, or those parallel to them, or new travel routes by increasing connectivity. The figure to the right displays the typical order of magnitude planning level project costs used to develop the project costs of the transportation improvement projects.

Improvement Type	Average Cost (2023 dollars)	Unit
New 2 Lane Roadway	\$6,210,000	Mile
New 4 Lane Arterial	\$11,270,000	Mile
Interstate Widening	\$14,720,000	Mile
Interstate Rehab	\$2,415,000	Mile
Arterial Widening	\$8,395,000	Mile
Center Turn Lane	\$4,025,000	Mile
Reconstruction	\$4,600,000	Mile
Overlay	\$862,500	Mile
ITS	\$1,380,000	Mile
New Bridge	\$5,750,000	Each
Bridge Replacement	\$3,105,000	Each
RR Crossing	\$345,000	Each
Intersection Improvement	\$2,875,000	Each
Interchange Improvement	\$14,375,000	Each
New Interchange	\$74,750,000	Each
Underpass	\$12,650,000	Each
RR Overpass	\$7,475,000	Each
Roundabout (single lane)	\$2,300,000	Each
Signal Retiming	\$5,000	Signal

Note: Total Costs include Construction, Engineering, Right-of-Way & Utilities

LONG-RANGE TRANSPORTATION MASTER PLAN ROADWAY NETWORK IMPROVEMENTS

Project ID	Roadway	Limits	Improvement	Length (mi)	Cost	Timeframe
11	LA 70	Sunshine Bridge/LA 70 to LA 22	Widen to 4 Lanes	6.29	\$52,769,585	Short
21	LA 73 to Bluff Road Connector	LA 73 to Bluff Road	New 2 Lane Roadway	0.72	\$4,480,801	Short
43	LA 44 (N Burnside Ave)	Loosemore Rd to I-10	Widen to 4 Lanes and Roundabout	1.08	\$9,037,856	Short
99	LA 42	@ Joe Sevario Rd	Roundabout	--	\$2,300,000	Short
1001	Buzzard Connector – Phase I	LA 30 to 1,100' north of Robert Wilson Rd	New 2 Lane Roadway	1.02	\$6,363,797	Short
1002	US 61	@ LA 427	Intersection Improvement	--	\$2,875,000	Short
1003	LA 431	@ LA 621	Add Left Turn Lane	--	\$2,875,000	Short
1004	Churchpoint Rd	@ Roddy Rd	Roundabout	--	\$2,300,000	Short
1005	LA 929	US-61 to Parker Rd	Overlay	2.70	\$2,328,750	Short
1006	LA 44	Parker Road	NB Left-turn Lane	--	\$600,000	Short
1007	LA 945	LA 3089 to LA 308	Overlay	2.30	\$1,983,750	Short
1008	LA 943	LA 3089 to LA 1	Overlay	7.70	\$6,641,250	Short
1009	LA 928	LA 74 to LA 427	Overlay	5.70	\$4,916,250	Short
1010	LA 30	Veterans to US-61	Overlay	3.70	\$3,191,250	Short
1011	LA 431	Villar Canal and Drainage Bridges	Bridge Replacement	0.49	\$6,000,000	Short
1012	Devall Road	West of Marblestone Avenue	Bridge Replacement	0.01	\$2,000,000	Short
1101	Roddy Rd	@ LA 931	Roundabout	--	\$2,300,000	Short
1102	Joe Sevario Rd	@ LA 933	Roundabout	--	\$2,300,000	Short
1103	Roddy Rd	@ LA 621	Roundabout	--	\$2,300,000	Short
1104	LA 73	@ Cornerview	Roundabout	--	\$2,300,000	Short
1105	LA 73	@ Bluff Rd Connector	Roundabout	--	\$2,300,000	Short
1106	LA 44	@ Parker Rd	Roundabout	--	\$2,300,000	Short
1107	LA 73	@ LA 74	Roundabout	--	\$2,300,000	Short
1109	LA 73	@ LA 30	Roundabout	--	\$2,300,000	Short
1112	Duplessis Rd	US 61 to LA 73	Minor Widening	1.64	\$7,548,260	Short
1113	Parker Rd	LA 930 to LA 44	Corridor Improvements	1.78	\$8,200,323	Short
1114	Energy Transition Parkway Connector	LA 1 to LA 405	New 2 Lane Roadway	3.50	\$21,735,000	Short
1115	US 61 Superstreet	@ Lowes Ave	Roundabout	--	\$2,300,000	Short

Project ID	Roadway	Limits	Improvement	Length (mi)	Cost	Timeframe
1119	LA 30	@ Hospital Dr	Roundabout/Signal Study	--	\$2,875,000	Short
1120	Germany Road	Braud Rd	Roundabout	--	\$2,300,000	Short
1121	LA 929	LA 42 to Parker Rd	Add Center Turn Lane	0.55	\$2,213,750	Short
1122	LA 929	Braud Road	Roundabout	--	\$2,300,000	Short
1126	LA 929	LA 930	Roundabout	--	\$2,300,000	Short
1130	US 61	Parish-wide	Median Opening Improvements	--	\$2,875,000 each	Short
1413	LA 431	@ LA 931	Intersection Improvement, Study	--	\$2,875,000	Short
1417	LA 431	@ LA 935 (Bayou Narcisse Rd)	Intersection Improvement, Study	--	\$2,875,000	Short
1419	LA 431	@ Black Bayou Rd	Intersection Improvement, Study	--	\$2,875,000	Short
1422	LA 44	@Causey Rd/ Merritt Evans Rd	Intersection Improvement, Study	--	\$2,875,000	Short
1423	LA 44	William Ficklin Rd	Intersection Improvement, Study	--	\$2,875,000	Short
1424	LA 621	L Landry Rd	Intersection Improvement, Study	--	\$2,875,000	Short
1108	Perkins Rd	@ Bluff Rd	Roundabout	--	\$2,300,000	Medium
1110	LA 44	@ LA 621	Roundabout	--	\$2,300,000	Medium
1111	Germany Rd Widening	US 61 to LA 44	Minor Widening	2.00	\$9,200,000	Medium
1116	US 61 Superstreet	Nell St to LA 429	Convert to Superstreet	0.64	\$2,944,000	Medium
1117	US 61 Superstreet	Lowe's Ave to LA 44	Convert to Superstreet	0.31	\$1,410,618	Medium
1118	LA 3127: NEPA & Energy Pkwy	LA 70 to LA 1	Roadway extension and overpass bridge	3.88	\$29,844,800	Medium
1123	Roddy Road	US-61 to LA 621	Minor Widening	2.80	\$12,880,000	Medium
1124	LA 930	LA 42 to Causey Rd	Minor Widening	1.65	\$7,590,000	Medium
1125	Henry Road	LA 73 to Tillotson Rd	Minor Widening	1.44	\$6,624,000	Medium
1128	US 61 Superstreet	LA 429 to LA 3038	Convert to Superstreet	0.30	\$1,380,000	Medium
1129	US 61 Superstreet	LA 3038 to Purpera Ave	Convert to Superstreet	0.40	\$1,835,400	Medium
1131	LA 431	@ Stringer Bridge Rd	Roundabout	--	\$2,300,000	Medium
1201	LA 30	@ LA 3251	Roundabout with Additional Turn Lanes	--	\$2,875,000	Medium
1202	LA 42	@ LA 431	Add Turn Lanes to Existing Roundabout	--	\$2,875,000	Medium
1204	LA 30	@ LA 44	Through Lanes (LA 30) and Right Turn Lanes (LA 44)	--	\$2,875,000	Medium
1210	LA 621	@ Tiggy Duplessis Rd	Intersection Improvement, Study	--	\$2,875,000	Medium
1211	LA 621	@ K C Rd	Intersection Improvement, Study	--	\$2,875,000	Medium

Project ID	Roadway	Limits	Improvement	Length (mi)	Cost	Timeframe
1212	LA 73	@ Duplessis Rd	Signal Retiming, Turn Lanes	--	\$2,880,000	Medium
1214	LA 73	@ Post Office Rd	Intersection Improvement, Study	--	\$2,300,000	Medium
1303	LA 42	LA 44 to LA 431	Corridor Study	4.90	\$2,875,000	Medium
1304	LA 431	LA 42 to US 61 (Airline Highway)	Corridor Study	9.60	\$2,875,000	Medium
1305	LA 30	LA 44 to US 61 (Airline Highway)	Corridor Study	2.30	\$2,875,000	Medium
1306	LA 44	LA 42 to LA 621	Add Center Turn Lane	3.75	\$15,093,750	Medium
1307	LA 44	US 61 (Airline Highway) to LA 30	Signal Retiming and Access Management	2.50	\$6,490,000	Medium
1310	LA 621	LA 73 to LA 431	Add Center Turn Lane	6.80	\$27,370,000	Medium
1404	US 61	@ LA 42	Intersection Improvement, Study	--	\$2,875,000	Medium
1405	LA 73	@ LA 427	Intersection Improvement, Study	--	\$2,875,000	Medium
1406	US 61	@ LA 621	Intersection Improvement, Study	--	\$2,875,000	Medium
1409	LA 431	@ LA 429	Intersection Improvement, Study	--	\$2,875,000	Medium
1412	LA 44	@ LA 931	Intersection Improvement, Study	--	\$2,875,000	Medium
1418	LA 42	@ LA 73	Intersection Improvement, Study	--	\$2,875,000	Medium
1425	LA 74	@ K C Rd	Intersection Improvement, Study	--	\$2,875,000	Medium
1426	LA 74	L Landry Rd	Intersection Improvement, Study	--	\$2,875,000	Medium
1427	LA 74	Chester Diez Rd	Intersection Improvement, Study	--	\$2,875,000	Medium
1127	LA 73	LA 74 to Cornerview Rd	Widen to 4 Lanes	0.99	\$8,314,064	Long
1203	LA 22	@ LA 429	Roundabout with Additional Turn Lanes	--	\$2,875,000	Long
1205	LA 308	@ LA 3089	Signal retiming	--	\$5,000	Long
1206	LA 70	@ LA 3089	Roundabout with Additional Turn Lanes	--	\$2,875,000	Long
1207	LA 22	@ I-10 Eastbound	Signal Retiming	--	\$5,000	Long
1208	LA 22	@ I-10 Westbound	Signal Retiming, NB Left Turn Lane	--	\$2,880,000	Long
1215	LA 30	LA 73 to I-10	Widen to 4 Lanes Divided	3.75	\$31,513,193	Long
1216	LA 30	I-10 to LA 44	Widen to 4 Lanes Divided	1.57	\$13,207,291	Long
1217	LA 73	LA 30 to I-10	Widen to 4 Lanes Divided	3.86	\$32,445,248	Long
1218	LA 44	LA 22 to Loosemore Rd	Widen to 4 Lanes Divided	2.00	\$16,796,019	Long
1301	LA 73	I-10 to US 61 (Airline Highway)	Widen from 3 Lanes to 5 Lanes	2.50	\$20,987,500	Long
1302	US 61 (Airline Highway)	LA 73 to LA 42	Signal Retiming	4.60	\$20,000	Long
1309	LA 44	LA 22 to LA 942	Add Center Turn Lane	0.80	\$3,220,000	Long

Project ID	Roadway	Limits	Improvement	Length (mi)	Cost	Timeframe
1401	US 61	@ LA 74	Intersection Improvement, Study	--	\$2,875,000	Long
1403	LA 75	@ LA 3251	Intersection Improvement, Study	--	\$2,875,000	Long
1407	US 61	@ LA 22	Intersection Improvement, Study	--	\$2,875,000	Long
1408	LA 1	@ LA 3089	Intersection Improvement, Study	--	\$2,875,000	Long
1410	LA 22	@ LA 44	Roundabout	--	\$2,300,000	Long
1411	US 61	LA 929/Causey Rd	Intersection Improvement, Study	--	\$2,875,000	Long
1415	LA 3089	@ LA 945 (St Patrick St)	Intersection Improvement, Study	--	\$2,875,000	Long
1306-B*	LA 44	LA 42 to LA 621	Widen to 4 Lanes Divided	3.75	\$31,481,250	Long
1310-B*	LA 621	LA 73 to LA 431	Widen to 4 Lanes Divided	6.80	\$57,086,000	Long
1501	Transit Feasibility Study	Areawide	Transit Feasibility Study	--	\$200,000	Short/ Medium

Source: Ascension Parish

*These projects reflect alternate roadway configurations that can be further studied or implemented at a later time.

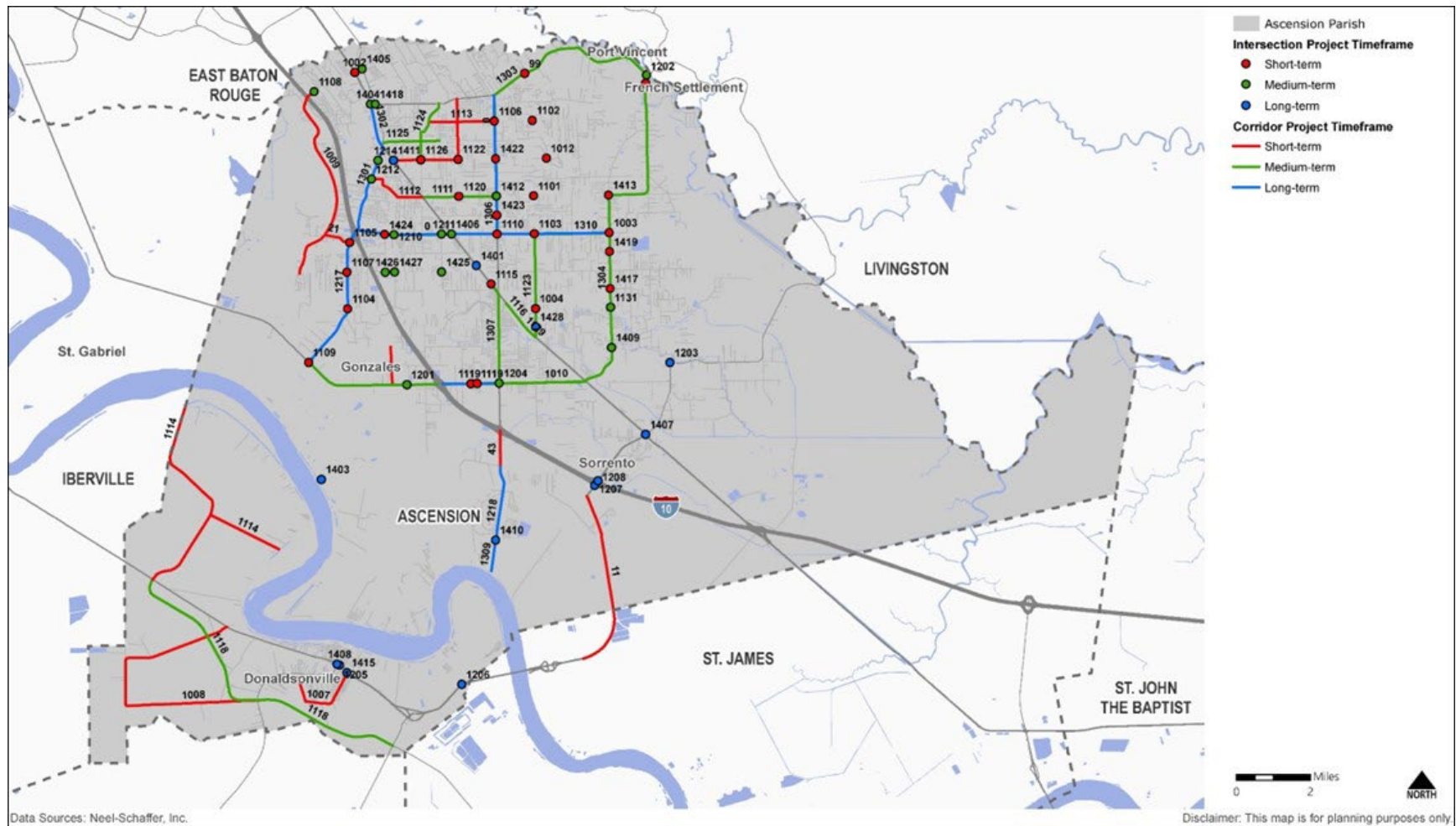
It should be noted that the longer it takes for a project to be implemented, the more it will cost. However, the Ascension Parish has limited funds and will need to prioritize improvements based on existing or anticipated needs. In addition to working with the state to secure funds, the parish can also work with the local Metropolitan Planning Organization (MPO), the Capital Region Planning Commission, during its Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) development to secure funding for major projects that fall within the MPO's planning area.

The plan recommends the following implementation timeframes.

- Short-term projects are those expected to occur within the next 1-5 years.
- Medium-term projects are those expected to occur within the next 6-10 years.
- Long-term projects are those expected to occur after the next 11 years.

This plan provides the parish with a framework for future roadway development, increasing connectivity, and corridor preservation. By identifying the future roadway corridor improvements, the parish can preserve these corridors by not allowing developments to take place within the proposed corridors rights-of-way. This will keep the project costs down by not paying significant right-of-way costs during project implementation.

LONG-RANGE TRANSPORTATION MASTER PLAN ROADWAY NETWORK IMPROVEMENTS



96 ROADWAY PROJECTS

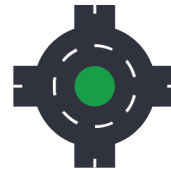
3 New Roadways



24 Intersection Improvements



6 Signal Retimings



21 New Roundabouts



An **11.2%** decrease
in annual Vehicle Hours of Delay



By **2046**, the fully implemented plan will produce an annual benefit of **\$34.72 Million** in 2024 Dollars

PLAN STRATEGIES

The strategies used in the LRTMP are informed by the input received from the Parish administration and staff, the strategies in the Capital Region Planning Commission's *MOVE 2046* plan, and the needs identified in *Technical Report #1: State of Current System and Needs Assessment*.

Responsibly Improve Roadway System

Funding for new roadways and widenings is limited. The plan encourages prioritization of roadway expansion projects that have a high benefit/cost ratio, increase connectivity throughout the Parish, and improve key corridors and intersections that roadway users need for everyday or emergency use. The Parish can also develop a Complete Streets policy that can be incorporated into the existing traffic calming ordinances.

Redesign Key Corridors and Intersections

This plan has identified major corridors and intersections that can be redesigned to be safer, more efficient, and more accessible to bicyclists and pedestrians as well. This plan includes recommended typical sections for roundabouts, included in *Technical Report #2: Plan Development*. For non-roundabout typical sections, DOTD Design Standards should be followed.

Monitor Emerging Technology Options

Transportation technology is changing rapidly and much is still uncertain. The Parish can continue to monitor trends in emerging mobility options and consider partnerships with mobility companies and pilot programs as appropriate. This plan recommends development of an emerging technologies plan documenting them, their anticipated deployment timeframe, and anticipated benefits and costs. Additionally, the Parish can coordinate with local planning organizations and the LADOTD to optimize the funding and rollout of these options.

Prioritize Maintenance

The Parish can proactively address pavement and bridge conditions on the National Highway System and local roadways, prioritizing roadways in Poor condition followed by those in Fair condition.

Establish a Safety Management System

A Parish-level safety program, in coordination with local law enforcement and the LADOTD, can be implemented which includes a crash record system, identification of hazardous locations, engineering studies, selection of countermeasures, prioritization of projects, planning and implementation, and evaluation.

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