

State Project No. 736-36-0047
Federal Aid Project No. PL-0011(030)
RPC Contract No. Task A-8.07, Jefferson Parish, LA

Clearview Parkway

Stage 0 Feasibility Study & Environmental Inventory

S. I-10 Service Road to E. Corporate Avenue,
Jefferson Parish, LA



April 2008



Prepared by

BURK-KLEINPETER, INC.

In association with

RC Lambert Consultants, LLC

AIMS Group, Inc.

PSI/Citywide Testing & Inspection, Inc.

Urban Systems Associates, Inc.



CHECKLIST FOR STAGE 0
Preliminary Scope and Budget Worksheet

District 02 Parish Jefferson Route Clearview Parkway (LA 3152 pt)
Control Section 826-03 Project Length (miles) 3.20 (estimate)
Begin Project (CS Log Mile) 1 mi N of 1.62* End Project (CS Mile) .4 mi S of 0.0 *
Project Category (Safety, Capacity, etc.) Capacity Date Prepared April 1, 2008

A. Purpose and Need for the Project: Improve roadway capacity to address traffic operation deficiencies, including peak and non-peak congestion and extended periods of travel delay; identify viable alternatives for maximizing available right-of-way; provide an improved connection to the improvements at the Huey P. Long Bridge.

B. Project Concept:

Description of Existing Facility (functional class, ADT, number of lanes, etc) Principal Arterial, State Highway (3152) from south of West Metairie Avenue to Citrus Boulevard, approx. 55,000 ADT (2007), 6 lane section, divided, median, and no shoulders. Multiple signalized intersections (10) within corridor segment examined. At grade intersection with Airline Drive (US Highway 61) and interchange with Earhart Expressway (LA 3139). See attached report for more details.

Major Design Features. Criteria of the proposed facility (attach aerial photo w/ concept if applicable) Six project concepts identified: three (3) options for Airline Drive at Clearview Parkway including an Overpass, Continuous Flow Intersection and at-grade improvements, TSM improvements on Clearview Parkway corridor, extension of Webb Street btw Clearview and Earhart EB, and Lead Street Ramp.

Design Exceptions To be addressed as needed in advanced design

Technical Analyses (traffic analysis, safety analysis, etc) Attached report contains results of a technical analysis of existing and future traffic conditions based upon changes in land use and growth of traffic. In addition, report documents advisory committee, public information meeting and agency coordination processes.

Alternatives to the Project Concept A total of six project concepts along with the no-build.

Future ITS/ Traffic Considerations DOTD and Jefferson Parish need to coordinate regarding other identified improvements within area not contained within this project.

Construction Traffic Management/Property Access Considerations All construction would be completed within apparent right-of-way, with minor acquisitions required in some areas (pending confirmation by survey). Some coordination required between Parish and LADOTD on access management issues in corridor. Traffic flow would be maintained under construction of improvement.

C Potential Environmental Impacts (Complete the Stage 0 Environmental Checklist

Checklist completed as per the Stage 0 Guidelines. In addition, the project team conducted initial agency outreach. No potential environmental impacts by project noted. No sensitive sites identified within corridor area.

D. Cost Estimate

Engineering Design
Environmental Mitigation
R/W Acquisition
C of A (if applicable)
Utility Relocations (Drainage)
Construction (include Construction
Traffic management)

**Please see Appendix D
for Complete Stage 0
forms for each
suggested alternative.**

TOTAL PROJECT COST

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc. Surface Transportation Program, Surface Transportation Program > 200K, with matching funds from the State of Louisiana and some Parish Funds

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared by: Burk-Kleinpeter, Inc. and others through the RPC

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Stage 0 Environmental Checklist

District 02 Parish Jefferson Route Clearview Parkway (LA 3152 pt)
Begin Project (CS Log Mile) 1 mi N of 1.62* End Project (CS Mile) .4 mi S of 0.0 *

Adjacent Land Use: North of Airline Drive, commercial at major intersections, residential structures facing corridor. South of Airline Drive, commercial structures fronting corridor, some public facilities within area.

Any property owned by a Native American Tribe?
(Y or N) or Unknown. If so, which Tribe? No

Any property enrolled in the Wetlands Reserve Program?
(Y or N) or Unknown. If so, give location. No

Community Elements: Is the project impacting or adjacent to any?

<u>Element</u>	<u>(Y or N)</u>	<u>Location</u>
Cemeteries	N	
Churches	N	
Schools	N	
Public Facilities	N	
Community Water well/supply	N	

Section 4F Issues: Is the project impacting or adjacent to any?

<u>Issue</u>	<u>(Y or N)</u>	<u>Location</u>
Public Recreation Areas	N	
Public Parks	N	
Wildlife Refuges	N	
Historic Sites	N	

Is the project impacting, or adjacent to a property listed on the National Register of Historic Places?
(Y or N) No

Is the project within a historic district or a National Landmark District?
No

Do you know of any threatened or endangered species in the area?
(Y or N) If so, what species? No

Does the project impact a stream protected by the Louisiana Scenic Rivers Act?
(Y or N) If yes, name the stream. No, from inspection, no streams or rivers impacted by project

Are there any Significant Trees as defined by EDSM I.1.1.21 within the proposed ROW?
(Y or N) Yes, As per LADOTD Tree Policy, as many as 18 live oak trees in the median of Clearview Parkway may be significant based upon size (18" or more in diameter at breast height).

What year was the existing bridge built? N/A

Are any waterways impacted by the project considered navigable?
(Y or N) If unknown, state unknown, list the waterways No

Stage 0 Environmental Checklist

Hazardous Materials: Have you checked the following DEQ and EPA Databases for potential problems?

<u>Item</u>	<u>Checked Database?</u> <u>(Y or N)</u>	<u>Potential Problems?</u> <u>(Y or N and location)</u>
Leaking Underground Storage Tanks	Y	Y (See Page 66)
CERCLIS	Y	N
ERNS	Y	N
ECHOS	Y	N

Underground Storage Tanks (UST). Are there any gas stations or other facilities that may have UST on or adjacent to the project? (Y or N) If so, give name and location

<u>Name</u>	<u>Address</u>	<u>UST ID #</u>
Chevron	2301 N. Clearview Parkway	
Danny and Clyde's	2201 N. Clearview Parkway	46767,46768
Shell	900 N. Clearview Parkway	79464
Discount Zone	4457 W. Metairie Avenue	
Texaco	4501 Airline Highway	
Shell	1141 S. Clearview Parkway	72949
Safari Car Wash	913 S. Clearview Parkway	79267

Are there any chemical plants, refineries or landfills adjacent to the project?

(Y or N) N

Are there any large manufacturing facilities adjacent to the project?

(Y or N) N

Are there any dry cleaners adjacent to the project?

(Y or N) Y – Randon's Dry Cleaners, 2202 N. Clearview Parkway

Oil/Gas Wells. Have you checked the DNR Database for registered oil and gas wells?

Checked Database? (Y or N) Y Wells present? (Y or N) N

Are there any possible residential or commercial relocations/displacements?

(Y or N) How many? N

Do you know of any sensitive community issues related to the project?

(Y or N) If so, explain. N

Is the project area population minority or low income?

(Y or N) N

What type of detours, closures could be used on the job?

Unknown at this time

Did you notice anything of concern during your site/windshield survey of the area?

No

Edwin E. Elam, III, AICP, Burk-Kleinpeter, Inc. and
Andrew H. Rogers, PhD., C.I.H. C.S.P.

Point of Contact

504.486.5901 x 281 (Elam) 504/329-0428 (Rogers)

Phone Number

April 1, 2008

Date

Stage 0 Environmental Checklist

SOURCES:

WETLAND RESERVE PROGRAM: United States Department of Agriculture (USDA), Natural Resources Conservation Service (NCRS). <http://www.nrcs.usda.gov/programs/wrp/pdfs/louisiana05.pdf>

WILDLIFE REFUGES: Louisiana Department of Wildlife and Fisheries, map of Wildlife Management Areas. <http://www.wlf.state.la.us/apps/netgear/clientFiles/lawlf/files/WMA%20Location%20Map.jpg.pdf>

NATIONAL REGISTER SITES: National Park Service, National Register Information Service (NRIS). <http://www.nr.nps.gov/>

THREATENED AND ENDANGERED SPECIES: Louisiana Department of Wildlife and Fisheries, Louisiana Natural Heritage Program, Threatened and Endangered Species. <http://www.wlf.state.la.us/apps/netgear/index.asp?cn=lawlf&pid=693>.

SCENIC RIVERS: Louisiana Department of Wildlife and Fisheries, Scenic Rivers Program. <http://www.wlf.state.la.us/apps/netgear/index.asp?cn=lawlf&pid=1239>

SIGNIFICANT TREES: Live Oak Society: LA DOTD's significant trees policy. <http://www.louisianagardenclubs.org/pages/liveoakfiles/treepolicy.htm>

LEAKING UNDERGROUND STORAGE TANKS: LA DEQ Portal. <http://www.deq.louisiana.gov/portal/tabid/2214/Default.aspx>

CERCLIS: United States Environmental Protection Agency (US EPA), Superfund (CERCLIS) Query. http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS: National Response Center, Environmental Response Notification System. Online. Available: <http://www.nrc.uscg.mil/download.html>

ECHOS: United States Environmental Protection Agency (US EPA), Enforcement and Compliance History Online (ECHO). <http://www.epa.gov/echo/>

USTS: Louisiana Department of Environmental Quality, Underground Storage Tanks Database. <http://www.deq.louisiana.gov/portal/tabid/136/Default.aspx>

OIL and GAS WELLS: Department of Natural Resources (DNR), SONRIS Integrated Applications. http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm.

NOTE: Items marked with an asterisk (*) indicate that measures between Log Miles approximate and rounded to closest 10th of a mile.

EXECUTIVE SUMMARY

Introduction

The purpose of this project is to provide improved roadway capacity within a 3.20 mile section of Clearview Parkway (LA 3152 part), as shown on Figure ES-1. This section of parish road and state highway connects Interstate 10 to Jefferson Highway (US Highway 90) and to the Huey P. Long Bridge over the Mississippi River.

The proposed project will add capacity to the existing corridor from the Interstate to just north of Jefferson Highway. The alternatives which have been determined as both feasible and practical through the Stage 0 process include:



- ☑ *Improvements to the intersection of Clearview Parkway (Louisiana Highway 3152) and Airline Drive (US Highway 61) consisting of one of the following improvement strategies:*
 - *Continuous flow intersection* – reorganization of traffic flow at this intersection, to allow vehicles turning left from Airline onto Clearview to move concurrently with through movements at this intersection.
 - *Additional at-grade improvements* – widening of the existing intersection to provide enhanced turning lane capacity on the Airline Drive approaches of the intersection.
 - *Overpass* – Airline over Clearview Parkway – moving the east-west through movements on Airline Drive over Clearview Parkway, retaining at-grade lanes for turning movements and local property access.

- ☑ *Clearview Parkway Corridor Transportation System Management (TSM) improvements* – a series of easily accomplishable projects to provide additional turn lane capacity at several key locations, along with an upgrade to the existing traffic signal timing/phasing plan for the corridor from E. Corporate Avenue to S. I-10 Service Road.

- ☑ *Webb Street Extension* – development of a roadway parallel to the New Orleans Public Belt Railroad trestle from just north of E. Corporate Avenue to Earhart Expressway ramp eastbound using existing Webb Street along with new construction. This would allow bridge traffic using Earhart eastbound to bypass Clearview Parkway. This project would also include the construction of a fourth approach to the Mounes Street intersection.

- ☑ *Lead Street Ramp* – development of a fully directional interchange at Lead Street and Earhart Expressway. The new ramp would also connect to Citrus Avenue in order to improve connectivity with up and downstream intersections at Edwards Avenue and Hickory Avenue.

Preliminary Project Purpose

The preliminary purpose of the project is to improve roadway capacity and relieve congestion on Clearview Parkway by:

- Improving existing and future peak-hour traffic operations;



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- Maximizing use of available right-of-way to the extent possible to avoid displacements;
- Addressing changes in traffic resulting from the construction of the Huey P. Long Bridge.

Preliminary Project Need

Projects identified for implementation will improve connectivity to the Huey P. Long Bridge, as well as address known areas of congestion Clearview Parkway. The need for the project comes from the following

conditions identified through the analysis of existing and future conditions:

- Inadequate roadway capacity –the corridor has current peak-period congestion and level-of-service deficiencies. Long queues of stopped traffic form on the corridor, blocking access to side streets and adjacent properties. Overall, the corridor operates at an LOS E to F during peak periods.
- Projected changes in traffic demand – traffic volumes on the corridor continue to fluctuate following Hurricane Katrina. Currently, the average daily traffic in the corridor is approximately 51,250 vehicles per day (S. I-10 Service Road to Jefferson Highway). This is approximately 13% lower than traffic volumes in the corridor prior to Hurricane Katrina. However, traffic is expected to increase in the future as a result of the opening of the newly widened HP Long Bridge span over the Mississippi River. The bridge widening removes a known impediment to smooth vehicular travel between East and West Jefferson. Through the adopted comprehensive plan, Envision Jefferson 2020, Jefferson Parish has also anticipated that enhanced mobility across the river will be one of the catalysts to renewed interest in developing existing vacant lands and development sites in the Elmwood Business Center and US 90 corridor in Bridge City, Westwego and Avondale.
- Ongoing roadway improvement plans – Jefferson Parish, as part of its own capital improvements plans as well as those organized through the MPO at the Regional Planning Commission, is currently programming a host of capacity improvements for East Jefferson. This process started in the mid 1990s and will continue through the next 10 years. Projects currently under construction within the Parish include widening of the Interstate 10 corridor from Loyola Avenue to the Orleans Parish Line. Additionally, environmental studies have been completed for the Earhart Expressway extension west and Earhart Extension interchange improvements at Causeway Boulevard. These will join a list of similar improvements on other east-west and north-south arteries which will help strengthen the connectivity of East Jefferson and the Elmwood Business Center to the rest of the Parish and region.
- Improve traffic operations – during both peak periods, and some midday off-peak periods, traffic on Clearview Parkway is often at a standstill in both directions from south of W. Metairie



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Data Source: Jefferson Parish, Department of Planning, 2007.
 Note, the information shown on this drawing was prepared for the Parish using aerial photography and field investigations. The Parish makes no warranty as to its accuracy. The user assumes all responsibilities for verifying the accuracy of any feature or dimension which may be critical to the intended use of this data.



Graphic developed by Burk-Kleinpeiter, Inc., using data obtained by the AIMS Group, 2007.

Figure 1
Project Area
 Clearview Parkway Corridor Stage 0 Feasibility Study

Source (Caption)
 This imagery was produced through a cooperative agreement entered into with the State of Louisiana, the Governor's Office of Homeland Security and Emergency Preparedness (OSHEP), the United States Army Corps of Engineers, the United States Geological Survey (USGS), the National Geospatial Intelligence Agency (NGA), the Louisiana State University Planning Commission, and the Regional Planning Commission for Jefferson, Orleans, Iberville, St. Bernard and St. Tammany Parishes (RPC).
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 Imagery Information
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 Any use of the above data must be accompanied with citation of the above citation.



- Legend**
- Project Area Boundary
 - Roads
 - Railroads

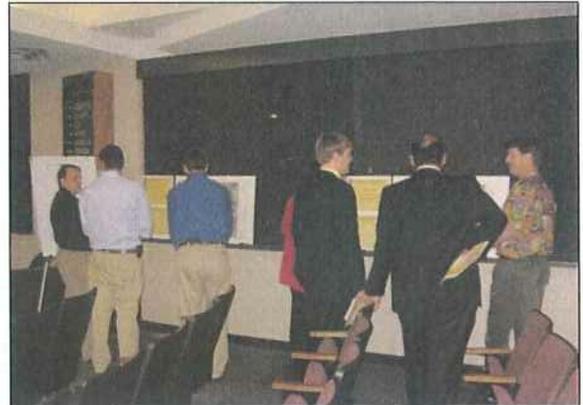


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Avenue through Airline Drive to Citrus Boulevard. Improving capacity and flow along the corridor and through this intersection will reduce congestion-induced travel delays in the area.

- Sustain economic development decisions – the corridor provides a primary access to two of the region's largest employment centers: Elmwood Business Center in East Jefferson and Northrop Grumman Ship System's Avondale Shipyard on the Westbank. Maintaining adequate access for employees, customers and deliveries will assure these areas continued vitality and contribution to the local economy.



Initial Recommendation

The project started with the identification nine improvements, plus a no-build to address the identified purpose and need. Using schematic information, an evaluation took place to identify initial fatal flaws or items of concern. This eliminated a total of four alternatives from further consideration, but also prompted a refinement to the remaining alternatives to address outstanding concerns about traffic operations and neighborhood access.

The remaining list of six project alternatives received a further evaluation of how they could potentially impact the local area based upon the following general criteria: Potential Displacements; Potential Major Utility Impacts; Potential Circulation & Access Impacts; Potential Environmental Site Concerns; Traffic Operations (Peak Hour). As the initial analysis did not reveal any elements of the natural environment which appeared to be of concern, these elements were not included in the second analysis. The second analysis does take into account minor adjustments in concept geometry and location created through the Project Advisory Committee process, along with review completed by the project team. In some cases, the minor adjustments have created some differences than found with the original concept. In particular, changes confirmed the potential for possible direct displacements as a result of the construction of the Airline Overpass at Clearview Parkway, while the potential for indirect displacements for the neighborhood connector built in connection with the Continuous Flow Intersection appears possible.

Based on the review of feasibility, all projects appear to be feasible in that they help address the identified statement of purpose and need, while maintaining, to the extent practicable, minimal impacts on the manmade and no impacts on the natural environment. In order to program projects and address remaining questions, the suggestion has been made to phase these improvements into distinguishable improvement packages, as follows:

- **Short-Term Program** – to be completed before the opening of the Huey P. Long Bridge improvement to traffic, on or about 2013:
Clearview Parkway Transportation System Management improvements appear accomplishable within the existing corridor right-of-way, over the short-term with little or

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no impacts. By their design, these lower cost improvements will serve to meet existing needs and can be put in-place prior to the construction of the Huey P. Long Bridge.



The specific improvements included in this project are:

1. Selected median closures on Clearview, W. Metairie Avenue to Airline Drive;
2. Right Turn Lane for Clearview Parkway northbound to W. Metairie Avenue eastbound;
3. Intersection improvements at Clearview Parkway and Citrus Boulevard

- **Mid-Term Program** – to be starting construction before the opening of the Huey P. Long Bridge improvement to traffic, on or about 2013:

Webb Street Extension and Lead Street Ramp improvements appear to be accomplishable even with the identified issues relative to displacements and environmental issues. These projects require additional environmental clearance prior to their construction, and would most likely be able to be started in construction during a mid-term period.

The specific improvements included within the *Webb Street Extension* are:

1. Extension of Webb Street south from Bridgeway Street to Clearview Parkway northbound;
2. Extension of Mounes Avenue east to Webb Street Extension;
3. Extension of Webb Street north from current terminus behind Oschner Hospital Elmwood to Earhart Expressway eastbound.

The specific improvements included within the *Lead Street Ramp* are:

1. Extension of a new at-grade ramp from Clearview Parkway westbound to a new intersection with Lead Street;
2. Extension of a new elevated ramp from Lead Street to the Hickory/Dickory Avenue overpass at the western edge of Mays railyard;
3. Improvement of existing Lead Street south of Earhart Expressway to Citrus Avenue;
4. Construction of a new eastbound ramp from Lead Street to Earhart Expressway eastbound, just east of the current LADOTD field office on Hickory Avenue.

Note, public comments on both projects were received at the public information meeting. This information has been provided in Chapter 2, as well as, Appendix F.

- **Long-Term Program** – to be in progress by 2013:
Airline Drive at Clearview Parkway improvements need to be addressed in order to make the entire transportation system flow better. A total of three improvement options have been identified from which **one** should be chosen for implementation:

1. *Continuous flow intersection* – reorganization of traffic flow at this intersection, to allow vehicles turning left from Airline onto Clearview to move concurrently with through

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movements at this intersection. All existing median openings between N. Tribune Avenue and Highland Avenue would need to be closed or modified; changing local access patterns to adjacent neighborhood areas.

2. *Additional at-grade improvements* – widening of the existing intersection to provide enhanced turning lane capacity on the Airline Drive approaches of the intersection. This would create a median section on Airline, while providing the maximum number of possible left turn lanes from the corridor to Clearview Parkway.
3. *Overpass* – Airline over Clearview Parkway – moving the east-west through movements on Airline Drive over Clearview Parkway, retaining at-grade lanes for turning movements and local property access. A two-lane overpass would be constructed for through traffic, with improvements made to the at-grade lanes to provide a maximum number of lanes for left and right turns, as well as the remaining through movements.



However, these improvements require a more extensive environmental review due to the projected impacts on the adjacent areas, which cannot be clearly defined without complete survey information or community review and consensus.

Projected Project Costs

A preliminary order of magnitude cost estimate for the project has been prepared using unit cost information supplied by LADOTD. The purpose of this estimate is to provide an initial review of the commitment required to construct the project. Estimates include costs for right-of-way, engineering, survey, and contingency as expressed in 2007 dollars, based on bid tabulations from the 1st quarter of 2007 reported by LADOTD. In addition, the project costs include estimates for right-of-way using comparable information for similar projects in the area as provided by LADOTD, or as developed using real estate sales information collected through the University of New Orleans' Real Estate Data Center.¹

Future steps in the LADOTD project development process may result in adjustments in corridor location, assumed conditions and typical sections developed as a result of detailed study and survey. In addition, adjustments in unit costs will require subsequent changes in the estimates contained herein. Therefore, these costs should be considered preliminary, not final.

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**Table ES-1
Preliminary Order of Magnitude Cost Estimate (2007)**
Clearview Parkway Corridor Improvement Concept Alternatives

Project Title	Mobilization, Demolition, Site Preparation	Roadway Components	Signalization	Drainage and Utilities Relocation	Contingencies (at 25%)	Engineering, Construction Administration, Testing	Right-of-Way (estimate)	Estimated Project Cost
Continuous Flow Intersection	\$804,132	\$5,600,923	\$2,125,000	\$875,024	\$2,351,270	\$1,060,200	\$850,000	\$13,700,000
At-Grade Improvements	\$787,485	\$5,453,466	\$1,375,000	\$875,024	\$2,122,744	\$971,700	\$0	\$11,600,000
Overpass	\$2,400,700	\$15,876,586	\$125,000	\$337,127	\$4,684,853	\$2,477,700	\$3,330,000	\$29,300,000
TSM Alternatives	\$210,263	\$280,788	\$378,600	\$0	\$217,413	\$147,800	\$0	\$1,300,000
Welch Street Extension	\$319,072	\$2,318,260	\$25,000	\$1,207,946	\$967,570	\$666,000	\$1,689,235	\$7,200,000
Lead Street Ramp	\$661,860	\$2,674,096	\$125,000	\$8,356,900	\$2,954,464	\$1,347,800	\$0	\$16,200,000

Notes:

- (1) - Based upon unit cost information provided by LADOTD. Estimated project costs reflect rounding up to the closest \$100,000.
- (2) - Price does not include costs associated with interim improvements under design and review at LADOTD District 02.
- (3) - Costs do not include any private utility relocations, which would be handled by the respective utility company.

Compiled by Burk-Kleinpeter, Inc., using input from individual project engineers (AIMS Group, RC Lambert Consultants, Urban Systems Associates, Inc.), 2008.



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¹ Metropolitan New Orleans Real Estate Market Analysis, Katrina Edition, Volume 38, 2005/2006, Published by the Real Estate Market Data Center & Center for Economic Development, University of New Orleans, May 2006. Supplemented with data from www.realtor.com which provided sales price information for residential real estate in the neighborhood areas adjacent to the Clearview Parkway corridor.

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A. PROJECT DESCRIPTION, PURPOSE AND NEED

a. Project Description

The purpose of this project is to provide improved roadway capacity within a 3.20 mile section of Clearview Parkway (LA 3152 part), as shown on Figure 1. This section of parish road and state highway connects Interstate 10 to Jefferson Highway (US Highway 90) and to the Huey P. Long Bridge over the Mississippi River.

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 - Overpass* – Airline over Clearview Parkway – moving the east-west through movements on Airline Drive over Clearview Parkway, retaining at-grade lanes for turning movements and local property access.
- Clearview Parkway Corridor Transportation System Management (TSM) improvements* – a series of easily accomplishable projects to provide additional turn lane capacity at several key locations, along with an upgrade to the existing traffic signal timing/phasing plan for the corridor from E. Corporate Avenue to S. I-10 Service Road.
- Webb Street Extension* – development of a roadway parallel to the New Orleans Public Belt Railroad trestle from just north of E. Corporate Avenue to Earhart Expressway ramp eastbound using existing Webb Street along with new construction. This would allow bridge traffic using Earhart eastbound to bypass Clearview Parkway. This project would also include the construction of a fourth approach to the Mounes Street intersection.
- Lead Street Ramp* – development of a fully directional interchange at Lead Street and Earhart Expressway. The new ramp would also connect to Citrus Avenue in order to improve connectivity with up and downstream intersections at Edwards Avenue and Hickory Avenue.

b. Project Purpose and Need

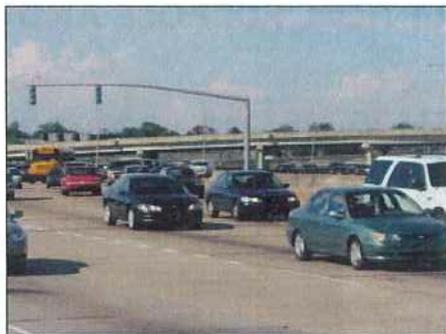
The purpose of the project is to provide improved roadway capacity to address traffic operation deficiencies including peak and non-peak congestion and extended periods of travel delay. This project will also identify viable alternatives for maximizing available right-of-way and is needed to provide for an improved connection to the improvements under construction at the Huey P. Long Bridge.



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Improvements made as a part of this project would also help accomplish the following objectives:

- Provide a travel time savings in the corridor;
- Reduce congestion and provide improved capacity at key intersections within the corridor;
- Provide an improved approach for the future Huey P. Long Bridge improvement;
- Identify viable alternatives which can maximize available right-of-way in the corridor segment;
- Identify strategies which support LADOTD objectives for access management on state highway corridors;
- Support long-term thoroughfare development in the general area.

As noted, the project will provide an improved connection to the Huey P. Long Bridge. This will be accomplished by removing several deficiencies from the corridor including congestion, increased travel time and delay.

- Inadequate roadway capacity –the corridor has current peak-period congestion and level-of-service deficiencies. Long queues of stopped traffic form on the corridor, blocking access to side streets and adjacent properties. Overall, the corridor operates at an LOS E to F during peak periods.
- Projected changes in traffic demand – traffic volumes on the corridor continue to fluctuate following Hurricane Katrina. Currently, the average daily traffic in the corridor is approximately 51,250 vehicles per day (S. I-10 Service Road to Jefferson Highway). This is approximately 13% lower than traffic volumes in the corridor prior to Hurricane Katrina. However, traffic is expected to increase in the future as a result of the opening of the newly widened HP Long Bridge span over the Mississippi River. The bridge widening removes a known impediment to smooth vehicular travel between East and West Jefferson. Through the adopted comprehensive plan, Envision Jefferson 2020, Jefferson Parish has also anticipated that enhanced mobility across the river will be one of the catalysts to renewed interest in developing existing vacant lands and development sites in the Elmwood Business Center and US 90 corridor in Bridge City, Westwego and Avondale.
- Support ongoing roadway improvement plans – Jefferson Parish, as part of its own capital improvements plans as well as those organized through the MPO at the Regional Planning Commission, is currently programming a host of capacity improvements for East Jefferson. This process started in the mid 1990s and will continue through the next 10 years. Projects currently under construction within the Parish include widening of the Interstate 10 corridor from Loyola Avenue to the Orleans Parish Line. Additionally, environmental studies have been completed for the Earhart Expressway extension west and Earhart Extension interchange improvements at Causeway Boulevard. These will join a list of similar improvements on other east-west and north-south arteries which will help strengthen the connectivity of East Jefferson and the Elmwood Business Center to the rest of the Parish and region.

Alternative #6: Lead Street Ramp

New ramp connector, Lead Street to Earhart Expressway.....Figure 14

Project Description

There is an existing north/south access under the Earhart Expressway on Lead Street that interconnects Citrus Boulevard with the several existing businesses and Mays Yard. The alternative would provide a combination of at-grade and elevated ramps to create a fully-directional interchange with Earhart Expressway. The proposal incorporates the future western extension of Earhart Expressway (the subject of a separate Environmental Impact Statement and Record of Decision).^{xxvi}

Traffic will have to traverse two at-grade railroad crossings on Lead Street, one north and one south of the Earhart Expressway, along with a lead track extending east into the Coca Cola site. A short portion of the on-ramp to the eastbound Earhart Expressway, as well as much of the connection to northbound Hickory Avenue, will need to be elevated.

This alternative improves the peak PM traffic flow on northbound Clearview Parkway by taking vehicles that want to access eastbound Earhart Expressway and westbound Airline Drive from the south and placing them on Lead Street from Citrus Avenue and, thus, out of the Clearview Parkway/Citrus Avenue and Clearview Parkway/Airline Drive intersections.

Potential Displacements

Given the layout shown in Figure 14, there do not appear to be any displacements created of individual structures or sites.

Potential Utility Impacts

Given the layout shown in Figure 14, there do not appear to be any utility impacts. However, reshaping of a portion of the existing drainage canal with bulkheads on each side and two reinforced concrete box culvert crossings will be required as part of the alternative.

Potential Circulation and Access Issues

Given the layout shown in Figure 14, developed sites in Elmwood Business Center would be able to access eastbound and westbound Earhart Expressway via this ramp/at-grade roadway combination. This movement is currently not provided to the area. It provides a new connection in both directions and would help remove some demand for traffic from the Hickory/Hickory Avenue corridors, as well as Clearview Parkway. At this ramp's intersection with Citrus Avenue, there is proposal to provide an intersection. Extension of this corridor south of Citrus to Mounes Avenue does not appear feasible at this time due to a combination of limited opportunity for right-of-way development, combined with an active freight rail line that currently crosses Citrus Avenue in this area. Coordination with the Parish's ongoing work (2007) on Edwards Avenue would be required as the Lead Street ramp is within a ¼ mile of this corridor. The Edwards Avenue widening project will upgrade its capacity and serviceability to move traffic around the Elmwood Business Center. It will include upgrades to the existing traffic signals, including the installation of a new signal at Mounes Street.



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Source Citation:
 This project was produced through a cooperative agreement entered into with the State of Louisiana, the Governor's Office of Homeland Security and Emergency Preparedness (OHEP), the United States Army Corps of Engineers, the United States Geological Survey (USGS), the National Geospatial-Intelligence Agency (NGA), the Louisiana Parish Emergency Planning Committee, and the Regional Planning Commission for Jefferson, Orleans, Iberville, St. Bernard and St. Tammany Parishes (RPC).
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Image Information:
 The true color aerial photography was flown between February and May 2005 by 3001, Inc. using the ZY Imaging DMC digital camera. The photography is provided by LTRAVD 63, Inc. of Metairie, LA. The photographic scale resolution is approximately 0.5 feet.
 Any use of the above data must be accompanied with a list of all agencies and the above citation.

Figure 1
Project Area
 Clearview Parkway Corridor Stage 0 Feasibility Study

Legend

- Project Area Boundary
- Roads
- Railroads



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- Improve traffic operations – during both peak periods, and some midday off-peak periods, traffic on Clearview Parkway is often at a stand-still in both directions from south of W. Metairie Avenue through Airline Drive to Citrus Boulevard. Improving capacity and flow along the corridor and through this intersection will reduce congestion-induced travel delays in the area.
- Sustain economic development decisions – the corridor provides a primary access to two of the region's largest employment centers: Elmwood Business Center in East Jefferson and Northrop Grumman Ship System's Avondale Shipyard on the Westbank. Maintaining adequate access for employees, customers and deliveries will assure these areas continued vitality and contribution to the local economy.

B. INITIAL PROJECT CONCEPT

a. Corridor Geometric Characteristics

The focus of the existing traffic operations analysis is a section of the Clearview Parkway corridor extending south from Interstate 10 to just north of Jefferson Highway in Jefferson Parish. This 3.2 mile corridor has the following general characteristics:

- Six, 12 foot travel lanes.
- Center median, averaging 25-30 feet in width, depending on location.
- Signalized intersections at South I-10 Service Road; West Napoleon Avenue; West Metairie Avenue; Sav-a-Center Driveway; Airline Drive; Citrus Boulevard; Bloomfield/Elmwood Shopping Center; Mounes Avenue; Corporate Drive; McDonalds/Elmwood Oaks Shopping Center.
- Curb and gutter drainage along both roadway edges.
- A varying density of driveways per mile, with the highest density located between W. Napoleon Avenue and Airline Drive, approximately 150 driveways per mile. The lowest density of driveways per mile is found between Citrus Boulevard and Jefferson Highway, at approximately 25 driveways per mile.
- A posted speed limit of 35 miles per hour north of Airline Drive, and 45 miles per hour south of Airline Drive.



b. Land Use

Land uses along the corridor range from single-family residential detached housing units to institutional. A majority of the land found fronting the corridor (about 98%) has been developed. Figure 2 provides an overview of existing land use along the corridor within the defined study area, while Table 1 provides a definition of the various categories.

Between the I-10 Service Road and Airline Drive, commercial land uses can be found clustered around the major intersections. Uses found during the corridor survey included retail shopping, restaurants, fuel stations, offices and an auto dealership. Single-family residential attached and detached units can be found fronting the corridor between Windsor and Flamingo Streets. The highest concentration of this type of land use is in the vicinity of the Clearview and Park Drive intersection, between W. Napoleon Avenue and W. Metairie Avenue.

Individual vacant lots fronting Clearview Parkway between W. Napoleon Avenue and W. Metairie Avenue can be found amongst residential units and the existing office/commercial buildings south of Windsor Street. Between Airline Drive and Jefferson Highway, commercial land uses are the dominant pattern. Uses found during a corridor survey include retail shopping, restaurants, fuel stations, offices and institutional uses. A small pocket of single-family residential development can be found along the corridor, between Airline Drive and Earhart Expressway.



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Data Source: Jefferson Parish, Department of Planning, 2007.

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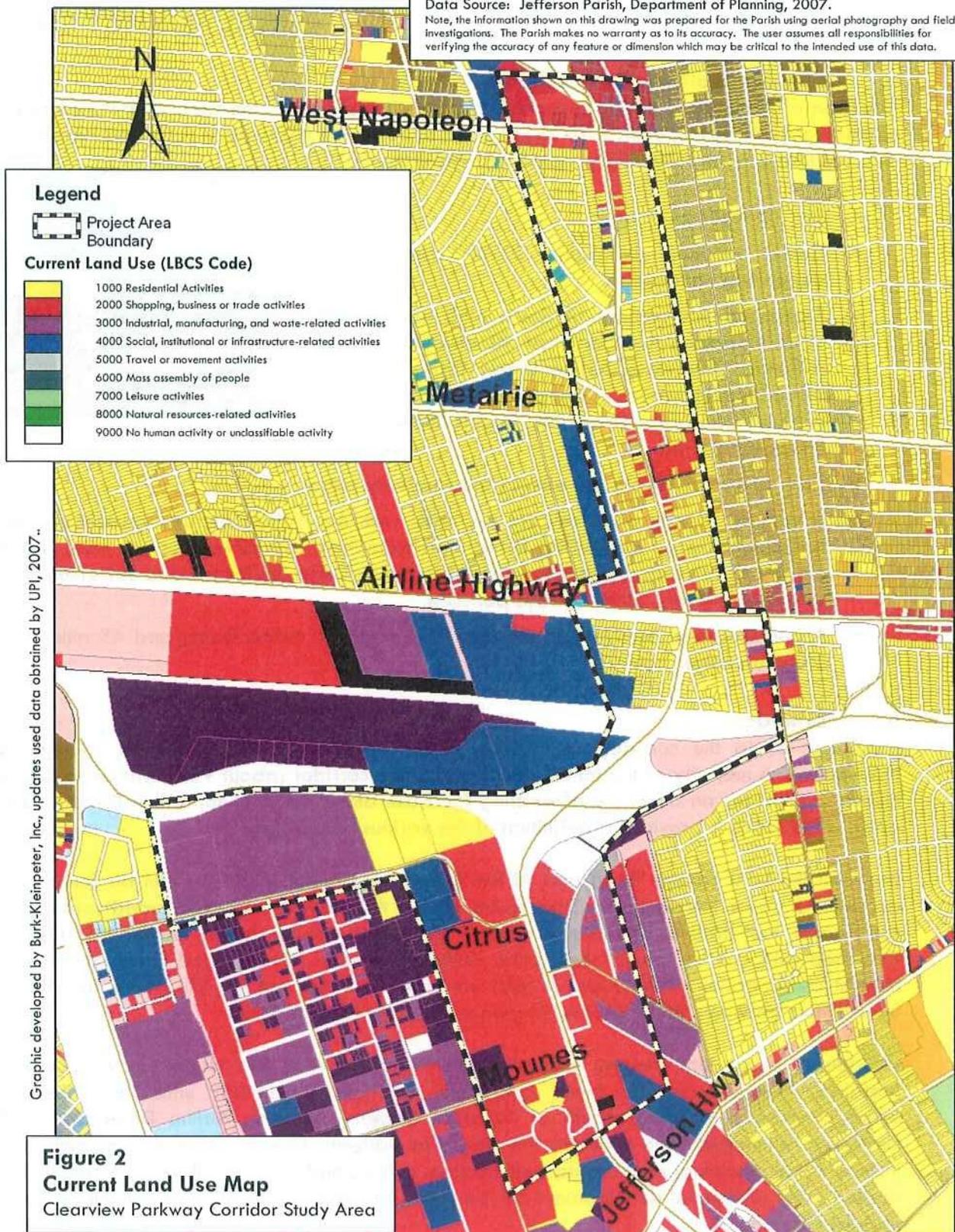


Figure 2
Current Land Use Map
 Clearview Parkway Corridor Study Area

Table 1

Existing Land Use Categories, based on Land-Based Classification System (LBCS)
Clearview Parkway Corridor Study Area

Description	Summary of Typical Uses Found in Area
Residential Activities (1000 Series)	Single-family detached housing units; multi family, town homes, manufactured homes, etc.; hotels, motels, bed and breakfasts, etc.; dormitories, group homes, retirement homes, board and care homes
Shopping, Business or Trade (2000 Series)	All uses that are business related including retail shops and stores, stores that sell both goods and services; restaurants or restaurant-type activities; office activities (accounting, legal services, advertising, banks, all office-type uses)
Industrial, Manufacturing and Waste Related (3000 Series)	Plants, factories or heavy goods storage or handling; solid waste management (storing, collecting, dumping, waste processing); construction stage of development
Social, Institutional or Infrastructure Related (4000 Series)	Educational, instructional or teaching activities; fire, police, rescue, EMS; water, sewer, power, gas, cell towers, etc.; large storage areas for water, fuels, waste not associated with utilities; clinics and hospitals; cemeteries and funeral homes; military base activities; public administration and government related activity
Travel or Movement Activities (5000 Series)	Transportation modes, including rights-of-way; pedestrian-only roadways; vehicular roadways and parking areas; docks and marinas; airport hangars.
Mass Assembly of People (6000 Series)	Bus, train and airport terminals; stadiums, parade grounds, theatres, planetariums; churches, city hall, clubs; galleries, museums, zoos, aquariums
Leisure Activities (7000 Series)	Active and passive leisure activities (jogging, bicycling, aerobics, ice skating, golf, tennis, baseball, basketball, camping, gambling, swimming, boating, fishing, etc.)
Natural Resources-Related Activities (8000 Series)	Farming, tilling, plowing, harvesting, nurseries; livestock-related activities; pasturing, grazing; drilling and dredging (on- and off-shore drilling)
No Human Activity or Unclassifiable Activity (9000 Series)	Subsurface activity

Table uses information from the land-based classification standards of the American Planning Association, as accepted by Jefferson Parish Planning Department for use within Envision Jefferson 2020, the Parish's Comprehensive Plan. For more information on the status of an individual parcel's classifications, please contact Jefferson Parish.

Table compiled by Burk-Kleinpeter, Inc., 2007.

Individual vacant lots fronting Clearview Parkway between Citrus Drive and Jefferson Highway include several out parcels in the Elmwood Shopping Center, as well as several individual parcels on the eastern side of the corridor. Some of the vacant land on the east side of Clearview



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Parkway south of Mounes Street appears to be occupied by construction crews working on the rehabilitation of the railroad bridge and construction of the Huey P. Long Bridge widening project.

Zoning

Chapter 40, Jefferson Parish Code of Ordinances¹ sets forth the zoning ordinance for land-based activities within the unincorporated areas of the parish. These ordinances allow for 31 individual districts, which regulate and restrict the location and use of land, buildings and structures as well as the height, size and density of development and population.

Changes in zoning districts can be made at the request of a property owner. Sites meeting the established criteria may be changed following a prescribed review process which incorporates review by Parish staff, as well as input from the Planning Advisory Board and general public, with all final approval for changes made through the Jefferson Parish Council.

At the present, a total of ten zoning districts can be found along the Clearview Parkway corridor, including one floating zone, Commercial Parkway Zone (CPZ), which regulates site appearance items including landscape, site design, signage and access. Table 2 identifies these districts, as shown on Figure 3.

Table 2

Existing Zoning Classifications, Chapter 40 Zoning (March 2007)
Clearview Parkway Corridor Study Area

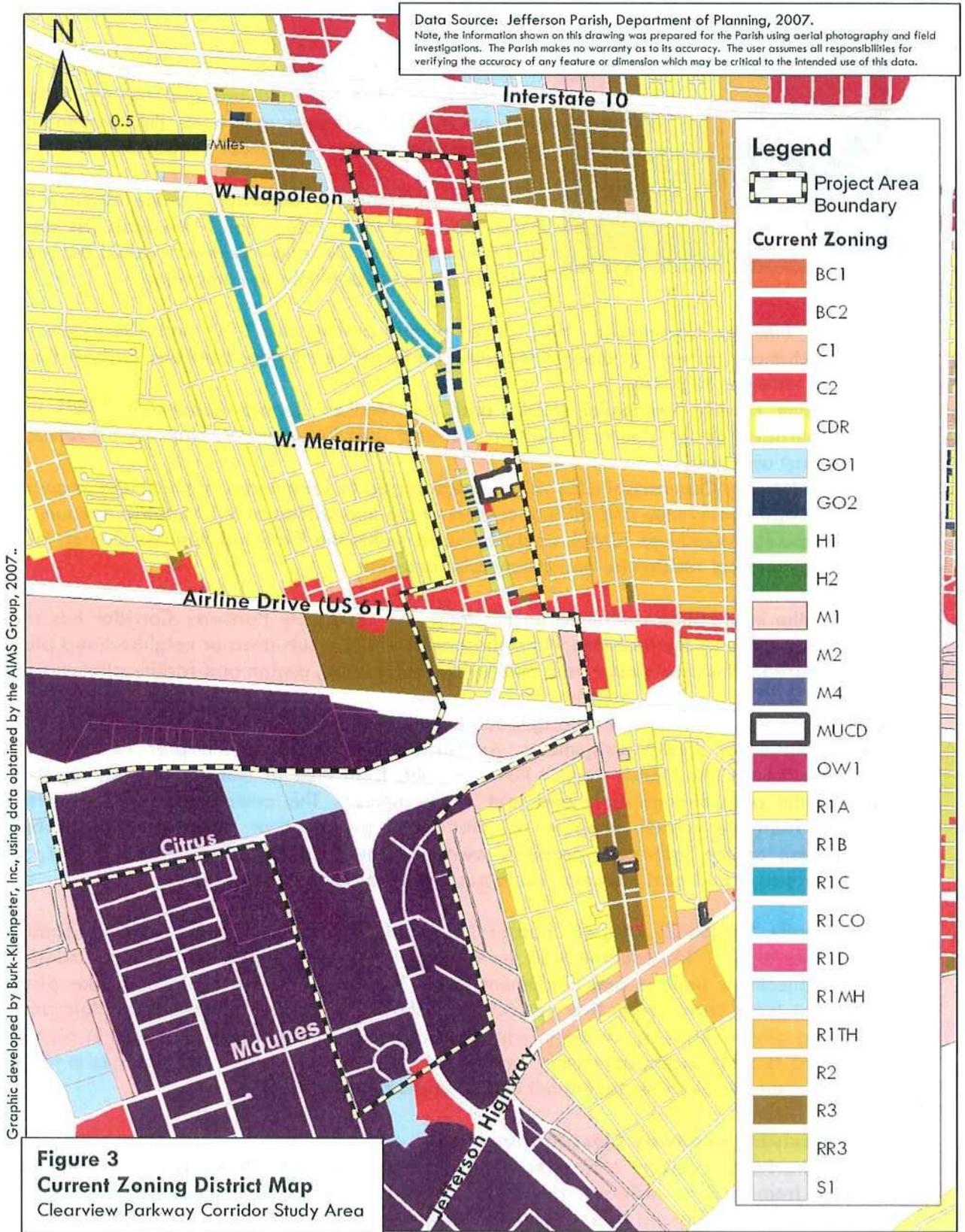
District	Description	Summary of Typical Permitted Uses
R-1A	Single-Family Residential	Single-family detached housing units; Churches; Schools,
RR-3	Three and Four-Family Residential District	Multi-family properties with low and intermediate density
R-1CO	Condominium District	Single-family attached housing units
GO-1 GO-2	General Office District	Commercial uses (sales, offices, retail) compatible with residential surroundings
C-1	Neighborhood Commercial District	Commercial areas for retail shopping and select services linked to an adjacent neighborhood
BC-2	Business Core District	Areas of high density commercial development
C-2	General Commercial District	Commercial areas generally located along major thoroughfares, oriented to serve a larger population
M-2	Industrial District	General industrial area (manufacturing, rendering, processing, warehousing)
MUCD	Mixed-Use Corridor District	Areas of mixed land use along major transportation corridors

Compiled by Burk-Kleinpeter, Inc., 2007.

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Figure 3
Current Zoning District Map
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Future Land Use

In August 2003, Jefferson Parish enacted a new comprehensive plan for land use and transportation.ⁱⁱ This plan provides a 20-year guide to the development and redevelopment of land throughout the parish.

As shown on Figure 4, according to the Envision Jefferson 2020 Land Use Plan, Future Land Use Map (as amended)ⁱⁱⁱ, land areas fronting Clearview Parkway would be encouraged to develop within the following categories:

- *High Intensity Commercial (HIC)* development around the I-10 and Clearview Parkway Interchange, as well as along Clearview Parkway's east side, between Earhart Expressway and Jefferson Highway.
- *Medium Density Residential (MDR)* and *Low-Medium Density Residential (LMR)* would be encouraged as the dominant pattern for land uses between W. Napoleon Avenue and the Earhart overpass.
- *Light Intensity Commercial (LIC)* will be encouraged to form nodes at the southern quadrants of W. Napoleon Avenue and all four corners of the intersection at W. Metairie Avenue.
- *Community Mixed-Use (CMU)* would be used within the Elmwood Business Center, allowing a combination of residential and commercial activities.

Beyond the information contained on this map, the Clearview Parkway Corridor has also been identified as one of the locations within the parish where a sub-area or neighborhood plan should be prepared. This plan would be a citizen-based land use, design and facility planning effort.^{iv}

Changes to the future land use designation can occur in the same manner as a change in the land use regulation or zoning assignment. As per Section 25.430, of Chapter 25 of the Code of Jefferson Parish, the Parish Council has the right, from time to time, to amend, supplement, or change the plan through map and text amendments.^v The amendment process starts with a request from the council, proposal of the parish president or planning advisory board, or application of the individual property owner. Input from the Parish staff, public, planning advisory board and parish council would occur before changes are made.

Additionally, Section 25.440, of Chapter 25 establishes a procedure for regular monitoring and review the plan.^{vi} This would include the sections of the plan related to land use, transportation, goals, objectives, policies and implementation. The review of the plan shall take place, as a whole, at least once every five years. This allows the parish to determine their progress in achieving plan objectives, success in carrying out implementation tasks, changes in plan issues or conditions, fiscal changes, community support for goals and objectives and changes in federal and state laws that would have an impact in plan implementation.

c. Existing Roadway Classification

Within the Parish's current *Major Thoroughfare Plan*, Clearview Parkway is considered a Major Arterial from I-10 to Jefferson Highway.^{vii} The same classification has been assigned to this roadway by the Louisiana Department of Transportation.^{viii}

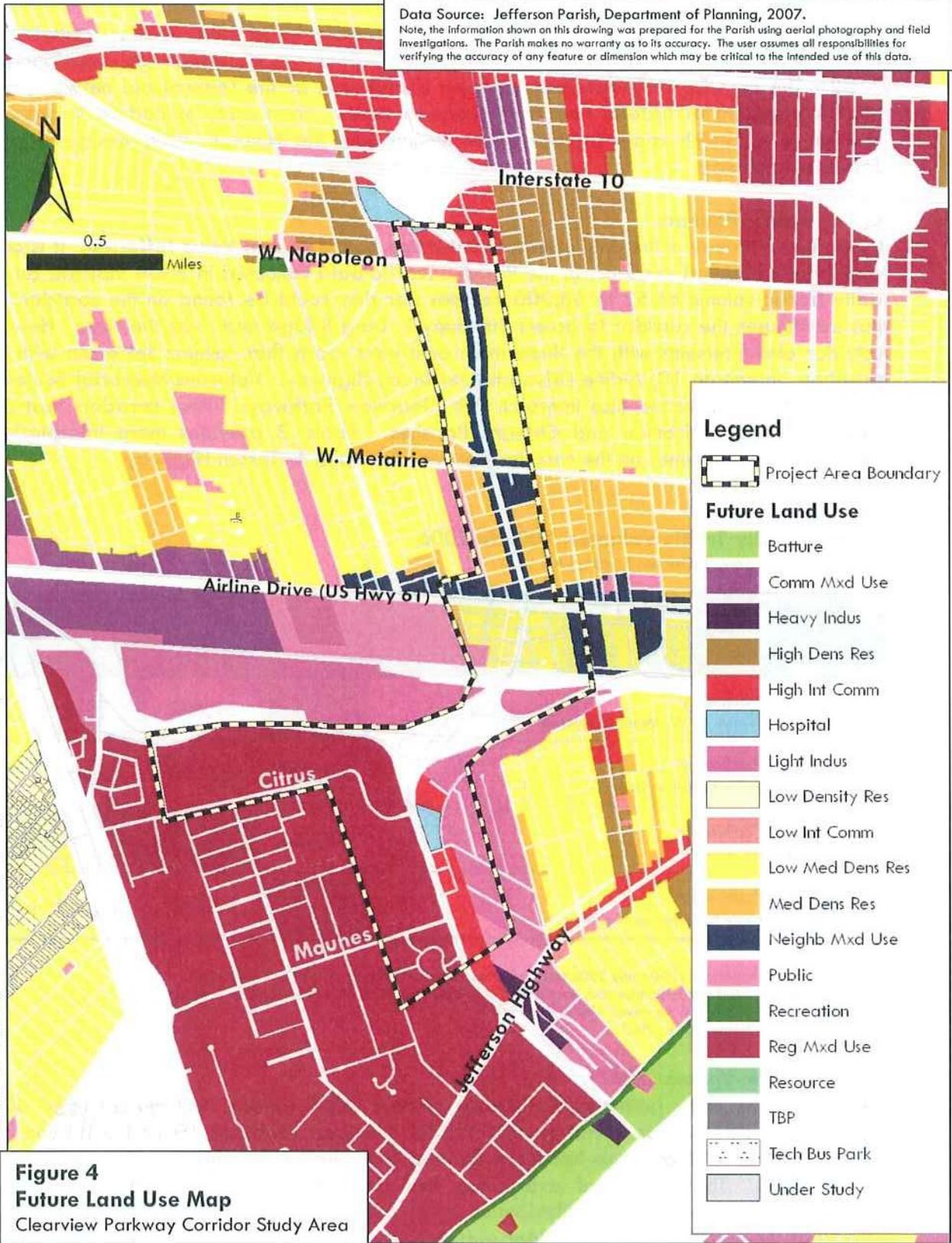
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Graphic developed by Burk-Kleinpeter, Inc, using data obtained by the AIMS Group, 2007.

Figure 4
Future Land Use Map
 Clearview Parkway Corridor Study Area



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Clearview Parkway is a parish roadway, from Interstate 10 to south of West Metairie Avenue. From this point south of Earhart Expressway, the corridor is a state highway, Louisiana Highway 3152. This corridor definition extends from is also part of the federal aid network, and is an eligible recipient of federal and state highway funds. From south of Earhart Expressway, the corridor is a parish roadway to its intersection with the Huey P. Long Bridge approach at Jefferson Highway.

d. Traffic Patterns

Clearview Parkway is the only corridor connecting both East and West Jefferson. It is one of the most highly traveled corridors in the Parish. Traffic data collected in 2004 indicate an average daily traffic volume of 52 to 68,000 vehicles per day could be found on the corridor. Most of this traffic uses the corridor to access the Huey P. Long Bridge and cross the river. However, this corridor also intersects with the three main east-west roads that connect Jefferson with adjacent parishes: Interstate 10, Airline Drive and Jefferson Highway. Veterans Memorial Boulevard and West Esplanade Avenue also intersect with Clearview Parkway. These corridors host commuter traffic between Jefferson and Orleans Parishes. Table 3 provides more information about historical traffic volumes on the corridor between I-10 and Jefferson Highway.

Table 3
Average Daily Traffic Volumes, 2002 to 2006

Clearview Parkway, Jefferson Parish, LA

Corridor/Location	Average Daily Traffic Volume			
	2002	2004	2005	2006
Clearview Parkway W. Napoleon Avenue to W. Metairie Avenue		57,000		59,400
Clearview Parkway W. Metairie Avenue to Airline Drive	47,400	52,100	46,300	45,500
Clearview Parkway at Earhart Expressway	57,633			
Clearview Parkway Earhart Expressway to Jefferson Highway		67,700	59,200	71,500

Notes:

- (1) Traffic counts reported in 2004 and 2006 from Jefferson Parish Department of Traffic Engineering.
- (2) Traffic counts noted with bold, blue text, from Louisiana Department of Transportation and Development.
- (3) All values are rounded to the closest 100 vehicles.

Compiled by Burk-Kleinpeter, Inc., 2007.

Current Traffic Volume (2007)

Generally, the data gathered in February-March 2007 reveals that an average of 51,250 vehicles per day can be found on the corridor between Interstate 10 and Jefferson Highway. (See Table 4). This average has been derived from the traffic count stations established along the corridor. The process of evacuation and repopulation following Hurricane Katrina has changed regional population distribution and travel demands. To determine the degree of impact of the hurricane on this corridor segment, the project team examined a variety of historic

Table 4
Average Daily Traffic Volumes, 2007
Clearview Parkway, Jefferson Parish, LA

Corridor/Location	Average Daily Traffic
Clearview Parkway W. Napoleon Avenue to W. Metairie Avenue	53,700
Clearview Parkway W. Metairie Avenue to Airline Drive	48,800
Clearview Parkway Citrus Boulevard to Mounes Street	54,500
Clearview Parkway Mounes Street to Jefferson Highway	48,000

Notes:

- (1) Traffic counts in 2007 compiled by Citywide Testing and Inspection, Inc.
 - (2) All values are rounded to the closest 100 vehicles.
- Table Compiled by Burk-Kleinpeter, Inc., 2007.

data. This included average daily traffic count figures from LADOTD, Jefferson Parish and Burk-Kleinpeter, for the period of 2002 to 2007 shown in Table 3. As shown in this table, traffic provides a comparison between data collected for the project, with historical traffic numbers from the same general area. As shown in Table 4, traffic volumes on Clearview Parkway have started recovering to their pre-hurricane levels by 2007.

Higher volumes in 2006 on Clearview, especially south of the Earhart Expressway, could be a result of three different factors created by the recovery following Hurricane Katrina. The first is a likely increase in truck and vehicle traffic using US Highway 90 and the Huey P. Long Bridge. This corridor, along with Airline Drive and Interstate 10, provided a vital relief route into the Greater New Orleans area. The second is the access it provides from the Eastbank to the landfills operating in Waggaman. Finally, it passes through the Elmwood Business Center, home to several large warehouses and retailers offering construction materials, construction services and home improvement items.

e. Corridor Level-of-Service Evaluation (2007)

An evaluation of the corridor’s level-of-service utilized available traffic data for the corridor segments between Interstate 10 and Jefferson Highway. Common characteristics of the corridor’s geometric design and traffic volume distribution collected as part of the data development tasks of the project, have been incorporated into the analysis. Finally, traffic signal characteristics, collected at the individual sites along the corridor, have been provided as inputs.

This analysis utilized a standard planning-level *Highway Capacity Manual* method for an arterial roadway.^{ix} This analysis determines overall level-of-service based upon the roadway’s average travel speed, percentage of travel time with a delay, density of traffic relative to accepted roadway capacity. One of six corresponding values for level-of-service (A through F) identifies



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the current traffic conditions in the segment. A value of A represents an optimum condition, while F represents the worst operating condition. A level-of-service C/D is generally recognized as acceptable for urban applications. As this corridor is suburban in nature, with both urban and transitional elements, it will be evaluated using a threshold of D.

Table 5 provides an overview of a planning level analysis of the peak period level-of-service for the corridor. This analysis was completed for two time periods: 2004 and the present. The analysis was staged to determine if changes in traffic

volumes following Hurricane Katrina had a corresponding impact or change on peak period level-of-service and capacity.

Table 5
Corridor Level of Service Evaluation, 2004 vs. 2007, PM Peak
 Clearview Parkway, Jefferson Parish, LA

Location	PM Peak Analysis Scenario					
	2004	Level of Service	Average Auto Speed in Segment	2007	Level of Service	Average Auto Speed in Segment
Clearview Parkway W. Napoleon Avenue to W. Metairie Avenue	57,000	E	17.0 average mph	53,700	E	16.9 average mph
Clearview Parkway W. Metairie Avenue to Airline Drive	52,100	F	10.3 average mph	48,800	F	10.4 average mph
Clearview Parkway Earhart Expressway to Jefferson Highway	67,700	F	<9.4 average mph	51,250	F	9.4 average mph

Notes:

- (1) Assumes all characteristics for posted speed, driveway density, transit service and signal location identified in general corridor characteristics.
- (2) 2004 data from Jefferson Parish Department of Traffic Engineering. 2007 data collected by Citywide Testing and Inspection for Burk-Kleinpeter, Inc.
- (3) Level-of-Service and Average Speed values represent characteristics in those segments, as calculated with ARTPLAN 2.0, Highway Capacity Software (HCS+) for the PM peak period of traffic.

Compiled by Burk-Kleinpeter, Inc., 2007.

As observed in the analysis, total traffic volume on the corridor has decreased by 13% since 2004. However, this loss of traffic has done little to improve the corridor's overall level-of-service during peak periods. During the PM Peak, the prevailing condition is LOS F, overall, with average travel speed in the corridor much less than the posted limit. Speeds are lowest on the southern end of the corridor, as it approaches Jefferson Highway and the HP Long Bridge.

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Observations of traffic operations completed in the corridor during peak periods suggest that a combination of heavy bridge traffic, combined with traffic controls at the bridge landings on the East and Westbank result in the creation of long, slow-moving platoons of traffic.



- In the AM peak, the platoon forms south of the Jefferson Highway/bridge landing signal up the down slope of the Huey P Long Bridge. This platoon then moves northward on Clearview, and begins to lose and gain cars at the various intersections in the Elmwood Business Center. At the Earhart Expressway, about 10-15% of the traffic will leave Clearview, and be replaced by a smaller percentage of the same as it approaches Airline. North of Airline, the traffic platoon builds at each successive intersection, until it reaches the I-10 interchange and intersection with Veterans Memorial Boulevard.
- In the PM peak, the platoon forms on Clearview southbound, just to the south of Ligustrum Street. It will continue to add vehicles as it crosses Airline Drive, and begin losing smaller amounts of vehicles as it passes through Earhart Expressway interchange and the Elmwood Business Center. In Elmwood, the traffic platoon will begin to bunch around the Jefferson Highway intersection. At this location, it is common for it to extend from the bridge landing and Jefferson Highway intersection to between Corporate Boulevard and Elmwood Oaks Shopping Center. It may grow longer as traffic controls placed on the traffic circle on the Westbank increase travel times across of the Mississippi River.

Vehicle Classification (2007)

The analysis of existing traffic operations utilized average daily traffic count data provided collected by the project team. This data has been tabulated into vehicle classifications following the standardized FHWA "Scheme F" Vehicle Classification^x, defined as:

1. Passenger Cars - All sedans, coupes, and station wagons, plus all pickups, panels, vans and other vehicles such as campers, motor homes, ambulances, hearses, carryalls, and minibuses.
2. Buses - All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles.
3. Heavy Trucks – covering all
 - a. Single-Unit Trucks - All vehicles on a single frame, including trucks, camping and recreational vehicles, motor homes, etc. with two, three or four axles.
 - b. Single-Trailer Trucks - All vehicles consisting of two units, one of which is a tractor or straight truck power unit, with four or fewer, five or six or more axles.
 - c. Multi-Trailer Trucks - All vehicles consisting of three or more units, one which is a tractor or straight truck power unit, with six or seven or more axles.

During the peak periods, traffic counts identified the number and percentage of heavy vehicles (trucks and buses) in the total stream of traffic. Figure 5 provides a graph of the percentage of heavy vehicles in the through traffic stream along Clearview Parkway between the S. I-10 Service

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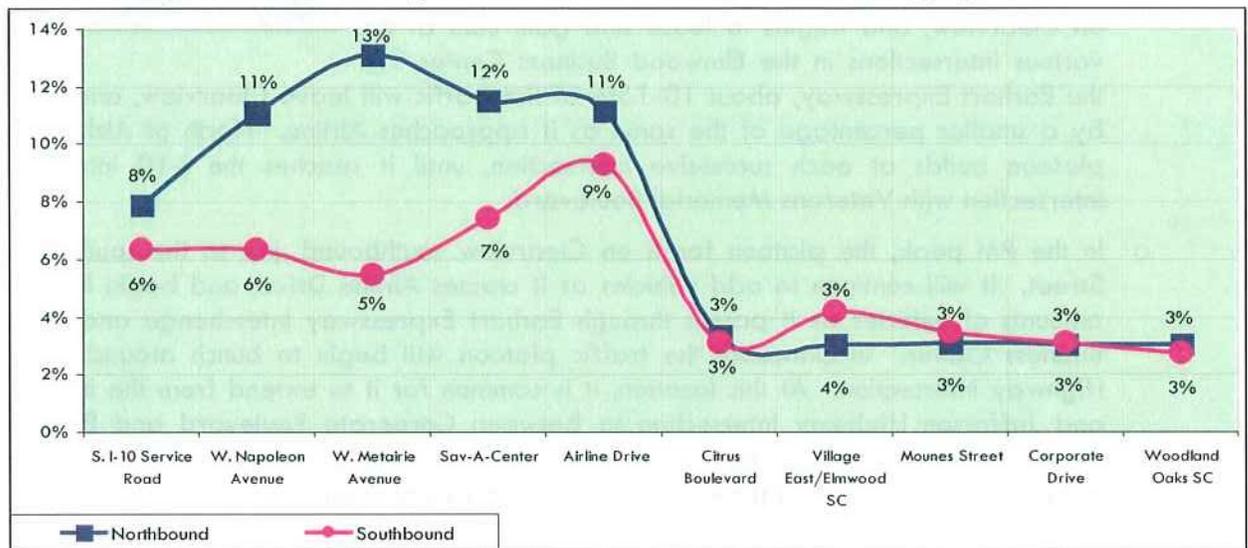
Road and Woodland Oaks Shopping Center driveway during the AM and PM peak periods. As shown in the graphs, truck traffic is heaviest in the corridor North of Airline, and between Airline and Citrus Boulevard.

Figure 5

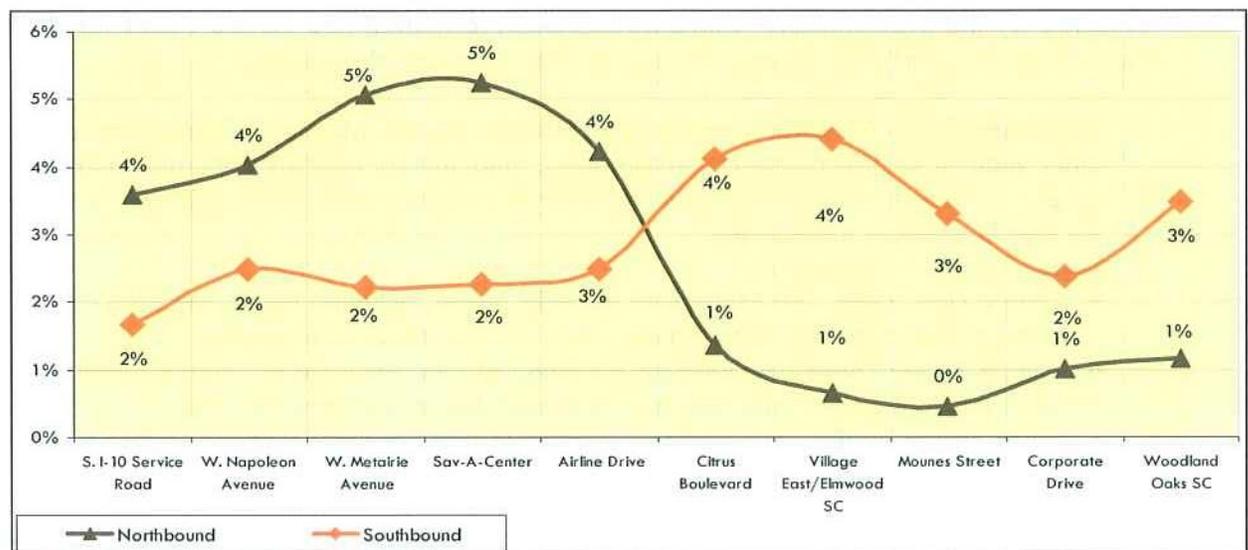
Percentage of Heavy Vehicles (Trucks and Buses) in the Peak-Period Traffic Stream

By Peak Period, Clearview Parkway, Jefferson Parish, LA

AM Peak Period – Clearview Parkway, S. I-10 Service Road to Woodland Oaks Shopping Center



PM Peak Period – Clearview Parkway, S. I-10 Service Road to Woodland Oaks Shopping Center



Data collected by Citywide Testing & Inspection, 2007. Graphs compiled by Burk-Kleinpeter, Inc., 2007.

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In general, the greatest percentages of heavy vehicles was heaviest on the corridor during the AM Peak. This peak of traffic appeared coincidental with the departure of trucks from several terminals and warehouse locations in the Elmwood Business Center.

The highest percentages and numbers of heavy vehicles could be found at the following locations: Clearview Parkway at Airline Drive; Clearview Parkway at Citrus Boulevard and Clearview Parkway at S. I-10 Service Road. All three of these locations provide a portal to a major intersecting route: Airline Drive is US Highway 61, running east-west from New Orleans through Jefferson Parish and through the River Parishes to Baton Rouge. Citrus Boulevard is a minor arterial which provides the main access to the northern end of the Elmwood Business Center and its high concentration of warehouse retail (Home Depot, Kmart), general light industrial warehousing, beverage processing (Coca Cola, Pepsi/Delta Beverage) and private mail/parcel processing facilities (UPS, Fed Ex, DHL, etc.). Finally, the S. I-10 Service Road is the last intersection before the corridor interchanges with Interstate-10.



Intersection Operations and Level-of-Service (2007)

As described in the statement of current conditions, traffic operation of the existing corridor is characterized as congested. Clearview Parkway offers access to the only Mississippi River bridge in Jefferson Parish. It is a very critical connector between the employment centers of Elmwood Business Center and Northrop Grumman Shipyard, Avondale Operations. Changes in traffic volumes associated with the post-hurricane recovery and rebuilding period have resulted in a small net-loss of traffic in the corridor. However, this has resulted in few improvements in the level-of-service.

An evaluation of current intersection operations and level-of-service focused on existing signalized intersections in the corridor. Peak-period traffic volumes by direction and vehicle classification (cars, trucks, buses) have been collected at ten locations. Within the data set, four of the intersections are at the crossings of major streets. Three are at the driveway entrances of existing commercial sites (Sav-A-Center, Elmwood Shopping Center and Elmwood Oaks Shopping Center). Signal timing plans were provided by the LADOTD District 02 and Jefferson Parish, with verification of timing and phasing combinations made at several locations in the field.

Table 6 provides an overview of the existing intersection operations and calculated level-of-service during the defined peak-period, for the volumes shown in summary form in Figures 6 (AM Peak) and 7 (PM Peak). As shown in the Table, the corridor is best characterized as at LOS E/F conditions during PM Peak. This is due to a combination of operational conditions at the major street intersections (W. Napoleon, W. Metairie, Airline, Citrus) as well as LOS E/F conditions on approaches at the remaining intersections (S. I-10 Service Road, Sav-A-Center, Elmwood Shopping Center, Mounes, E. Corporate, Elmwood Oaks).



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Table 6

Initial Level-of-Service Evaluation by Intersection (2007)

Clearview Parkway, Jefferson Parish, LA

Intersection	AM Peak Period		PM Peak Period	
	LOS	Delay	LOS	Delay
Clearview Parkway at S. I-10 Service Road	C	33.5 secs. Intersection delay	D*	42.1 secs. Intersection delay
Clearview Parkway at W. Napoleon Avenue	F	137.2 secs Intersection delay	E*	76.0 secs Intersection delay
Clearview Parkway at W. Metairie Avenue	F	86.2 secs Intersection delay	F	92.4 secs Intersection delay
Clearview Parkway at Sav-A-Center Driveway	C	20.9 secs Intersection delay	D*	47.1 secs Intersection delay
Clearview Parkway at Airline Drive	F	187.5 secs Intersection delay	F	234.1 secs Intersection delay
Clearview Parkway at Citrus Boulevard	C	23.5 secs Intersection delay	E*	64.2 secs Intersection delay
Clearview Parkway at Elmwood Shopping Center/Village East Drive ⁽⁴⁾	E	67.0 secs Intersection delay	F	80.7 secs Intersection delay
Clearview Parkway at Mounes Street	C	34.1 secs Intersection delay	F	83.6 secs Intersection delay
Clearview Parkway at E. Corporate Boulevard	D	42.1 secs Intersection delay	F	89.2 secs Intersection delay
Clearview Parkway at Elmwood Oaks Shopping Center	C	28.7 secs Intersection delay	D*	37.5 secs Intersection delay

Notes

- (1) Initial operational analysis completed using HCS+, Highway Capacity Software Release 5.2, Signalized Intersection module, 5.2F, McTrans Center, University of Florida. Results are for planning purposes only.
- (2) LOS values marked with an asterisk (*) indicate that one or more approaches during the peak period are performing at LOS E or LOS F.
- (3) Signal timing and phasing information obtained from LADOTD District 02 and Jefferson Parish Department of Traffic Engineering, 2007.
- (4) Minor geometric changes have been made to this location since the analysis was completed.

Compiled by Burk-Kleinpeter, Inc., 2007.

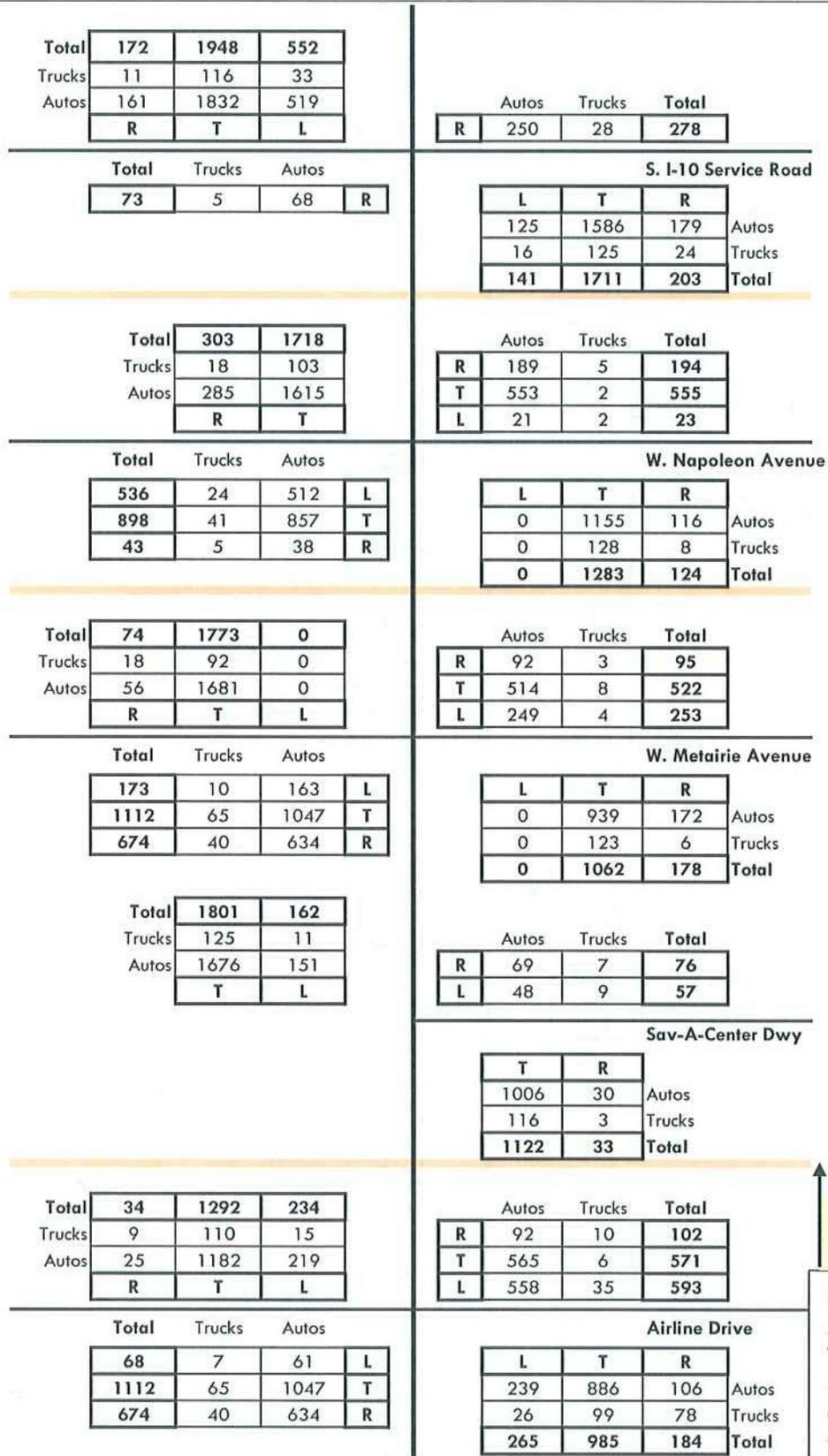
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Graphic developed by Burk-Klempeter, Inc., using data obtained by Citywide Testing and Inspection, 2007.



North
Not to Any Scale

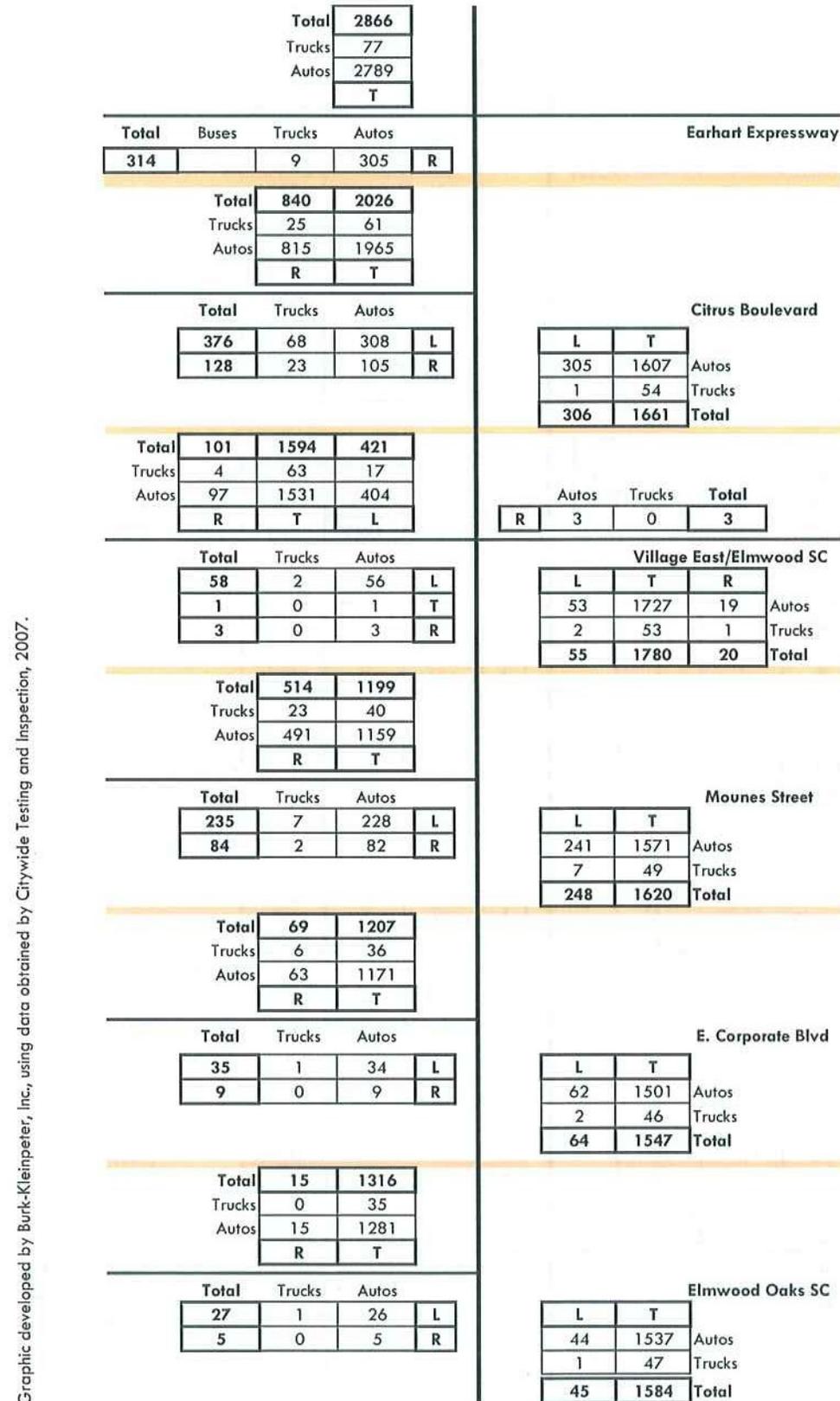
Figure 6
AM Peak Hour
Traffic Summary
(2007)
Clearview Parkway
Corridor Study Area



Clearview Parkway Corridor / LA 3152

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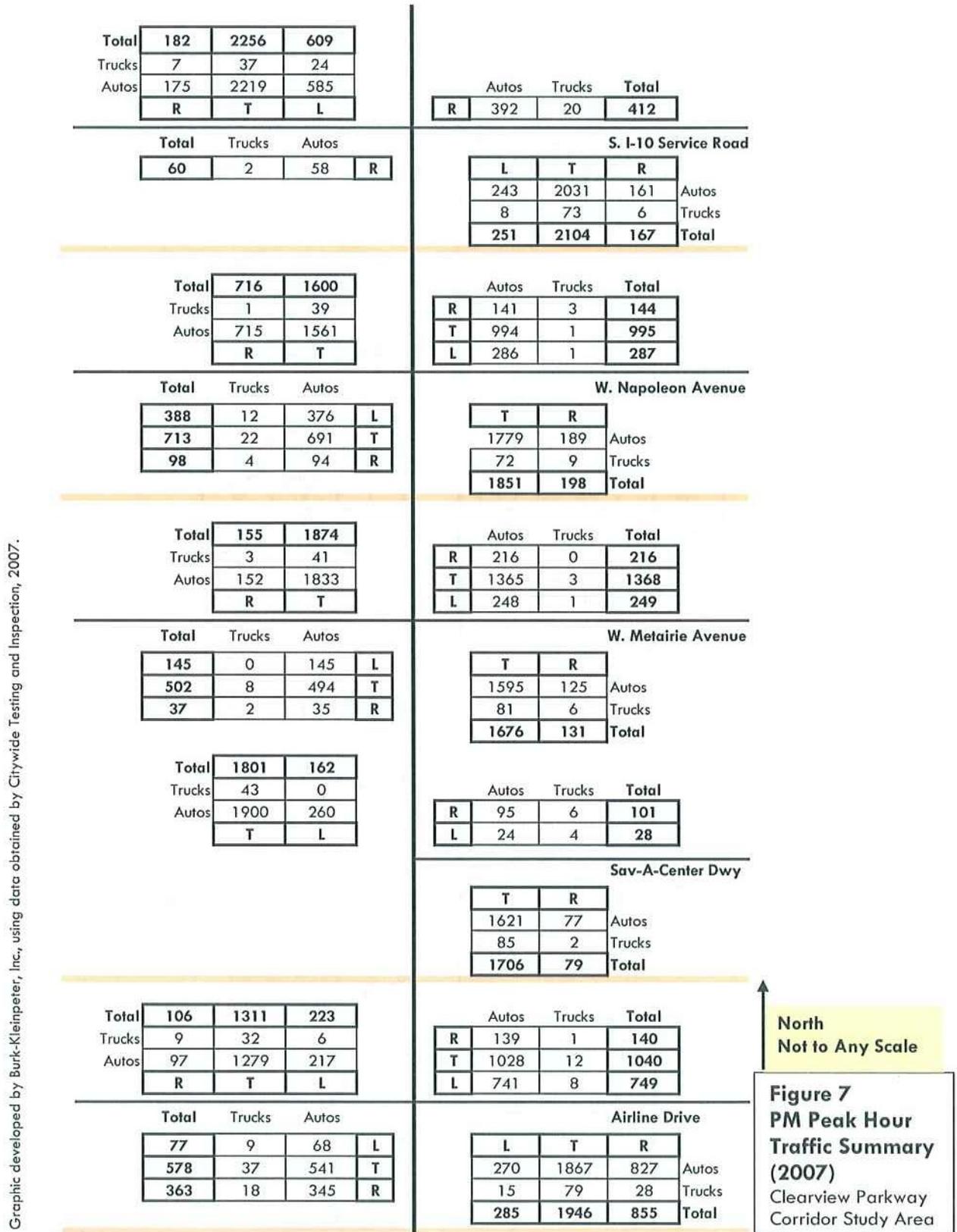
North
Not to Any Scale

Figure 6 (cont'd)
AM Peak Hour
Traffic Summary
 (2007)
 Clearview Parkway
 Corridor Study Area

Clearview Parkway Corridor / LA 3152

Stage 0 Feasibility Study

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Graphic developed by Burk-Kleinpeter, Inc., using data obtained by Citywide Testing and Inspection, 2007.

North
 Not to Any Scale

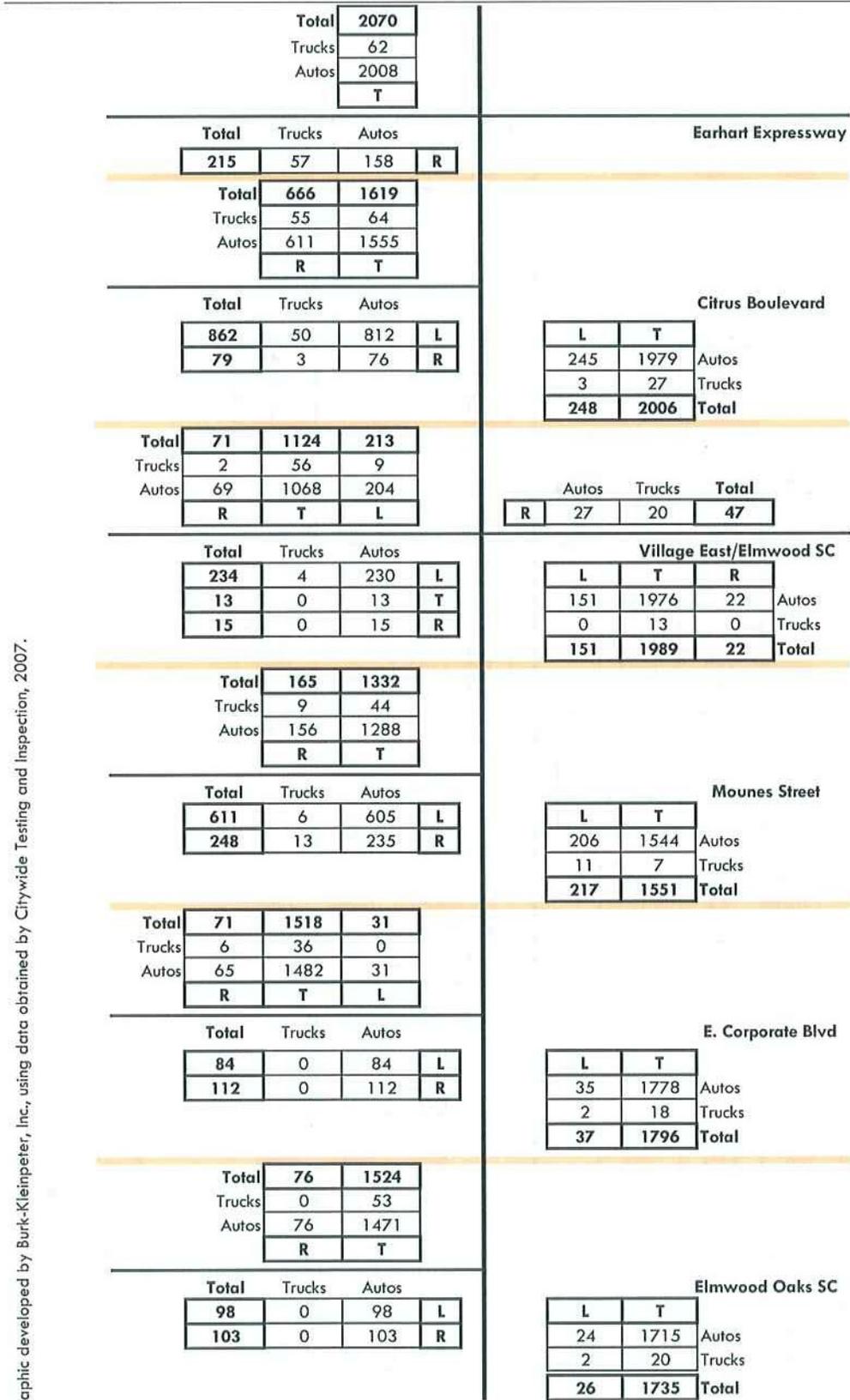
Figure 7
PM Peak Hour
Traffic Summary
 (2007)
 Clearview Parkway
 Corridor Study Area



Clearview Parkway Corridor / LA 3152

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Graphic developed by Burk-Kleinpeter, Inc., using data obtained by Citywide Testing and Inspection, 2007.

North
Not to Any Scale

Figure 7 (cont'd)
PM Peak Hour
Traffic Summary
(2007)
 Clearview Parkway
 Corridor Study Area

As observed during peak, the general corridor operational condition consists of congested traffic grouping around key intersections or on their approaches. Groups include stopped vehicles extending into queues of slow-moving traffic, clusters of vehicles requiring one or more signal phase to cross through an intersection or series of intersections. To accommodate this traffic, traffic signal timing may be at “free flow” conditions, which means green time provided is still insufficient to clear all approaches of all vehicles. As the level of congestion increases in the corridor, traffic flow through non-signalized minor street intersections stops, and some vehicles opt to use these same streets to leave the corridor, and travel through neighborhoods to the next adjacent major street.^{xi}



f. Future Transportation Improvements

A review of the regional transportation program and transportation improvement program identified a series of general roadway improvements which will enhance traffic flow and connectivity through the identified study area. Figure 8 provides a summary of these projects, as identified below.

Transportation Improvement Program (2007-2010)

These projects can be grouped into two categories. The first include maintenance projects which will overlay existing roadways and address surface deficiencies. The second include construction projects which will provide much needed capacity improvements to existing roadways which intersect with or lead to Clearview Parkway.

Table 7 provides an overview of these projects, as listed in the current Transportation Improvement Program (TIP), including a basic description and timeline for implementation (as provided).

Transportation Plan (2020/2027)

Construction projects identified in the regional transportation plan for implementation are added to the transportation improvement program as funding commitments from federal, state or local sources are identified. However, these projects identify the direction for general improvements over a much longer period.

In addition, Jefferson Parish completed its own parish-wide comprehensive plan, Envision Jefferson 2020, which includes a long-range vision for transportation system development. This transportation plan contains many concepts which support the decisions of the future land use plan.

Table 8 provides an overview of both groups of projects proposed over the longer term to address transportation deficiencies in the area.

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Table 7

Proposed Transportation Improvement Projects (FY 2007-2010)

Clearview Parkway Corridor Study Area

Source	Project Title	Description
Transportation Improvement Program – New Orleans Urbanized Area Fiscal Years 2007-2010, RPC, February 13, 2007	Huey. P Long Bridge	FY 07 - Project No. 006-01-0018 Bridge Rehab and Widening, Construction, \$212,395,000 FY08 - Project No. 006-01-0021 Bridge Rehab and Widening (West Approach) \$321,184,000
	Earhart (LA 3139) at Causeway Boulevard	FY11-FY16 – For Information Only Project No. 430-01-0013 New Interchange Construction, \$4,000,000
	Clearview Parkway at Earhart	FY11-FY16- For Information Only Project No. 700-26-0294 Drainage Improvements, \$8,750,000
	US Highway 61 Airline Drive	FY11-FY16- For Information Only Project No. 737-26-0001 Corridor Preservation, ROW Acquisition, \$6,750,000
	Interstate 10 Veterans Memorial Boulevard to Clearview Parkway	FY11-FY16- For Information Only Project No. 450-15-0099 Widening (Construction), \$37,100,000
	LA 3154, Hickory Avenue	FY11-FY16- For Information Only Project No. 826-44-0027 Relocation and 4-Lane, Construction, \$10,750,000
	Gretna/Metairie Signals	FY11-FY16- For Information Only Project No. 742-26-0012 Upgrade and Replace Signals, Construction, \$2,500,000
	Clearview Parkway Yale St. to W. Esplanade Ave	FY11-FY16- For Information Only Overlay, Construction, \$1,500,000
	Earhart Expressway	FY11-FY16- For Information Only Project No. 430-01-0016 Access Improvements, \$5,000,000
	Earhart Expressway At Dakin Street	FY11-FY16- For Information Only Project No. 430-01-0020 New Ramp Connector, \$1,000,000
	L&A Road at LA 3139 (Earhart)	FY11-FY16- For Information Only Project No. 742-26-0043 Access Improvements, \$5,000,000
	West Esplanade at Clearview Parkway	FY11-FY16- For Information Only Project No. 742-26-0074 Intersection Reconstruction, \$1,500,000

Notes:

(1) This table includes projects identified for information, as well as implementation during the FY 2007 to FY 2010 period.

Source: Transportation Improvement Program – New Orleans Urbanized Area, FY 2007 – 2010, Regional Planning Commission, Jefferson, Orleans, St. Bernard, St. Tammany and Plaquemines Parishes, 2007.

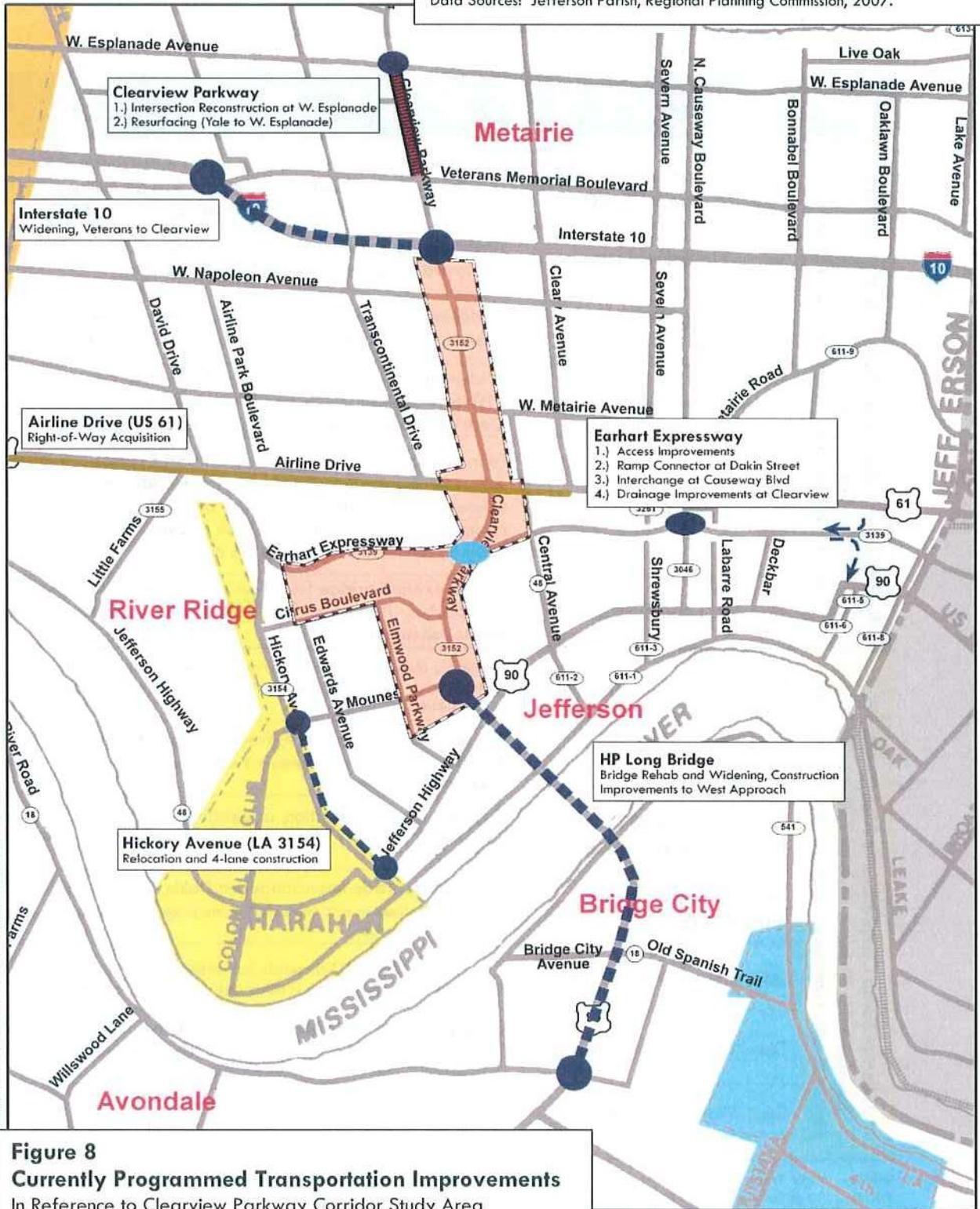
Table compiled by Burk-Kleinpeter, Inc., 2007.

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Data Sources: Jefferson Parish, Regional Planning Commission, 2007.



Graphic developed by Burk-Kleinpeter, Inc., 2007.

Figure 8
Currently Programmed Transportation Improvements
 In Reference to Clearview Parkway Corridor Study Area



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Table 8

Proposed Transportation Improvements, Long-Range Plan

Clearview Parkway Corridor Study Area

Source	Project Title	Description
Major Transportation Plan - New Orleans Urbanized Area - Fiscal Year 2027 Regional Planning Commission, October 12, 2004	Earhart Ramp Connectors to US 61 and US 90	Two ramp connections are proposed to enter and exit Earhart from L&A Road. The estimated total cost is \$16.65 million, with the funds coming from the National Highway System (NHS).
	West Napoleon Avenue	TIMED Project to extend West Napoleon Avenue to Williams Boulevard in Kenner. Project Completed.
	Causeway Boulevard Widening	Widening Causeway Boulevard from Airline Drive to W. Napoleon Avenue. To be constructed with Parish and State funds.
	I-10 Bottleneck Elimination & Interchange Reconstruction	Widening of I-10 through individual projects. Adding capacity to I-10 between Causeway and Clearview Parkway (complete), and Clearview to Veterans Memorial Boulevard (let 2010).
	Earhart Corridor	Four projects aimed at enhancing Earhart Expressway connectivity with adjacent roadway network. This includes an interchange at Causeway Boulevard; interchange at Lead Street; Ramp connections at L&A and Dakin (See above); Interchange at Hickory Avenue, connecting Earhart to US 61.
	Huey P. Long Bridge	Widen existing bridge from four to six lanes, with improvements to approaches. Project funded through TIMED program. Project is under construction.
Jefferson Parish Comprehensive Plan, Chapter 6, Transportation Element, Envision Jefferson 2020, Regional Planning Commission and Jefferson Parish, January 2003	Hickory Avenue Extension	<u>Concept:</u> New Construction, from Generes Drive to River Road (Defined as a "Necessary Project" as this improvement is in advanced study, design or construction)
	Huey P. Long Bridge Widening	<u>Concept:</u> New Construction, from Jefferson Highway to Bridge City Avenue (Defined as a "Necessary Project" as this improvement is in advanced study, design or construction)
	Causeway Blvd at Earhart Expwy Interchange	<u>Concept:</u> New Construction, at existing Causeway/Earhart crossing (Defined as a "Necessary Project" as this improvement is in advanced study, design or construction)
	Earhart Expressway Interchanges	<u>Concept:</u> Upgrade Interchanges at Dakin, Deckbar and Cleary Avenues (Defined as a "Critical Link" as the project is critical to supporting the Land Use Plan concept.)
	Interstate 10 Widening	<u>Concept:</u> Widen I-10 through Jefferson Parish (Defined as a "Necessary Project" as this improvement is in advanced study, design or construction.)
	David Drive Corridor	<u>Concept:</u> Improve and Relocate David Drive from Airline Dr. to Veterans Memorial Blvd. (Defined as a "Necessary Project" as this improvement is in advanced study, design or construction.)
	East-West Corridor Airline Drive/Earhart Expwy	<u>Concept:</u> Extend Earhart Corridor to Airline Drive and improve Airline Drive. (Defined as a "Necessary Project" as this improvement is in advanced study, design or construction)

Sources: Major Transportation Plan - New Orleans Urbanized Area - Fiscal Year 2027, Regional Planning Commission, October 12, 2004 and Jefferson Parish Comprehensive Plan, Envision Jefferson 2020, Chapter 6, Transportation Element, completed through a cooperative endeavor of the Regional Planning Commission and Jefferson Parish, January 2003.

Table compiled by Burk-Kleinpeter, Inc., 2007.

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Road Bond Issue of 1998

Jefferson Parish voters approved rededicating and extending 7/8 of one cent sales tax to support a bond issue used to fund a series of roadway improvements. At the present (2007), a total of \$136 million has been spent on completed projects, with an additional \$49 million of projects under bid or in construction.^{xii} Higher profile projects completed by the Road Bond Issue within the Clearview Parkway Corridor study area include:

- *Mounes Street, Edwards Avenue to Dickory Avenue, 4-lane roadway extension;*
- *Clearview Parkway at Veterans Memorial Boulevard Intersection Improvements;*
- *Jefferson Highway Improvements, Clearview Parkway to Elmwood Park Boulevard, general roadway improvements;*
- *St. George Avenue Parallel Road, Bloomfield Street to Jefferson Highway, new, 2-lane roadway from Pontchartrain Boulevard to Bloomfield Street;*
- *East Bank Traffic Signal Improvements, traffic signal improvement to areas of Eastbank.*

g. Future Development Issues

Jefferson Parish has an adopted comprehensive plan for land use known locally as Envision Jefferson 2020.^{xiii} As noted previously, Clearview Parkway passes through an area of dense development. Most of the projected land uses along the corridor may be little changed from the existing pattern. Properties north of Airline Drive along both sides of the corridor should continue a pattern of infill and renewal. Vacant properties with frontage along Clearview south of Airline Drive will likely develop as commercial uses. Both LADOTD and local government have an opportunity to work together to address common issues of access management through the appropriate driveway permitting and approval process.

Table 9 provides an overview of all residential/commercial/industrial sites identified as of March 2007 from a combination of database research and field review. This search consisted of properties along Clearview Parkway, as well as within the limits of the Elmwood Business Center: Earhart Expressway on the north, St. George Avenue on the east, Hickory Avenue on the west and River Road on the south. The database research consisted of a review of the Louisiana Commercial Database, LLC, as accessed through the JEDCO website. In addition, a field review of the Clearview Parkway Corridor and Elmwood Business Center west of Sams Avenue identified several remaining vacant parcels, some of which are in varying stages of development.

In total, approximately 81 acres of commercial and industrial land areas are either available for lease or sale as of the date of survey. The majority of this area (42 acres) is being marketed as available. The remaining 39 acres includes 21 acres of vacant ground which appear to be developing into new commercial or industrial sites as well as 18 acres of vacant ground marketed as available for new development.

There are two single-family residential subdivisions within the study area. The first is a 49-lot single-family residential subdivision under construction east of Hickory Avenue, approximately 1.1 miles south of the Earhart Expressway. This subdivision has residential structures constructed or



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Table 9

Summary of Available Development Sites

Clearview Parkway Corridor Study Area (Zip Codes 70121, 70123, 70006)

Street Address/Location	Available Space	Type	Source
Blessy Street	896 - 2,740 square feet	Industrial	C
Citrus Boulevard	468,214 sf (estimate)	1 Industrial Site + Vacant Land	A,C
Crawford Street	3,441 square feet	Industrial	C
Distributors Row	4,800 square feet	Industrial	C
E of Clearview at Mounes	41,750 sf (estimate)	Vacant Land	A
Edwards Avenue	35,733 - 85,733 square feet	Industrial	C
Elmwood Park Boulevard	5,654 - 14,961 square feet	2 Industrial Sites, 1 Office Building	C
Elmwood Plantation Subdivision	254,650 sf (estimate)	Single-Family Residential	A
Elmwood Shopping Center	159,850 sf (estimate)	2 Retail Sites + Vacant Land	A,B
Evans Road (Elmwood Oaks)	400 - 10,000 square feet	Office	C
Funston Street	3,750 square feet	Industrial	C
G Street	169,525 square feet	Cold Storage Warehouse	C
Hickory Avenue	43,500 square feet	2 Warehouses, 1 Industrial Site, 1	C
Hickory Ridge Subdivision	648,432 sf (estimate)	Single-Family Residential	A
Humphreys Street	22,500 square feet	Industrial	C
Jefferson Highway	903,963 square feet	1 Warehouse, 1 Industrial, 1 Retail-Commercial, 1 Office and 2 Vacant Sites	C
Kuebel Street	2,946 square feet	Industrial	C
Mehurin Street	42,390 square feet	Industrial	C
Mounes Street	4,800 - 12,628 square feet	2 Office sites	C
N. Al Davis Road	5,880 square feet	Industrial	C
NE Corner, Hickory at Mounes	807,000 sf (estimate)	Vacant Land	A
NW Corner, Citrus at Elmwood Park	116,670 sf (estimate)	Vacant Land	A
Plantation Road	36,180 square feet	Cold Storage Warehouse	C
Plauche Street	5,025 square feet	Warehouse	C

Table 9 (continued)

Summary of Available Development Sites

Clearview Parkway Corridor Study Area (Zip Codes 70121, 70123, 70006)

Street Address/Location	Available Space	Type	Source
Powell Street	49,329 square feet	Industrial	C
S Al Davis Road	5,800 square feet	Warehouse	C
Sams Avenue	91,700 square feet	1 Warehouse, 1 Industrial Site	C
SE Corner, Hickory at Mounes	711,430 sf (estimate)	Vacant Land	A
South Clearview Parkway	5,108 square feet	Retail-Commercial	C
W. Commerce Road	1,655 - 2,352 square feet	Office	C

Summary

794,530 square feet

Building Space Available For Lease or Sale (Already Constructed, Industrial or Commercial Use)

21 acres

Vacant Land In Development as of March 2007

42 acres

Vacant Land Available for Development as of March 2007

21 acres

Vacant Land Being Developed for Residential Subdivisions, as of March 2007

Notes:

(1) - Source information is as follows: Items marked with an "A" were collected by the project team field survey, completed in March 2007. Items marked with a "B" identified during a meeting with Jefferson Parish Department of Planning. Items marked with a "C" were collected through a search of the Louisiana Commercial Database in March 2007. This database is accessible at

(2) - Information provided for planning purposes only and is only accurate as of the time of collection and does not reflect changes in the market since then.

Initial Land Use Survey completed by Urban Planning & Innovations, Inc. Table compiled by Burk-Kleinpeter, Inc., 2007.

under construction on 27 of the lots, with the remaining 22 lots either vacant or posted for sale at the time of survey.^{xiv} The second is a 25 lot subdivision which has a total of 4 constructed residents on-site at the time of survey. This subdivision is located along River Road, approximately .45 miles west of the Huey P. Long Bridge.

As these areas develop or return to active use, it will have an impact on traffic patterns and demands within the general area. As Clearview Parkway provides a main north-south artery in this area, it is expected that it will see some increase in traffic associated with and development. However, traffic volumes will also increase on other major roads such as David Drive/Hickory Avenue, Earhart Expressway, Jefferson Highway and Airline Drive. It should be noted that the site information is for planning purposes only, as Jefferson Parish will require the developers of these sites to identify traffic impacts at the time of development.^{xv}

h. Identified and Known Constraints

The Clearview Parkway corridor passes through a developed portion of Jefferson Parish. It is flanked on both sides by a combination of residential and commercial development.



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Right-of-Way (ROW)^{xvi}

The definition of apparent ROW on Clearview Parkway between I-10 and Airline Drive is approximately 107 feet. This is based upon a measure between the backs of sidewalks on opposite sides of the roadway. It should be noted that in spots along the corridor, utility poles and markers could be found within the sidewalk area as well.

The apparent ROW between Airline Drive and Citrus Boulevard flares around the existing Earhart Expressway interchange, following the limits established by the interchange ramps. It narrows back to approximately

150 feet between Citrus Boulevard and E. Corporate Avenue.

The apparent ROW of Airline Drive is approximately 100-120 feet. The upper limit of this measure is from the back of sidewalk on the north side of the roadway, and limits of the turning lane provided for westbound traffic to southbound Clearview Parkway.

Immediately south of Airline Drive is the former KCS right-of-way, which is approximately 100 feet wide, running the length of the corridor from Kenner to just Cleary Avenue. This area has been identified officially by the Regional Planning Commission as the location for a proposed transit rail project between the Louis Armstrong International Airport and the Union Passenger Terminal in Downtown New Orleans. Information on this project, which is currently part of an environmental impact statement, has been incorporated within this project to the extent possible.^{xvii} This directive, provided by the Regional Planning Commission, allows for coordination between roadway improvements and future transit rail improvements.

As all information used at this stage of concept development is, at best, conceptual, **information on right-of-way needs should be considered an initial finding, subject to change and for planning purposes only.** Based upon the LADOTD project development cycle, right-of-way needs can be refined in the Stage 1 environmental document, in order to finalize assessment of impacts to the built environment. Preliminary plans, which occur in Stage 3, Final Design Process, would be the time to finalize the acquisition and relocation plan for right-of-way.^{xviii}

Cost Estimate Development

The cost estimate reflects input from the LADOTD standardized unit costs for roadway construction. Details for construction, along with demolition, design, construction administration, survey and contingency have been provided as part of the study appendices. The basis for all unit cost assumptions for the project is the LADOTD Unit Cost Bid Summaries for the 1st quarter of 2007.^{xix}

Utilities – Clearview Parkway

Field review of the Clearview Parkway corridor, between S. I-10 Service Road and E. Corporate Avenue indicated that the several overhead and subsurface utility lines are within or adjacent to the corridor right-of-way.

Between the S. I-10 Service Road and Airline Drive, there is a continuous utility line running along the eastern and western edges of the corridor which provides electricity, cable and telephone service with individual lines hookups to individual structures. Within the median of this same section, a water line with regularly placed fire hydrants was found. In addition, there were several manholes located at regular intervals (every 2-3 blocks) along Clearview Parkway for access to an underground sewer line.



Between Airline Drive and Citrus Boulevard, the overhead utilities continued. This portion of Clearview Parkway is comprised of several overpasses as well as an at-grade section. Several retention drainage ponds have been constructed adjacent to this segment of Clearview Parkway. All of these ponds are within the limits defined by the existing ramps and at-grade roadway sections. Metal pipes interconnect these ponds and then to the Parish's drainage canal system (see Drainage below).

Between Citrus Boulevard and E. Corporate Avenue, the same overhead utilities continue. Initial review indicates that there is an underground fiber optic cable near Citrus Boulevard and underground telephone lines along both sides of the corridor.

Utilities – Airline Drive

Field review of the Airline Drive corridor, between Zinnia Street and Central Avenue indicated that the several overhead and subsurface utility lines are within or adjacent to the corridor right-of-way:

- There is a series of existing high-tension power line towers along the northside of Airline Drive within this corridor segment. Each tower appears to be placed on the edge of the apparent right-of-way, adjacent to the sidewalk.
- There is a 20-inch forced gas pipeline along the south side of Airline Drive, which passes under Clearview Parkway and has a valve station located in the southwestern corner of the Cleary Avenue intersection.
- There is fiber optic cable running along the south side of Airline Drive which is adjacent to the gas pipeline.
- There is a 54-inch sewer force main running under Airline Drive at the Woodlawn Avenue intersection. This force main connects to the Eastbank Consolidated Sewer Treatment Plant, located west of Clearview Parkway at the Earhart Interchange.
- There is 20-inch water line passing through the Clearview Parkway intersection.

Utilities – Webb Street

Field review of the Webb Street corridor, between Bridgeway Street and its terminus indicated that the several subsurface utilities within or adjacent to the corridor right-of-way:

- There is a 16-inch sewer force main running under Webb Street in this area.
- There is 12-inch water line passing on the western side of the corridor in this area.

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Cross Section^{xx}

All cross section information used for the project have been based on the appropriate standards of LADOTD, as adopted by the Department and accepted by Jefferson Parish. As Airline Drive, Earhart Expressway and portions of Clearview Parkway are all state highways, the final approvals and acceptance of any section and design will rest with LADOTD.^{xxi}

As proposed, the cross section will hold to existing curb lines, where possible, in developed areas, unless no other feasible alternative can be identified. The definition of right-of-way using a combination of field measures and as-built drawings will help in the identification of structure impacts. For the purposes of this project, the definition of the structure impact will be removal of a structure or a substantial portion of its supporting area (site parking, signage, driveways, landscaping) to the extent that it cannot be used to support the needs of the development contained on the site.

The sections and recommendations presented herein include comments and suggestions made as a result of the review of existing conditions, field data, as-built drawings (as available), survey information, and those entities participating in the Project Advisory Committee process (RPC, Jefferson Parish, LADOTD District 02). As such, this does reflect a final approved design or construction plan, which would be developed in future phases of the prescribed LADOTD project development timeline.

Traffic Control and Operations

A total of ten traffic signals are located within the corridor. Responsibility for maintenance of equipment and programming for these signals is shared between LADOTD District 02 and Jefferson Parish.

Jefferson Parish Traffic Signals

W. Metairie Avenue at Clearview Parkway*
Citrus Boulevard at Clearview Parkway
Village East/Elmwood Shopping Center at
Clearview Parkway
Mounes Street at Clearview Parkway
E. Corporate Avenue at Clearview Parkway
Woodland Oaks Shopping Center at Clearview
Parkway

LA DOTD District 02 Traffic Signals

S. I-10 Service Road at Clearview Parkway W.
Napoleon Avenue at Clearview Parkway
Rouses (Sav-a-Center) Driveway at Clearview
Parkway
Airline Drive at Clearview Parkway
Earhart SB Ramp at Clearview Parkway

* - Signal includes red-light safety camera

The Clearview Parkway corridor has been part of a general program of signal upgrades and improvements made by the Parishes and LADOTD District 02 in the Greater New Orleans area. For the purposes of this project, it has been assumed that all existing signals would be coordinated and interconnected (as needed) as part of this general improvement.

Drainage^{xxii}

Unlike other major corridors in the Parish, there is no significant drainage structure within the median of Clearview Parkway. However, Clearview Parkway does cross several existing east-west drainage canals within Jefferson Parish: Canal No. 4, at W. Napoleon Avenue and Canal No. 5 at W. Metairie Avenue. The overpass of Clearview Parkway at Earhart Expressway does pass over a cross canal which runs east-west along Earhart Expressway, through the existing interchange and attaches to the St. Peter's Ditch which runs from West Metairie Avenue, south along St. George Avenue. The Yenni Ditch, along the edge of the Coca-Cola plant site on Citrus Boulevard, appears to connect to this ditch under Earhart Expressway. The Brown Miller Ditch runs along Lead Street, west of the Clearview Parkway corridor area and connects to the previously mentioned east-west cross canal.



The Clearview Parkway corridor south of Airline Drive has a history of being prone to flooding and can be closed to vehicle access during heavy rain events. Problems with flooding prompted the Parish to construct seven retention basins within the Earhart interchange. These basins are connected via pipe to the St. Peters Ditch. These ponds have been excavated within the existing limits of the interchange between the various at-grade road and ramp sections.

Storm drainage along Clearview Parkway north of Airline to S. I-10 Service Road includes the parish's standard design sub-surface pipes, storm drain and drain boxes. This system extends throughout the adjacent areas and can be found along most roadway corridors. Those local streets without curb and gutter may contain a combination of swales and/or sub surface pipes to collect storm water.

A proposal to construct a new 2,500 CFS pump station for the Hoey's Basin east of the Clearview Parkway corridor has been announced by the Parish. This station would join one other, to be located west of Clearview Parkway on Hickory Avenue near the Harahan Sewerage Treatment Plant (Hickory and Mounes Street), in pumping storm water from local streets, ditches and canals to the Mississippi River. Construction on this station has commenced in the median of Hickory Avenue south of Hickory Ridge Subdivision/Ferriday Court.

East-West Corridor Study Coordination

The Regional Planning Commission, in cooperation with Jefferson Parish and others has been examining the feasibility of developing a light-rail transit line between the Louis Armstrong International Airport (LANOIA) and Union Passenger Terminal in downtown New Orleans. As of the start of this Stage 0, the conceptual alignment for the transit line had been identified following study through a draft environmental impact statement (DEIS). This corridor will include all or a part of the 100 foot KCS railroad right-of-way along the southern edge of the Airline Drive corridor, including within the section of Airline Drive which is a part of this study (Zinnia Street to Central Avenue).

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It is anticipated that several stops will be created along this rail corridor, most logically in transit demand areas or where existing services cross or interconnect. One of these may likely occur at the Clearview Parkway intersection. At the request of the Regional Planning Commission, the project team has incorporated preliminary information about this project, as necessary, into the conceptual engineering/layout evaluation of this study.

Neighborhood Traffic Issues

Clearview Parkway passes through a developed portion of Jefferson Parish. In its current alignment, it is bordered on each side by established neighborhoods between the S. I-10 Service Road and Airline Drive. These neighborhoods have developed as extensions of the established grid street pattern, with most blocks interconnected with nearby collectors, minor and major arterials. Traffic can easily access existing development via local streets, or one of the signalized intersections which exists at the main east-west routes (W. Metairie, W. Napoleon) or the north-south (Houma/Central Avenue). This pattern remains in place for most of the area north of Airline Drive, except for around East Jefferson High School. This site, which contains approximately 19.4 acres, extends along Phlox Street for approximately 8 blocks northwest from Calumet Street to West Metairie Avenue. Streets are all two-way, allow on-street parking and have no access restrictions except to thru truck traffic.

Immediately south of Airline Drive, Clearview Parkway passes on structure through a developed area which appears to have started as a collection of residential subdivisions, but now forms a block of concentrated single residential development between Central Avenue, Airline Drive, Garden of Memories Cemetery and the East Jefferson rail yards.^{xxiii} According to historic photography collected as part of the initial project Environmental Inventory, the area appears to have been developed around 1950, with the structure constructed sometime between 1967 and 1976. The area to the west of the Clearview Parkway structure can be accessed via Highland Avenue from Barrier curbs and median sections on both Airline and Clearview restrict flow of vehicular access to and from this neighborhood through several points. These points include Highland Avenue or N. Tribune Street from Airline Drive or directional access from Clearview Parkway (entry/exit only) is possible via Utopia Drive (southbound traffic only) or Jacqueline Drive (northbound traffic only). Hilton Drive, a local street, connects the neighborhood under the existing overpass.

Changes to access across Airline Drive, east and west of Clearview Parkway, and on Clearview Parkway south of Airline, will have the potential to impact access and flow of traffic into this area. Therefore, any alternatives which include barriers, medians, and closure of access will need to be accompanied by identification of viable alternative access points to address neighborhood traffic needs.

Once Clearview Parkway continues south of Airline, the Earhart Corridor and returns to grade before Citrus Boulevard, a combination of driveways and local streets provide access to adjacent parcels of developed land. A field review of the area did not indicate any specific issues

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relative to traffic access or changes which could adversely impact traffic flow as a result of improvements within the corridor.

Project Advisory Committee

A Project Advisory Committee (PAC) of key stakeholders from the Parish, State and RPC provided input to the project development and evaluation process. This committee included the following representatives: Regional Planning Commission; Jefferson Parish (Department of Public Works, Traffic Engineering Division, Parish Council) and Louisiana Department of Transportation and Development (District 02, Environmental Division, Planning Division) The purpose of this group was to provide oversight to the planning and evaluation process as well as establish an early coordinate mechanism as a means of resolving potential impediments in project implementation.



i. Definition of Improvement Alternatives

The purpose of the Stage 0 Feasibility Study is to identify and evaluate several potential traffic capacity improvements on Clearview Parkway and at the heavily congested Clearview Parkway and Airline Drive intersection. During the formative steps of this project, a series of conceptual alternatives were identified, with mapped and written data used to complete the initial analysis. The alternatives examined within the study include:

- Continuous Flow Intersection (CFI) - a concept to improve intersection operations by providing for signalized left turn crossovers for traffic on Airline Drive to Clearview Parkway north and southbound.
- Improving existing at-grade turning lane capacity and storage capability at the Clearview Parkway and Airline Drive Intersection.
- Transportation System Management (TSM) alternatives along Clearview Parkway between Mounes Street and I-10, including limited turn-lane capacity improvements at high-demand areas, along with resynchronization of the traffic signal network including updated traffic signalization of Clearview Parkway at Airline Drive.
- Overpass options at Airline Drive and Clearview Parkway (Airline over Clearview or Clearview over Airline)
- Widening Clearview Parkway by adding an additional travel lane in each direction on each side of the corridor between Mounes Street and Airline Drive. This widening could continue north of Airline Drive to the S. I-10 Service Road and Interstate 10 interchange.
- New At-grade roadway running parallel to and along the existing overhead railroad trestle approach to the Huey P. Long Bridge, connecting Clearview Parkway northbound to Earhart Expressway eastbound, via existing Webb Street.
- New at-grade ramp to connect Lead Street from Citrus Avenue to the Earhart Expressway.

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j. Initial Feasibility Analysis

The determination of the project feasibility came following a review of individual concepts, along with data collected as a result of the environmental inventory, field review and input through the Project Advisory Committee.

Fatal Flaw Analysis

The feasibility analysis started with an initial screening and identification of potential fatal flaws. Based on the input of the Project Advisory Committee, fatal flaws have been assumed to include issues related to feasibility of construction or development, given the characteristics of the built environment, along with requirements to maintain traffic access and flow during construction.

Of the alternatives under consideration, only one, the Clearview Overpass of Airline Drive, appeared to be fatally flawed. This concept's fatal flaw was an apparent inability to provide alternatives for access around the construction site by northbound/southbound through traffic on Clearview Parkway.

Project Screening and Evaluation

The next step in the evaluation process was to evaluate each of the project concepts based upon seven established criteria. These criteria, as identified by the project team and reviewed with the Project Advisory Committee include:

- Project Purpose & Need – how compatible is the project concept with the project's initial statement of purpose & need?
- Community Context – does the project concept introduce an element which could provide disruptive to the existing fabric of the surrounding area?
- Programmed Improvements – how compatible is the project concept with existing investments projected for the area through the adopted federal, state and local improvement programs (Transportation Improvement Program (TIP), Capital Improvement Program (CIP), Transportation Infrastructure Model for Economic Development (TIMED), Jefferson Parish Road Bond Issue of 1998, as amended (RBI))?
- Potential Displacements – how many individual sites does the project concept appear to impact through removal of structures or interruption of parking, landscape or driveway access for individual sites (commercial, residential or industrial structures)?
- Potential Major Utility Impacts – does the project concept require relocation or modification of existing overhead or underground utility lines, including substations or valves?
- Potential Circulation & Access Impacts – could the project concept disrupt or alter traffic access to existing neighborhoods or result in the potential of having traffic routed through neighborhood areas?
- Potential Environmental Site Concerns – does the project concept raise any questions or concerns as a result of the environmental inventory or phase 01 environmental investigation?

The results of this initial evaluation, as shown in Table 10 and confirmed by the Project Advisory Committee, was the identification of the following concepts as potentially more feasible and worth further review and analysis:

Table 10

Initial Evaluation of Potential Improvement Concepts

Clearview Parkway Corridor Project Area

Conceptual Alternative (Title)	Brief Description (Start/End Points)	Compatibility Matrix						
		Project Purpose & Need	Community Context (Neighborhood & Land Use Issues)	Programmed Improvements	Potential Displacements	Potential Major Utility Impacts	Potential Circulation & Access Impacts	Potential Environmental Site Concerns
Continuous Flow Intersection	Airline at Clearview Parkway	More Compatible	Locally Disruptive	Compatible	0	20" Water Main	Potentially Disruptive	None Foreseen
Additional At-Grade Improvements	Airline at Clearview Parkway	More Compatible	No issues foreseen	Compatible	None Identified by Engineer		Not Disruptive	None Foreseen
Overpass Option #1	Airline Drive Over Clearview Parkway	Compatible	Locally Disruptive	Compatible	11	High Voltage Transmission Towers	Possibly Disruptive	Underground Storage Tank
Overpass Option #2	Clearview Parkway Over Airline Drive	Compatible	Locally Disruptive	Compatible	24	High Voltage Transmission Towers	Possibly Disruptive	Underground Storage Tank + Possible Significant Tree
Additional Travel Lane In Each Direction	Clearview Parkway, Mounes to Airline Drive	Less Compatible	Extremely Disruptive	Compatible	7	Telecommunications (Phone/Fiber Optic)	Not Disruptive	Several Underground Storage Tanks
Additional Travel Lane In Each Direction	Clearview Parkway, Airline to W. Napoleon	Less Compatible	Extremely Disruptive	Compatible	156	Overhead Utilities, Sewer and Water Service Lines	Not Disruptive	Underground Storage Tank + Possible Significant Tree
TSM Improvements	Clearview Parkway, W. Napoleon Avenue to Mounes	More Compatible	No issues foreseen	Compatible	Project within Existing Right-of-Way		Not Disruptive	None Foreseen
Webb Street Extension (parallel to NOPBRR Trestle)	Webb Street Improvements, Mounes to Bloomfield	Less Compatible	Locally Disruptive	Not as Compatible	1	None Identified by Engineer	Not Disruptive	None Foreseen
Lead Street Ramp (Citrus Ave to Earhart Expwy)	Lead Street Extension and Ramp Connector	Compatible	No issues foreseen	Not as Compatible	4	None Identified by Engineer	Not Disruptive	None Foreseen

Conceptual Alternative (Title)	Brief Description (Start/End Points)	Compatibility Matrix						
		Project Purpose & Need	Community Context (Neighborhood & Land Use Issues)	Programmed Improvements	Potential Displacements	Potential Major Utility Impacts	Potential Circulation & Access Impacts	Potential Environmental Site Concerns
Continuous Flow Intersection	Airline at Clearview Parkway	●	●	●	●	●	●	●
Additional At-Grade Improvements	Airline at Clearview Parkway	●	●	●	●	●	●	●
Overpass Option #1	Airline Drive Over Clearview Parkway	●	●	●	●	●	●	●
Overpass Option #2	Clearview Parkway Over Airline Drive	●	●	●	●	●	●	●
Additional Travel Lane In Each Direction	Clearview Parkway, Mounes to Airline Drive	●	●	●	●	●	●	●
Additional Travel Lane In Each Direction	Clearview Parkway, Airline to W. Napoleon	●	●	●	●	●	●	●
TSM Improvements	Clearview Parkway, W. Napoleon Avenue to Mounes	●	●	●	●	●	●	●
Webb Street Extension (parallel to NOPBRR Trestle)	Webb Street Improvements, Mounes to Bloomfield	●	●	●	●	●	●	●
Lead Street Ramp (Citrus Ave to Earhart Expwy)	Lead Street Extension and Ramp Connector	●	●	●	●	●	●	●

Notes:

- (1) - Order of Magnitude Cost Estimate does not include cost for right-of-way acquisition (properties, structures, developed frontage with parking, signs, landscaping, etc.). Values
- (2) - Programmed improvements include all transportation projects funded through the TIMED program, Road Bond Issue (RBI) and Transportation Improvement Program (TIP), as well as those projects identified in the long-range transportation plan and transportation element of Envision Jefferson 2020.
- (3) - Conceptual improvements for East-West rail corridor alternative and East-West highway corridor alternative, as provided by project engineers, have been consulted.
- (4) - Potential Displacements= Structure Displacements (Residential or Commercial Structures which would be within a new apparent right-of-way for the corridor with the improvement) + Removal of Parking, Landscape, Driveways.

Compiled by Burk-Kleinpeter, Inc., with input from project descriptions provided by Richard C. Lambert Engineers and AIMS Group, 2007.

Legend

- No Issues or Concerns
- Possible Issue or Concern
- Identified Issue or Concern



- Continuous Flow Intersection (CFI) at Airline Drive and Clearview Parkway
- Improving existing at-grade turning lane capacity and storage capability at the Clearview Parkway and Airline Drive intersection.
- Transportation System Management (TSM) alternatives along Clearview Parkway between Mounes Street and I-10, including limited turn-lane capacity improvements at high-demand areas, along with resynchronization of the traffic signal network including updated traffic signalization of Clearview Parkway at Airline Drive.
- Overpass of Airline Drive over Clearview Parkway.
- New at-grade roadway running parallel to and along the existing overhead railroad trestle approach to the Huey P. Long Bridge, connecting Clearview Parkway northbound to Earhart Expressway eastbound, via existing Webb Street or the construction of a new at-grade ramp to connect Lead Street from Citrus Avenue to the Earhart Expressway.

k. Conceptual Alternatives

In accepting these alternatives, a series of minor adjustments were made to each to minimize displacements (Airline at Clearview overpass, Continuous Flow Intersection improvements), address access issues (New at-grade roadway along Webb Street, Lead Street ramp structure) or eliminate movements potentially disruptive to the flow of traffic (TSM alternative, turn lane at S I-10 Service Road). The final description of each alternative, along with its initial order of magnitude cost estimates^{xxiv}, is as follows:

Alternative #1: Continuous Flow Intersection (CFI)
Airline Drive and Clearview Parkway Figure 9

Project Description

This alternative provides for signalized left turn crossovers of two lanes in each direction on Airline Drive approximately 300' in advance of the intersection with Clearview Parkway. This will allow for simultaneous left turns during the through traffic cycle on Airline Drive. Three through lanes will be maintained in each direction on both arteries. The current left turn lanes on Clearview will be maintained, as will the right turn lane in the southwest quadrant of the intersection. On Airline Drive, right turn lanes will skirt around the crossover lanes in the southeast and northwest quadrants, and two left turn lanes will be placed to accommodate the northeast quarter of the intersection.

When developed, the construction sequence could show a progression of construction, which is initially on the expanded south side of Airline Drive and progress from south to north to accommodate re-routing of traffic during construction.

Potential Displacements

Given the layout shown in Figure 9, construction could be accomplished without any displacements.

Potential Utility Impacts

Given the layout shown in Figure 9, existing power lines along the north edge of Airline Drive would not have to be relocated. A high pressure gas line on the south side of Airline Drive can be



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routed between the crossover lanes and the right turn lane on Airline Drive. A 20" water line and 4" sewer force main are currently routed through the intersection.

Potential Circulation and Access Issues

Given the layout shown in Figure 9, there would appear to be no impacts to traffic circulation into and out of developed areas along the northern edge of Airline Drive. Two existing median openings for traffic to turn left into Highland Avenue and N. Tribune Streets from westbound Airline Drive would need to be closed as part of this project. Motorists wishing to access these streets from Airline Drive would be required to use Clearview Parkway southbound to Utopia Drive, westbound. From this point, neighborhood traffic destined to the streets connecting to Highland Avenue would be able to circulate the immediate area and arrive at their destination. Vehicles destined to those streets oriented to N. Tribune Street would be required to travel through this same neighborhood, and use Hilton Street to pass under the existing Clearview Parkway overpass. In the same fashion, motorists leaving the area would be still be able to turn left onto Airline Drive from Highland Avenue, but would only be able turn east on Airline Drive at North Tribune Street. For those choosing not to traverse the neighborhood to use Highland Avenue, the option would be to turn around somewhere east of Central Avenue/Houma Avenue, and return back through the area.

To maintain the current state of access for this area, a new neighborhood connecting road would need to be developed between N. Tribune Street and Central Avenue. This would allow traffic to use the existing Central Avenue signal to turn left and head west on Airline, as well as the Central Avenue corridor to enter the neighborhood. The exact location of this corridor is unknown, but would require additional review with local neighborhood representatives (property and business owners) prior to decision on its location.

Coordination with East-West Rail Project

Given the layout shown on Figure 9, the alternative will utilize the 100' wide abandoned KCS right-of-way on the south side of Airline Drive. Accommodation has been made within this project to allow passage of a required 30' rail corridor through the southern quadrants (southeast/southwest) of the intersection. This corridor would contain the proposed elevated rail identified in the Draft Environmental Assessment.



Source: (Continued)

This imagery was produced through a cooperative agreement entered into with the State of Louisiana, the Governor's Office of Homeland Security and Emergency Preparedness (OHEP), the United States Army Corps of Engineers, the United States Geological Survey (USGS), the National Geospatial-Intelligence Agency (NGA), the Louisiana Parish Emergency Planning Committee, and the Regional Planning Commission for Jefferson, Orleans, St. Bernard, St. Charles, and St. Tammany Parishes (RPEC).

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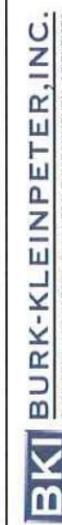
Imagery Information

The blue color aerial photography was flown between February and May, 2006 by 3001, Inc. using the 20 imaging DMC digital camera. The photography is projected to UTM/NAD 83, units of measure is meter. The photographic scale resolution is approximately 30" pixel.

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ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
 In association with RC Lambert Consultants, LLC,
 AIMS Group, Inc., PSI/Citywide Testing &
 Inspection, Inc., Urban Systems Associates, Inc.

BKI Project No. 10214-01/02
 April 2008

Figure 9
Alternative #1
 Continuous Flow Intersection
 Concept—Airline at Clearview
 Clearview Parkway (LA 3152 pt)



Alternative #2: Improving existing at-grade turning lane and storage capability
Clearview Parkway and Airline Drive intersectionFigure 10

Project Description

This improvement would add u-turn lanes and turning lanes on Airline Drive with a layout similar in design to the existing Veterans Memorial Boulevard and Clearview Parkway intersection. A total of three westbound left turn lanes on Airline Drive would be constructed to feed into Clearview Parkway southbound. Left turning movements would be eliminated for westbound Airline Drive traffic at Central Avenue, routed to a downstream U-turn intersection instead. Access across Airline Drive at Highland Avenue would remain, but a U-turn would be provided on the west side of the intersection for traffic to use. A dual right turn lane would be created on northbound Clearview Parkway to eastbound Airline Drive.

A wide median section would replace the existing concrete barrier curb from west of Pasadena Avenue to west of Highland Avenue. The median would be widest between Central/Houma Boulevard and Phlox Avenue. Some form of community landscaping or planting would added to this area in the future, to coordinate with plans for other east-west roadways suggested through the Parish's ongoing Parks and Parkway program, as lead by the private group, Jefferson the Beautiful.

When developed, the construction sequence could show a progression of construction, which is initially on the expanded south side of Airline Drive and progress from south to north to accommodate re-routing of traffic during construction.

Potential Displacements

Given the layout shown in Figure 10, construction could be accomplished without any displacements.

Potential Utility Impacts

Given the layout shown in Figure 10, existing power lines along the north edge of Airline Drive would not have to be relocated. A high pressure gas line on the south side of Airline Drive can be routed between the crossover lanes and the right turn lane on Airline Drive. A 20" water line and 4" sewer force main are currently routed through the intersection.

Potential Circulation and Access Issues

Given the layout shown in Figure 10, the existing Highland Avenue intersection would remain open, with a wider median section in Airline Drive to support queues of waiting traffic. At N. Tribune Street, motorists wishing to enter the street from Airline Drive westbound would be able to use the proposed U-turn lane to enter the street. Again, a longer, protected area to hold queues of waiting traffic would be provided. Those motorists leaving via N. Tribune would be able to use the improved Central Avenue/Houma Avenue intersection to u-turn and head west on Airline Drive, again, with a protected area for holding queues of waiting traffic, unlike the current situation at this location.



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Coordination with East-West Rail Project

Given the layout shown on Figure 10, the alternative will utilize the 100' wide abandoned KCS right-of-way on the south side of Airline Drive. Accommodation has been made within this project to allow passage of a required 30' rail corridor through the southern quadrants (southeast/southwest) of the intersection. This corridor would contain the proposed elevated rail identified in the Draft Environmental Assessment.

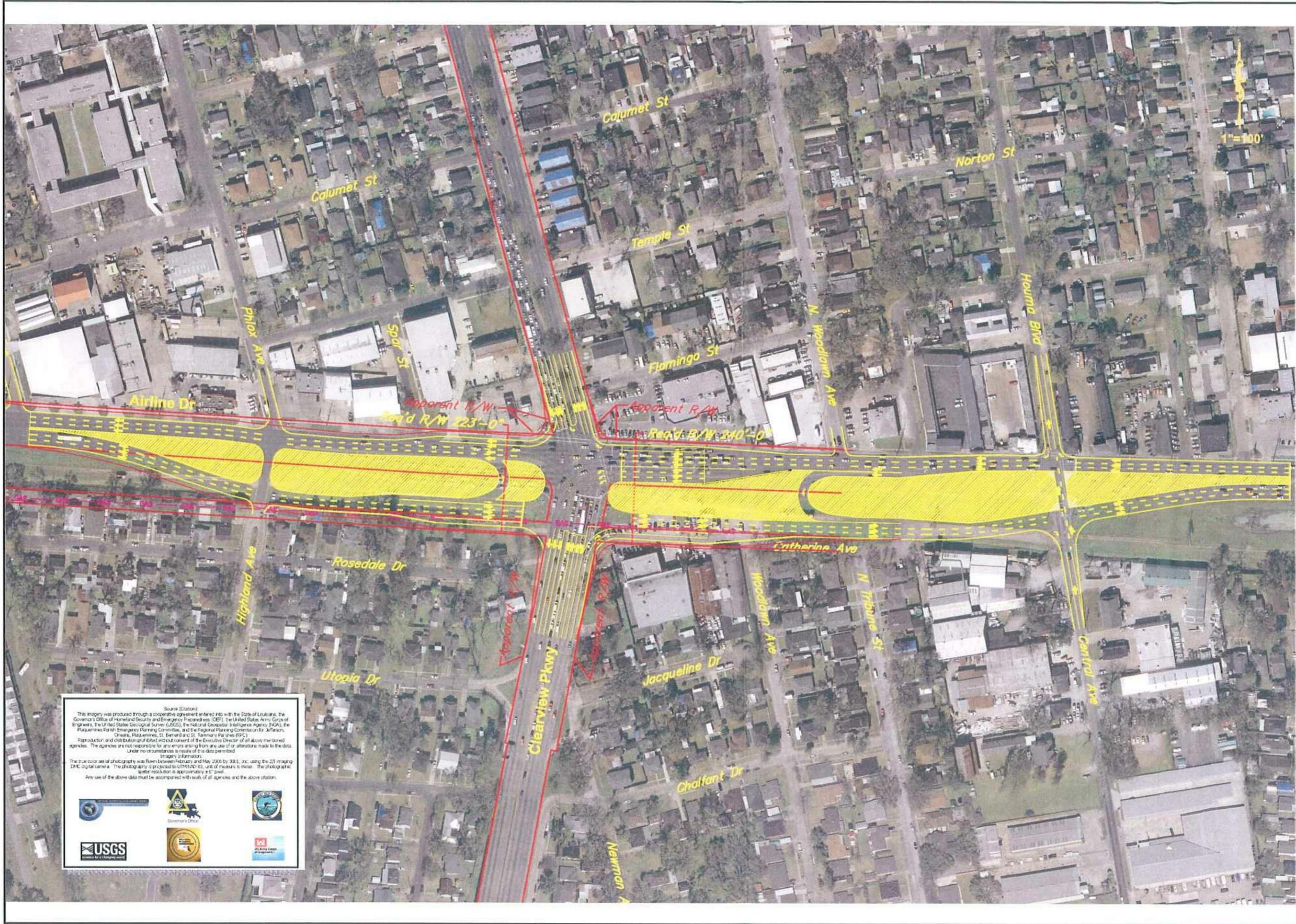


Figure 10
Alternative #2
 At-Grade Improvement Concept
 Airline Drive at Clearview Pkwy
 Clearview Parkway (LA 3152 pt)

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 In association with RC Lambert Consultants, LLC,
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 Inspection, Inc., Urban Systems Associates, Inc.

BKI Project No. 10214-01/02
 April 2008

AIMS Group, Inc.
 Consulting Engineers



Source (Caption)
 This imagery was produced through a cooperative agreement entered into with the State of Louisiana, the Governor's Office of Homeland Security and Emergency Preparedness (OCHSEP), the United States Army Corps of Engineers, the United States Geological Survey (USGS), the National Geospatial Intelligence Agency (NGA), the Louisiana Parish Emergency Planning Committee, and the Regional Planning Commission for Jefferson, Orleans, St. Bernard, St. Tammany and Iberville Parishes (RPEC).
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Alternative #3: Transportation System Management (TSM) alternativesFigures 11a, 11b, 11c

Project Description

This project would consist of several localized improvements to improve intersection capacity at key areas using available right-of-way

- *Right-turn lane on Northbound Clearview at West Metairie Avenue* – A new dedicated right turn lane would be constructed in front of an existing business. To avoid impact on this business' driveways, the lane would have a maximum length with taper of 140 feet. An existing sidewalk would need to be relocated.
- *Relocation of an existing traffic signal* – One existing traffic signal at Clearview Parkway and the Rouses' Grocery Store (formerly Sav-A-Center) driveway site would be moved about 1/2 block south to King Street. The Clearview Parkway median would be modified to close the current opening at the Rouses' Grocery Store. A new left-turn bay would be constructed on southbound Clearview Parkway at King Street.
- *Closing median cuts on Clearview Parkway* – One existing median opening at Camel Street would be closed with a left turn lane created for Northbound Clearview Parkway at Ligustrum Street. This turn lane would be oriented to the main directional sign to the East Jefferson High School campus.
- *Extend left-turn lane queue space on Clearview Parkway Southbound* – The current queue space for southbound Clearview Parkway traffic turning left onto eastbound Airline Drive would be extended approximately 200 additional feet north. This would provide more storage for waiting traffic away from the existing through lanes.
- *Improve the Earhart Expressway Ramp/Clearview Parkway/Citrus Boulevard intersection* – An improvement to the existing intersection would be made to create three inner (left) lanes on Clearview Parkway southbound to bypass the traffic signal at Earhart. A channelized outer (right) lane separator would be installed to delineate the remaining lane which would retain the traffic signal. Proper signage, pavement markings, and barriers would be required for the Earhart westbound to Clearview Parkway southbound ramp to prevent weaving.
- *Upgrade Existing Traffic Signals* – LADOTD traffic signals in the corridor use one type of equipment, while Jefferson Parish signals use another. All eleven traffic signals would be upgraded to the same controller equipment, along with being interconnected, re-timed to a coordinated program. This will require an additional cost for employee operational and service training as well.

Potential Displacements

Given the layout shown in Figures 11a, 11b, 11c, construction could be accomplished without any displacements.



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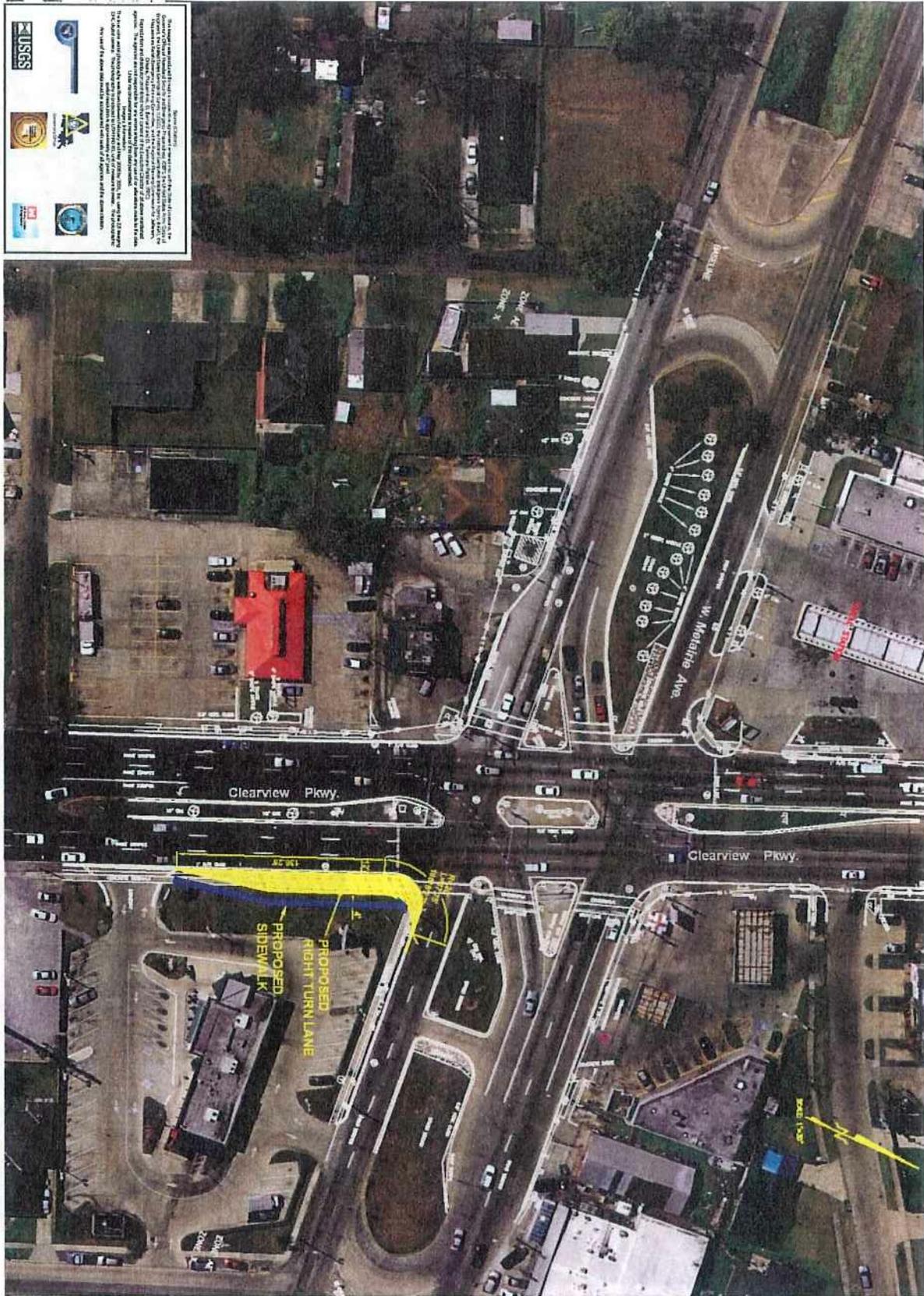
Potential Utility Impacts

Given the layout shown in Figures 11a, 11b, 11c, construction could be accomplished without a major impact on utilities. Some relocation of overhead utilities would occur as part of the turn lane improvement at West Metairie Avenue. Additionally, the relocation of the traffic signal to King Street will require relocation of the existing traffic signal cross arms and possibly the controller box.

Potential Circulation and Access Issues

Given the layout shown in Figures 11a, 11b, 11c, there will be a need for additional traffic data collection and observations. Proposals to close median openings along Clearview Parkway and relocate the traffic signal to King Street will require a review of potential impacts on adjacent properties and businesses.

- *East Jefferson High School* - Currently, traffic entering and exiting East Jefferson High School, with a street address on Phlox Street (1 block west of Clearview Parkway) can use all of the local streets to access the site. Changes in median openings and configurations will need to take into account potential impacts on school access, traffic and circulation needs.
- *Neighborhood traffic* – Currently, the Rouses' Grocery site driveway is used primarily by vehicles which enter or leave the site to access the grocery store as well as an existing fast food franchise. This traffic, which currently circulates on-site, would be moved to King Street. The land uses along this street near Clearview Parkway are primarily commercial along the street's north face. However, the majority of land uses along the south face are residential. These residents may find their site access interrupted by an increase in traffic flow on this street. Truck delivery access patterns should remain unchanged since the grocery store loading dock is located on the north side of the store, oriented to the West Metairie Avenue and N. Woodlawn Avenue intersection.
- *Jefferson Parish Eastbank Consolidated Fire Department* – Currently, Jefferson Parish Eastbank Consolidated Fire Department has two stations housed at its facility on Calumet Street, across from the East Jefferson High School. This facility uses Calumet Street as its exit when dispatching trucks in response to an emergency. From here, trucks can travel north on Phlox Street to West Metairie Avenue or east to Clearview Parkway. Calumet Street does cross Clearview and offers a location where response vehicles have the option to turn northbound through the median opening. Keeping this median section open is suggested in order to maintain access pattern option.



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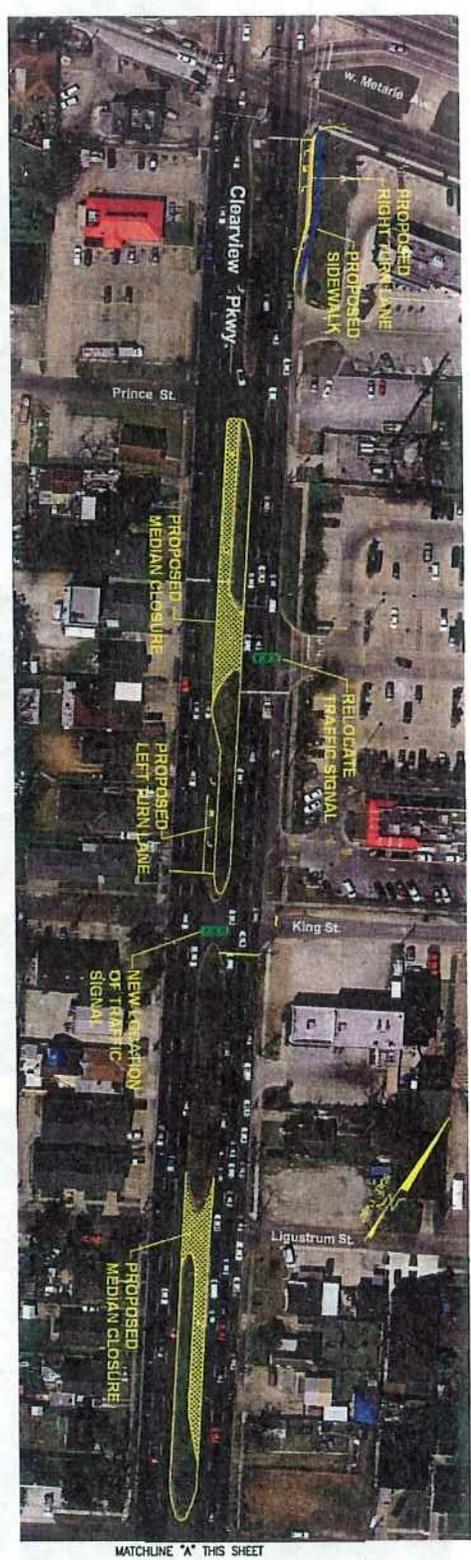
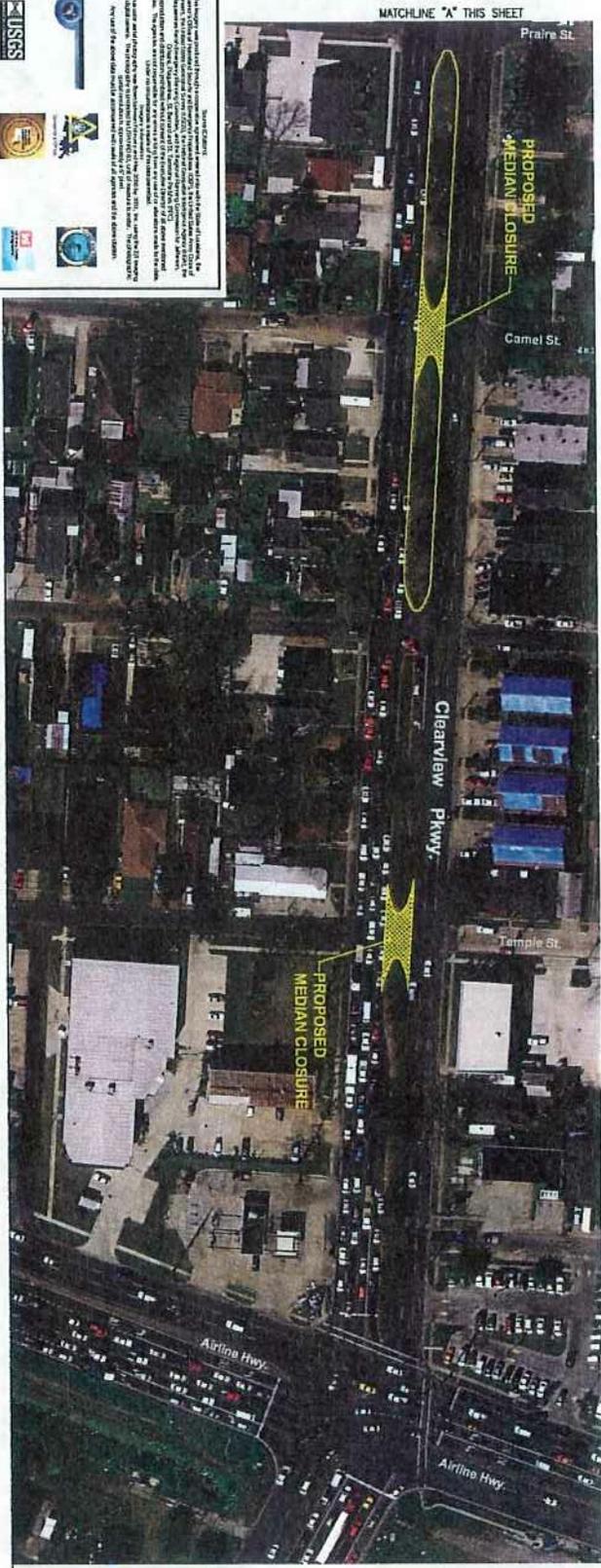
Figure 11a
Alternative #4
 TSM Project Concepts
 Clearview at W.
 Metairie Ave.
 Clearview Parkway (LA 3152
 part)



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April 2008

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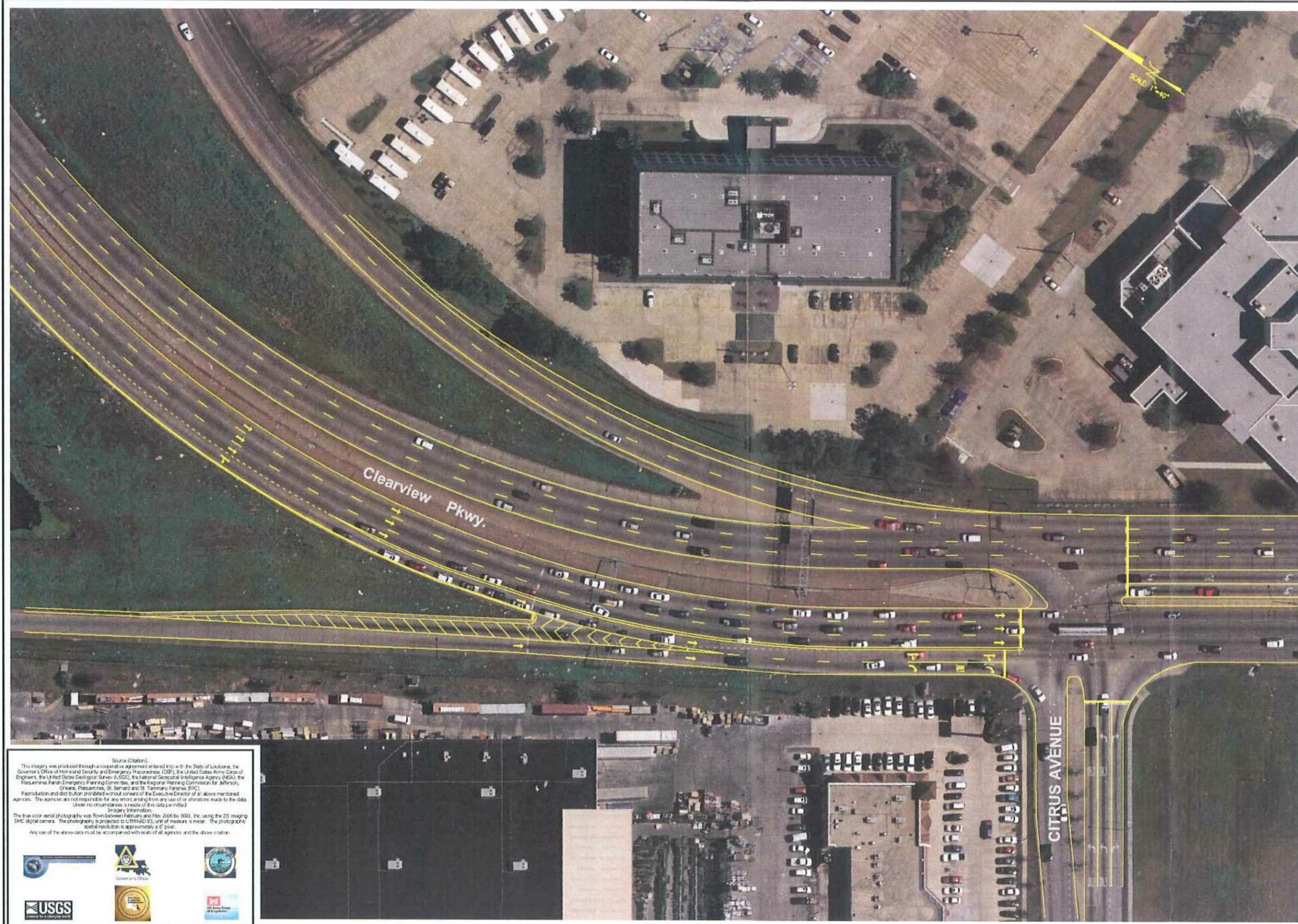


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Figure 11b
Alternative #4
 TSM Project Concepts
 Median Closures
 Clearview Parkway (LA 3152 part)



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Figure 11c
Alternative #4
 TSM Project Concepts
 Clearview at Earhart/Citrus
 Clearview Parkway (LA 3152 part)

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Alternative #4: Overpass of Airline over ClearviewFigure 12

Project Description

This alternative improves capacity of both Airline Drive and Clearview Parkway by providing for continuous thru traffic on Airline Drive via an overpass over Clearview Parkway. The overpass consists of two bridges placed adjacent to one another. Each bridge would have two 12-foot travel lanes, a 4-foot inside shoulder, an 8-foot outside shoulder, and 2-foot parapets on the inside and outside. The left turn lanes on Airline Drive to Clearview Parkway would remain at-grade and run alongside each bridge.^{xxv} New outside lanes would provide right turns on to Clearview Parkway. Clearview Parkway traffic would be aided by elimination of the signal time for Airline Drive thru traffic. Construction activity would occur south of the existing curb line along the northern edge of Airline Drive.

Potential Displacements

Given the layout shown in Figure 12, construction would require some minor additional right-of-way purchase which could affect some existing residential lots along Rosedale Drive. These properties have rear property lines along Airline Drive and the former KCS railroad right-of-way. Given the amount of information available at this stage of study, the exact number and degree of displacements are unknown. However, the degree of impact cannot be confirmed until the next phase of work when line and grade (and possibly survey information) would be available.

Potential Utility Impacts

Given the layout shown in Figure 12, existing power lines along the north edge of Airline Drive would have to be relocated. Other known utilities which may be avoidable are a 20-inch high pressure gas line and a fiber optic duct bank along the south edge of Airline Drive and a 54-inch sewer force main transverse to Airline Drive at Woodlawn Avenue.

Potential Circulation and Access Issues

Given the layout shown in Figure 12, access to Airline Drive for the local streets within the foot print and merging area of the bridges will be provided by two u-turns on each side of Clearview Parkway, two under the bridges and two between the second and fourth intersections beyond the ends of the bridges.

Coordination with East-West Rail Project

Given the layout shown on Figure 12, the alternative will utilize a portion of the 100' wide abandoned KCS right-of-way on the south side of Airline Drive. Accommodation has been made within this project to allow passage of a required 30' rail corridor through the southern quadrants (southeast/southwest) of the intersection. This corridor would contain the proposed elevated rail identified in the Draft Environmental Assessment. However, purchase of this additional right-of-way would result in displacements (please see section above).



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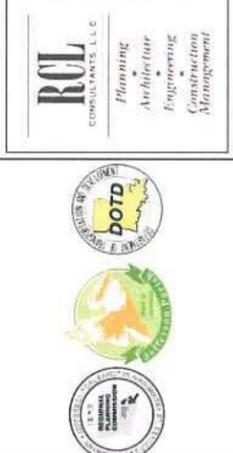


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**Figure 12
 Alternative #3
 Overpass Concept at
 Intersection with Airline Drive
 (US Highway 61)
 Clearview Parkway (LA 3152 part)**

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Alternative #5: Webb Street Extension

New at-grade roadway parallel to railroad trestle.....Figure 13

Project Description

This alternative provides for a new at-grade roadway running parallel to and along the existing overhead railroad trestle approach to the Huey P. Long Bridge, connecting Clearview Parkway northbound to Earhart Expressway eastbound, via existing Webb Street. Webb Street located on the west side of the overhead railroad approach to the Huey P. Long Bridge is a partially developed four-lane roadway north of Bridgeway Street, having several access points from the heavily commercial and industrialized developments paralleling the railroad bridge approach.

On the north end, Webb Street dead ends approximately 730 feet southwest of the Earhart Expressway eastbound ramp to New Orleans. On the south end, Webb Street exists as a surface parking lot providing overflow parking to three adjacent businesses.

Based on comments received at the Project Advisory Committee level, this alternative was modified to include a direct connection to Clearview Parkway at or near the proposed intersection with the ramps coming from the new Huey P. Long Bridge. This is shown on Figure 13 as a single-lane one-way ramp which extends from the projected end of Webb Street to Clearview Parkway in the vicinity of the 800-900 block of S. Clearview Parkway.

This alternative allows vehicles on northbound Clearview Parkway headed to eastbound Earhart Expressway the option of placing them on Webb Street south of Mounes Street and, thus, out of the Clearview Parkway/Citrus Avenue intersection. Additionally, this extension will provide a more direct connection for traffic originating in the Bloomfield Street/St. George Avenue corridors to get to Mounes Street and the core of the Elmwood Business Center.

Potential Displacements

The refinements to this alternative made by the Project Advisory Committee since the initial evaluation did result in several displacements: three commercial businesses on the southern end of the corridor on the east side of the 800-900 blocks of South Clearview Parkway, as well as leased parking areas behind businesses located on the eastern side of the 900-1100 blocks of South Clearview Parkway.

On the north end of this planned alignment, recent field reconnaissance has discovered that the Public Belt Railroad is currently constructing a private road between the end of Webb Street and Central Avenue and will begin with the construction of offices and storage facilities along a portion of the planned alignment for this connection. However, improvements in this area would be constructed between the apparent edge of this development (St. Peter's Ditch) and Earhart Expressway. No displacements within this area are foreseen.

In order to achieve the required 1,000 feet between on-ramps, this access ramp will be elevated for a considerable distance and will merge with the eastbound Earhart Expressway on structure.



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Potential Utility Impacts

Given the layout shown in Figure 13, the project would be in an area where there is a 16" sewer force main beneath Webb Street, and a 12" water main on the west edge for portions of the route. Final design would determine any potential impact on these items.

Potential Circulation and Access Issues

Given the layout shown in Figure 13, the existing Webb Street corridor would remain accessible to adjacent businesses. Businesses within the 800-1100 block of South Clearview Parkway with access to the parking areas which would be converted to Webb Street may be able to keep access, though the degree and location of these points would likely be decided during a future design phase.



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Figure 13
Alternative #5
 Webb Street Extension Concept
 Parallel to NOPBRR tracks
 Clearview Parkway (LA 3152 part)

Clearview Parkway Corridor/LA 3152 (part)
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Alternative #6: Lead Street Ramp

New ramp connector, Lead Street to Earhart Expressway.....Figure 14

Project Description

There is an existing north/south access under the Earhart Expressway on Lead Street that interconnects Citrus Boulevard with the several existing businesses and Mays Yard. The alternative would provide a combination of at-grade and elevated ramps to create a fully-directional interchange with Earhart Expressway. The proposal incorporates the future western extension of Earhart Expressway (the subject of a separate Environmental Impact Statement and Record of Decision).^{xxvi}

Traffic will have to traverse two at-grade railroad crossings on Lead Street, one north and one south of the Earhart Expressway, along with a lead track extending east into the Coca Cola site. A short portion of the on-ramp to the eastbound Earhart Expressway, as well as much of the connection to northbound Hickory Avenue, will need to be elevated.

This alternative improves the peak PM traffic flow on northbound Clearview Parkway by taking vehicles that want to access eastbound Earhart Expressway and westbound Airline Drive from the south and placing them on Lead Street from Citrus Avenue and, thus, out of the Clearview Parkway/Citrus Avenue and Clearview Parkway/Airline Drive intersections.

Potential Displacements

Given the layout shown in Figure 14, there do not appear to be any displacements created of individual structures or sites.

Potential Utility Impacts

Given the layout shown in Figure 14, there do not appear to be any utility impacts. However, reshaping of a portion of the existing drainage canal with bulkheads on each side and two reinforced concrete box culvert crossings will be required as part of the alternative.

Potential Circulation and Access Issues

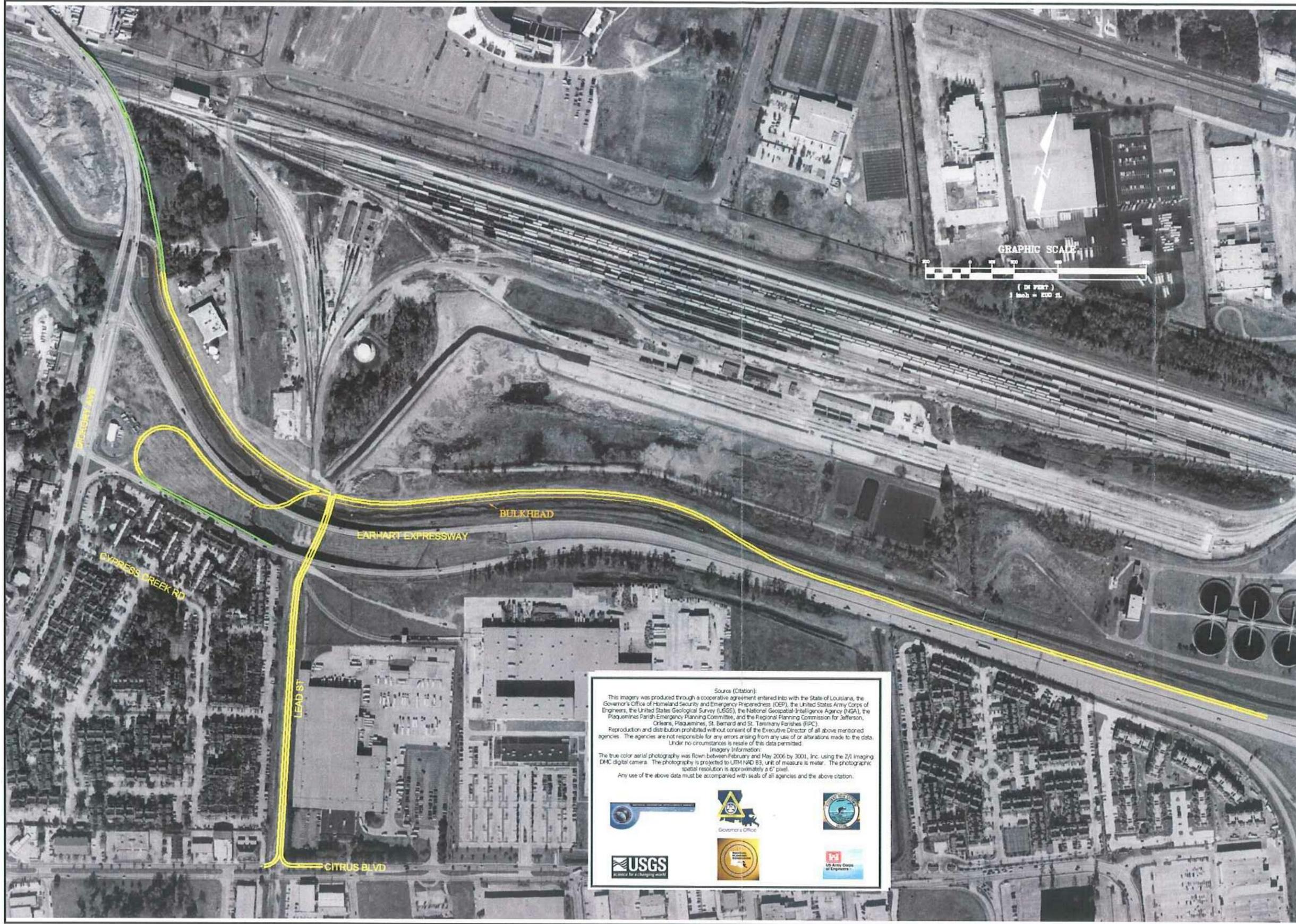
Given the layout shown in Figure 14, developed sites in Elmwood Business Center would be able to access eastbound and westbound Earhart Expressway via this ramp/at-grade roadway combination. This movement is currently not provided to the area. It provides a new connection in both directions and would help remove some demand for traffic from the Hickory/Hickory Avenue corridors, as well as Clearview Parkway. At this ramp's intersection with Citrus Avenue, there is proposal to provide an intersection. Extension of this corridor south of Citrus to Mounes Avenue does not appear feasible at this time due to a combination of limited opportunity for right-of-way development, combined with an active freight rail line that currently crosses Citrus Avenue in this area. Coordination with the Parish's ongoing work (2007) on Edwards Avenue would be required as the Lead Street ramp is within a ¼ mile of this corridor. The Edwards Avenue widening project will upgrade its capacity and serviceability to move traffic around the Elmwood Business Center. It will include upgrades to the existing traffic signals, including the installation of a new signal at Mounes Street.

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Figure 14
Alternative #6
 Lead Street Ramp Concept,
 Citrus Blvd to Earhart Expwy
 Clearview Parkway (LA 3152 part)

Clearview Parkway Corridor/LA 3152 (part)
Stage 0 Feasibility Study and Environmental Inventory
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I. Initial Traffic Analysis

As described in the statement of current conditions, traffic operations of the existing corridor are at-best congested. Changes in traffic volumes associated with post Hurricane Katrina displacements and differing travel demands have reduced traffic, but resulted in few improvements in the level-of-service. Of the intersections analyzed, most are over capacity and experiencing significant delays on all approaches. The addition of traffic resulting from the construction of the Huey P. Long Bridge improvements combined with the area's repopulation and in-fill development will result in continued deterioration in roadway capacity and traffic operations.

Methodology

The traffic analysis examines potential impacts over a longer-term period. For the purposes of planning, this period is assumed to correspond with the full implementation of the regional transportation plan, assumed to be the year 2025. This represents the time at which the project would be complete and open to traffic along with extension of the Earhart Expressway corridor, construction of new interchanges on Earhart east and west of Clearview, completion of the Huey P. Long Bridge and completion of the majority of the Interstate 10 widening in East Jefferson.

Given the immediate nature of this project in light of the completion of the Huey P. Long Bridge and the anticipated change in traffic resulting from its construction, the analysis also examined how the best performing projects would address current traffic volumes.

The analysis utilized a combination of available transportation planning software (Highway Capacity Software +, Signal 2000) to examine impacts at the individual intersection or corridor segment level. Inputs to the analysis beyond the data included the described geometric inputs, along with traffic signal timing and phasing parameters provided by Jefferson Parish and LADOTD. Modification have been made to the signal timing and phasing inputs, as required, to address coordination with up and down stream traffic signals, as well as to improve overall peak-hour level of service.

Background and Development-Based Traffic Growth Assumption

It is assumed that traffic on the corridor will be added as a result of normal growth and recovery, plus new trips added as a result of new development. These new trips have been accounted for in the planning process through use of the New Orleans Regional Transportation Model (NORTM), as maintained by the Regional Planning Commission, for the development of future year traffic.^{xxvii} Figure B-1 in Appendix B provides an overview of the traffic projected for this area. The model also incorporates projects proposed for the area, as shown in Tables 7 and 8 (see pages 24 and 26).

Traffic Distribution Assumption

The model provided Average Daily Traffic (ADT) forecast values for the major roads in East Jefferson, including Clearview Parkway. For the purposes of planning, these daily values have been distilled into peak-hour volumes based upon the trends found in the current data along Clearview Parkway and the main cross streets. Assumptions about heavy vehicles (trucks, buses, etc.) have been carried forward as well from the 2007 data collection into this analysis.



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Appendix B contains a summary of the projected 2027 traffic volumes at the various signalized intersections along the corridor as a result of the distribution of ADT from the transportation model.

Findings

A total of two analysis scenarios have been prepared for each alternative: a build for the current year and build for the future year of the traffic model. This assumes that by the year 2027, traffic volume on Clearview Parkway will be slightly lower, as a result of the construction of other improvements up and down stream of this area, including the Earhart Expressway extension, Earhart at Causeway interchange, as well as the Interstate 10 corridor widening. Given the scope of these improvements, as well as others identified previously, as well as the opportunity for change in construction based upon funding, plan development, right-of-way acquisition, etc., the information and analyses presented herein should be used for *planning purposes only*.



Improvements to the intersection of Clearview Parkway (LA Highway 3152) and Airline Drive (US Highway 61) - In general terms, all three improvements suggested in these concepts address problems identified at this intersection. All three improvements allow this location to be better integrated into the up and downstream traffic signal network, as additional capacity allows for a shortened traffic signal cycle. However, given the scope of the improvements identified, there are some approaches which will remain problematic for this location through the analysis periods. These include the following:

- Airline Drive Westbound (from NO to Metairie), Left Turns – This lane group currently consists of a double left turn, which is full of stopped vehicles at-peak with the line of waiting vehicles spilling outside of the queuing area. This stops westbound traffic in the inside lane. Improvements in all scenarios will help provide capacity and maximize the available space to hold stopped vehicles.
- Airline Drive Eastbound (from Metairie to NO), Right Turn – This lane group currently consist of a single right turn, which carries a high volume of traffic turning south onto Clearview Parkway. In the future, the demand for this movement could equal that of the westbound left. Improvements in all scenarios have been identified to provide capacity and maximize available space to hold stopped vehicles. In addition, signal phasing, where possible, has been used to flush the lane during the opposing left turn phase.
- Clearview Parkway Northbound (from Elmwood to Metairie and I-10), Right Turn – This lane group currently consists of a single right turn lane with an effective storage capacity of about 300 feet. Improvements in all scenarios have been identified to provide capacity and maximize existing available space to hold stopped vehicles. In addition, where space allows, a second lane is also being provided as well to help channel this movement onto Airline Drive eastbound. Where possible, signal phasing has been used to flush the lane during the opposing left turn phase.

It is also unclear how improvements at this intersection would impact traffic operations to the east at the Airline Drive's intersections with Central/Houma, Manson Avenue/Sam's Driveway and Cleary Avenue. These intersections were not examined during this Stage 0 analysis. It was observed during the traffic counting period that all experience some stoppage and loss of traffic

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flow due to congestion created in part by slow moving or stopped queues traffic traveling west on Airline through the Clearview intersection during the PM peak.

- *Continuous Flow Intersection (CFI)* – As this alternative provides a grouping of left-turn movements with through traffic on Airline Drive, more traffic can move through the intersection over the same cycle length. During peak periods, this results in an improved level-of-service as compared to the existing conditions. The greatest potential improvement occurs in the future, as traffic volumes in the area go down as improvements to Earhart Expressway attract more traffic onto that corridor.

Peak Period	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	F	187.5 secs	E+	56.2 secs	D	42.9 secs
PM Peak	F	234.1 secs	E	79.6 secs	D	41.9 secs

Notes:

- (1) Initial operational analysis (YR 2007 Existing) completed using HCS+, Highway Capacity Software Release 5.2, Signalized Intersection module, 5.2F, McTrans Center, University of Florida. Results are for planning purposes only.
- (2) Signal timing and phasing information for existing signal location obtained from LADOTD District 02 and Jefferson Parish Department of Traffic Engineering, 2007.
- (3) Improved 2007 and Improved 2027 analyses completed using SIGNAL2000, along with Transyt7F to determine optimum signal length and phasing combination, given the upstream signals at the West Metairie Avenue and Rouses' driveway plus peak hour volumes suggested through the forecast volumes of the New Orleans Regional Transportation Model. Additional analysis was completed for the signals which would be installed on Airline Drive to accommodate cross over traffic. These intersections operated at LOS C or better.

Table compiled by Burk-Kleinpeter, Inc., 2008.

- *Additional at-Grade Improvements* – This alternative widens existing approaches, adds storage capacity to help remove vehicles stopped, waiting to turn, from the through vehicle traffic stream. During peak periods, overall intersection delay decreases, even though the level-of-service remains more or less unchanged. During peak periods, total delay could be cut by as much as 50% as compared to existing conditions, but would begin to increase in the future as the level-of-service returns to an F.

Peak Period	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	F	187.5 secs	E	76.8 secs	F	100.9 secs
PM Peak	F	234.1 secs	F	100.7 secs	F	107.0 secs

Notes:

- (1) Initial operational analysis (YR 2007 Existing) completed using HCS+, Highway Capacity Software Release 5.2, Signalized Intersection module, 5.2F, McTrans Center, University of Florida. Results are for planning purposes only.
- (2) Signal timing and phasing information for existing signal location obtained from LADOTD District 02 and Jefferson Parish Department of Traffic Engineering, 2007.
- (3) Improved 2007 and Improved 2027 analyses completed using SIGNAL2000, along with Transyt7F to determine optimum signal length and phasing combination, given the upstream signals at the West Metairie Avenue and Rouses' driveway plus peak hour volumes suggested through the forecast volumes of the New Orleans Regional Transportation Model. Additional analysis was completed for the signals which would be installed on Airline Drive to accommodate cross over traffic. These intersections operated at LOS C or better.

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- *Overpass, Airline Drive over Clearview Parkway* – This alternative removes east-west through traffic from the intersection, as well as, adds storage capacity to help remove vehicles stopped, waiting to turn, from the through vehicle traffic stream. During peak periods, this results in a greater reduction in total delay, as compared to the previous alternative, but does not change the overall level-of-service above an “E” within the intersection.

Peak Period	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	F	187.5 secs	E	69.2 secs	F	97.5 secs
PM Peak	F	234.1 secs	E	75.9 secs	E	67.6 secs

Notes:

- (1) Initial operational analysis (YR 2007 Existing) completed using HCS+, Highway Capacity Software Release 5.2, Signalized Intersection module, 5.2F, McTrans Center, University of Florida. Results are for planning purposes only.
- (2) Signal timing and phasing information for existing signal location obtained from LADOTD District 02 and Jefferson Parish Department of Traffic Engineering, 2007.
- (3) Improved 2007 and Improved 2027 analyses completed using SIGNAL2000, along with Transyt7F to determine optimum signal length and phasing combination, given the upstream signals at the West Metairie Avenue and Rouses' driveway plus peak hour volumes suggested through the forecast volumes of the New Orleans Regional Transportation Model. Additional analysis was completed for the signals which would be installed on Airline Drive to accommodate cross over traffic. These intersections operated at LOS C or better.

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Clearview Parkway Corridor Transportation System Management (TSM) improvements – TSM improvements, by definition, are relatively inexpensive projects which have localized impacts on traffic operations and capacity. This could include items like turn lane construction, signal updates and the like. To determine the potential changes in traffic operations and level-of-service, an analysis of each turn lane improvement using existing traffic information and traffic signal timing information:

Clearview NB Approach <i>with Right Turn Lane at W. Metairie Avenue</i>	AM Peak Hour				PM Peak Hour			
	Existing		Improved		Existing		Improved	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
NB thru/right	C	34.6 seconds	----	----	D	47.3 seconds	----	----
NB thru	----	----	C	31.0 seconds	----	----	D	36.6 seconds
NB right	----	----	B	14.0 seconds	----	----	B	11.1 seconds
Overall Intersection	E	74.8 seconds	E	73.5 seconds	E	78.9 seconds	E	75.3 seconds

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Clearview SB Approach with Restriping at Citrus Avenue	AM Peak Hour				PM Peak Hour			
	Existing		Improved		Existing		Improved	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
SB thru	C	28.4 seconds	----	----	D	39.3 seconds	----	----
SB thru/right	----	----	C	33.6 seconds	----	----	D	44.6 seconds
SB right	C	22.3 seconds	B	12.4 seconds	B	14.3 seconds	B	10.9 seconds
Overall Intersection	C	23.5 seconds	C	24.6 seconds	E	64.2 seconds	E	63.6 seconds

Source: Urban Systems Associates, Inc., July 2007.

Lead Street Ramp- Construction of the Lead Street ramp will provide an additional access point into the Elmwood Business Center and allow traffic an option to bypass the existing Earhart Expressway interchange at Clearview Parkway.

Clearview at Citrus Boulevard	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	C	23.5 seconds	C	21.4 seconds	D	40.3 seconds
PM Peak	E	64.2 seconds	D	38.9 seconds	E	57.8 seconds

Notes:

- (1) Operational analyses (YR 2007 Existing, YR 2007 Improved, YR 2027 Improved) completed using HCS+, Highway Capacity Software Release 5.2, Signalized Intersection module, 5.2F, McTrans Center, University of Florida. Results are for planning purposes only.
 - (2) Signal timing and phasing information for existing signal location obtained from LADOTD District 02 and Jefferson Parish Department of Traffic Engineering, 2007.
 - (3) Year 2027 traffic volume estimated using New Orleans Regional Transportation Model (NORTM) volumes for the corridor, along with traffic distribution information for Clearview Parkway between E. Corporate Avenue and Earhart Expressway.
 - (4) Year 2027 signal timing and phasing optimized in peak periods at 120 seconds (AM) and 140 seconds (PM).
- Table compiled by Burk-Kleinpeter, Inc., 2008.

For the purposes of initial planning and analysis, a review of peak-period level-of-service was conducted at the Clearview Parkway and Citrus Boulevard intersection, with (Improved) and without the project. Data for the future year analysis came from the NORTM, as maintained by the Regional Planning Commission.

The analysis assumes that some traffic using the higher demand left-turn movement from Citrus to Clearview northbound will utilize the Lead Street ramp instead of the intersection. However, the NORTM assumes that the number of vehicles using the ramp at peak will not be as great as the number using the Citrus Boulevard intersection to access Clearview Parkway. It is conceivable that this movement will remain higher as the more intense land uses on Citrus Boulevard are east of the Lead Street Ramp. This would require motorists choosing to use Lead Street to back-track, adding time to their trips. Also, if a motorist's destination is north of the Earhart Expressway (Airline Drive, I-10, Veterans Memorial Boulevard, etc.), travel through the existing intersection at Citrus



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would be a more direct path to Clearview Parkway than using Lead Street and the Clearview/Earhart interchange.

Given the proximity of this ramp to the Elmwood Business Center, it is conceivable that the ramp would be more attractive to heavy trucks making deliveries or taking goods to and from clients in the area. As observed at the time of the traffic counting program, the majority of the trucking movements appeared to occur just outside of the traditional commuter-driven peak periods. Therefore, it is suggested that as design and further refinement take place on this alternative that consideration be given to assessing the need for a traffic signal or traffic controls at the intersection of Lead Street and Citrus Boulevard. As this location is immediately west of the recently improved Edwards Avenue corridor, coordination with this signal would be required. In order to assess the best possible combination of signal timing/phasing, an analysis of Citrus between Clearview Parkway and Hickory Avenue would be in order.



Webb Street Extension –Construction of Webb Street will provide a parallel corridor to Clearview Parkway and allow northbound traffic to bypass congestion on the corridor during the peak period. For the purposes of initial planning and analysis, a review of peak-period level-of-service was conducted at the individual signalized intersections within the critical segment of Clearview Parkway analyzed, between Citrus Boulevard and Mounes Avenue.

Within this segment of Clearview Parkway, there are two u-turn areas which may need to be addressed by the construction of this alternative and creation of the fourth approach (east approach) of the intersection at Mounes Avenue:

- U-turn at Village East/Elmwood Shopping Center – Observations completed during peak-period traffic counting and non-peak periods indicated that some motorists traveling southbound on Clearview Parkway used the existing southbound left turn lane with signal to make a u-turn on Clearview Parkway, travel north and then right turn on Bloomfield Street. It is expected that some minor portion of this traffic may be relocated to the Mounes Avenue intersection, but to signing the area for no u-turns, followed by a rigorous enforcement program would remove this movement from the intersection.
- U-turn area on Clearview Parkway, approximately 85 feet north of Mounes Avenue – A u-turn area in the median just north of Mounes Avenue allows southbound Clearview Parkway motorists to complete a yield controlled u-turn to travel north on the corridor and access the adjacent commercial properties. Creation of a left turn bay for southbound Clearview to Mounes Avenue will need to take this movement into account.

Data for the future year analysis came from the NORTM, as maintained by the Regional Planning Commission, with assumptions for splits and potential traffic volumes on Webb Street based upon current (2007) observations of northbound Clearview Parkway traffic opting to use the Earhart Expressway eastbound ramps.

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Clearview Parkway at Mounes Avenue	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	C	34.1 seconds	D	52.9 seconds	E	62.1 seconds
PM Peak	F	83.6 seconds	F	82.0 seconds	E	65.0 seconds
Clearview Parkway at Village East	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	E	67.0 seconds	C	25.9 seconds	C	30.9 seconds
PM Peak	F	80.7 seconds	C	30.5 seconds	C	27.5 seconds
Clearview Parkway at Citrus Blvd	Existing 2007		Improved 2007		Improved 2027	
	LOS	Delay	LOS	Delay	LOS	Delay
AM Peak	C	23.5 seconds	C	24.1 seconds	D	44.0 seconds
PM Peak	E	64.2 seconds	E	56.8 seconds	F	85.9 seconds

Notes:

- (1) Operational analyses (YR 2007 Existing, YR 2007 Improved, YR 2027 Improved) completed using HCS+, Highway Capacity Software Release 5.2, Signalized Intersection module, 5.2F, McTrans Center, University of Florida. Results are for planning purposes only.
 - (2) Signal timing and phasing information for existing signal location obtained from LADOTD District 02 and Jefferson Parish Department of Traffic Engineering, 2007.
 - (3) Year 2027 traffic volume estimated using New Orleans Regional Transportation Model (NORTM) volumes for the corridor, along with traffic distribution information for Clearview Parkway between E. Corporate Avenue and Earhart Expressway.
 - (4) Analysis assumes the addition of an east approach at Clearview and Mounes Street intersection. Traffic estimate for the corridor based upon patterns shown in the NORTM. For planning purposes only.
 - (5) YR 2027 assumes a 120 second cycle length at all intersections for the AM and PM Peak periods. For planning purposes only.
- Table compiled by Burk-Kleinpeter, Inc., 2008.

As shown in the table, movement of traffic onto the Webb Street extension could aid in improving peak-period traffic operations at these locations. However, this initial review does not fully account for changes in traffic on several other local streets as a result of this project. One of the byproducts of this project may be a change in traffic patterns east of the Webb Street corridor on a combination of existing streets: Bloomfield Street, St. George Avenue, and a portion of Jefferson Highway. Motorists traveling west on Jefferson Highway may opt to use St. George and Bloomfield as a short-cut to Webb Street, and to the Earhart Expressway.

In addition, it is not clear how this project, when combined with the Lead Street ramp, could impact traffic flow within the Elmwood Business Center. The combination of projects offers a better alternative for local traffic circulation in and through Elmwood than the Clearview Parkway corridor. The attraction of the combined project movement is unknown, but could be forecast as a result of a modification to the NORTM to include Bloomfield Street, along with the Webb Street extension, into the future year 2027 transportation network.



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m. Summary of Analysis

Each of the remaining project concepts have been re-examined based upon how they could potentially impact the local area based upon the following general criteria: Potential Displacements; Potential Major Utility Impacts; Potential Circulation & Access Impacts; Potential Environmental Site Concerns; Traffic Operations (Peak Hour). As the initial analysis did not reveal any elements of the natural environment which appeared to be of concern, these elements were not included in the second analysis. The second analysis does take into account minor adjustments in concept geometry and location created through the Project Advisory Committee process, along with review completed by the project team. In some cases, the minor adjustments have created some differences than found with the original concept. In particular, changes confirmed the potential for possible direct displacements as a result of the construction of the Airline Overpass at Clearview Parkway, while the potential for indirect displacements for the neighborhood connector built in connection with the Continuous Flow Intersection appears possible.

Given the conceptual information available on each project, a level of potential compatibility with the identified purpose and need has been suggested and is provided in Table 11.

Table 11
Evaluation of Remaining Project Concepts
Clearview Parkway Corridor Project Area

Legend	 No Issues or Concerns
	 Possible Issue or Concern
	 Identified Issue or Concern

Conceptual Alternative (Title)	Initial Compatibility Matrix				
	Potential Displacements	Potential Major Utility Impacts	Potential Circulation & Access Impacts	Potential Environmental Site Concerns	Traffic Operations (Peak Hour)
Continuous Flow Intersection					
Additional At-Grade Improvements					
Overpass Option #1					
TSM Improvements					
Webb Street Extension (parallel to NOPBRR Trestle)					
Lead Street Ramp (Citrus Ave to Earhart Expwy)					

Notes:

(1) - Conceptual improvements for East-West rail corridor alternative and East-West highway corridor alternative, as provided by project engineers, have been consulted.

(2) - Potential Displacements= Structure Displacements (Residential or Commercial Structures which would be within a new apparent right-of-way for the corridor with the improvement) + Removal of Parking, Landscape, Driveways.

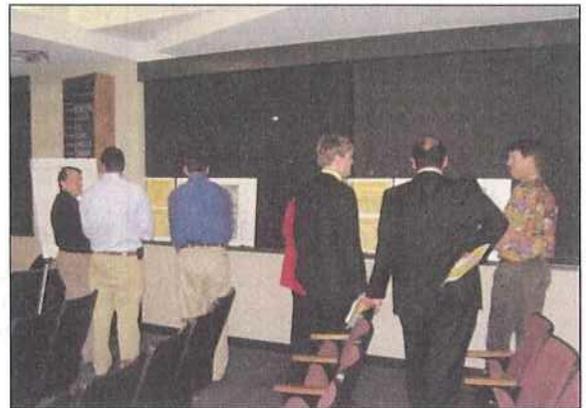
Compiled by Burk-Kleinpeter, Inc., with input from project descriptions provided by Richard C. Lambert Engineers and AIMS Group, 2008.

Based on this initial review of feasibility, all projects appear to be feasible in that they help address the identified statement of purpose and need, while maintaining, to the extent practicable, minimal impacts on the manmade and no impacts on the natural environment.

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- *Transportation System Management* improvements appear accomplishable within the existing corridor right-of-way, over the short-term with little or no impacts. By their design, these lower cost improvements will serve to meet existing needs and can be put in-place prior to the construction of the Huey P. Long Bridge.
- *Webb Street Extension/Lead Street Ramp* improvements appear to be accomplishable even with the identified issues relative to displacements and environmental issues. These projects require additional environmental clearance prior to their construction, and would most likely be able to be completed during a mid-term period.
- *Airline Drive at Clearview Parkway* improvements need to be addressed in order to make the entire transportation system flow better. However, these improvements require a more extensive environmental review due to the projected impacts on the adjacent areas, which cannot be clearly defined without complete survey information or community review and consensus. One of the recommended improvements would most likely be able to be completed over the longer term.



n. Summary of Public Comments

The project concepts, along with findings of this analysis, have been presented to the general public as part of a project information meeting held on February 21, 2008 in the Eastbank Council Chambers of Jefferson Parish, located in the Yenni Building. This meeting's attendance included local business/property owners and residents. Appendix F provides a record of the information presented and meeting attendance. A summary of comments received at the meeting has been provided in Table 12 by project concept.

Table 12

Summary of Public Comments

Clearview Parkway Corridor Project Information Meeting, February 21, 2008

Project Concept(s)	Comment/Question	Response
Airline Dr at Clearview Pkwy, Continuous Flow Intersection	How does someone drive through this intersection? The layout looks confusing	The proposed lane configuration will allow turning and through vehicles to move simultaneously through the intersection. Signs will be erected to show motorists traveling on Airline Drive where to go to make turns onto Clearview Parkway. Traffic signals will be provided at designated crossovers to stop through traffic and allow for the movement of vehicles into the turning lanes.

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Table 12 (continued)

Summary of Public Comments

Clearview Parkway Corridor Project Information Meeting, February 21, 2008

Project Concept(s)	Comment/Question	Response
<p>Webb Street Extension (parallel to NOPBRR Trestle)</p>	<p>How much additional local traffic could Webb Street attract through the St. George Avenue corridor and adjacent neighborhood via Bloomfield Avenue?</p> <p>Would this connector (and Mounes St intersection) increase truck traffic through the area?</p> <p>The Parish has already posted signs on most local streets (St. George Avenue) prohibiting trucks in neighborhood areas in place.</p> <p>Cut-through traffic on St. George Avenue is a problem which the neighborhood has reported to the Parish.</p>	<p>It was noted in the analysis presented earlier in this chapter that the initial traffic review did not fully account for changes in traffic on several other local streets as a result of this project. Bloomfield Avenue and Webb Street Extension, for example, are not in the New Orleans Regional Transportation Model (NORTM) as currently envisioned. This step would need to occur as part of the Stage 1 evaluation to determine traffic impacts.</p> <p>It was noted in the report that one of the byproducts of this project may be a change in traffic patterns east of the Webb Street corridor on a combination of existing streets: Bloomfield Street, St. George Avenue, and a portion of Jefferson Highway. Motorists traveling west on Jefferson Highway may opt to use St. George and Bloomfield as a shortcut to Webb Street, and to the Earhart Expressway. This was confirmed by those area residents in attendance who identified this as a current practice followed by some motorists.</p>
<p>Lead Street Ramp (Citrus Avenue to Earhart Expressway)</p>	<p>This connection is needed – what would be the potential economic benefit/impact of this connection?</p> <p>Traffic volumes for this road are low, by comparison to Webb Street – but given proximity to major warehouses and industrial sites, would heavy trucks be in the majority of the traffic using Lead Street? This would benefit Clearview Parkway.</p>	<p>While of review of economic benefits was not included in the Stage 0, the comments made by the public appear valid, given the land use patterns around the ramp, and its projected changes in the Parish’s adopted Future Land Use Map (FLUM).</p> <p>Policies outlined in the Comprehensive Plan will continue a practice of concentrating industrial and high intensity commercial development in the Elmwood Business Center. This would likely increase the number of trucks using roads in the area.</p>

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**Table 12 (continued)
Summary of Public Comments**

Clearview Parkway Corridor Project Information Meeting, February 21, 2008

Project Concept(s)	Comment/Question	Response
Lead Street Ramp (Citrus Avenue to Earhart Expressway) (continued)	A good alternative which may carry more traffic than indicated in the initial analysis. Please make sure to provide capacity to widen this ramp in the future.	Providing this traffic stream an alternative access offers the potential to reduce their number on Clearview Parkway, leading to an improvement in traffic flow and operations.
Clearview Parkway TSM Improvements	For \$1.3 million, the TSM Alternatives should be implemented soon	The TSM alternatives, by their design, can be accomplished within the existing corridor right-of-way, helping make them quick to accomplish.
Airline Dr at Clearview Parkway, Overpass	Although the most expensive option for improving this location, it is the best at relieving congestion.	No response
Airline Dr at Clearview Pkwy, At- Grade Improvements	<i>No questions or comments were received about this alternative.</i>	
<i>General Comment – Items shown at the meeting should be made available on a website (possibly the RPC, Parish, etc.) for the public to view.</i>		Copies of all items in PDF and JPEG form have been made available to the RPC for posting on their agency website (as of the week of February 25 th).

Please see Appendix F for the record of the Public Information Meeting, along with copies of comment forms and letters received from the Public on the project.

Compiled by Burk-Kleinpeter, Inc., 2008.

ⁱ Chapter 40, Zoning, Code of Ordinances, Parish of Jefferson, Louisiana, codified through Ord. No. 22778, enacted June 28, 2006 (Supplement No. 62, Update 3), www.jeffparish.net.

ⁱⁱ Article VI., Comprehensive Plan, Chapter 25, Planning, Code of Ordinances, Parish of Jefferson, Louisiana, codified through Ord. No. 22778, enacted June 28, 2006 (Supplement No. 62, Update 3), www.jeffparish.net.

ⁱⁱⁱ *Envision Jefferson 2020 Land Use Plan*, Jefferson Parish, as amended through January 2006,

^{iv} Exhibit 7-1 Plan Implementation Table, Section 25-407, Same -- Plan implementation table, Article VI., Comprehensive Plan, Chapter 25, Planning, Code of Ordinances, Parish of Jefferson, Louisiana, codified through Ord. No. 22778, enacted June 28, 2006 (Supplement No. 62, Update 3), www.jeffparish.net.

^v Section 25-430, Amendment, Chapter 25, Comprehensive Plan, Code of Ordinances, Parish of Jefferson, Louisiana, codified through Ord. No. 22778, enacted June 28, 2006 (Supplement No. 62, Update 3), www.jeffparish.net.

^{vi} Section 25-440, Monitoring and review of the plan, Chapter 25, Comprehensive Plan, Code of Ordinances, Parish of Jefferson, Louisiana, codified through Ord. No. 22778, enacted June 28, 2006 (Supplement No. 62, Update 3), www.jeffparish.net.



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- ^{vi} *Jefferson Parish Thoroughfare Plan*, Prepared through a cooperative endeavor with the Regional Planning Commission, Prepared for Jefferson Parish Government, Prepared by Burk-Kleinpeter, Inc., Urban Planning & Innovations, Co. and swLEADER, Inc., September, 2006.
- ^{vii} New Orleans Highway Functional Classification Urbanized Area Map, as accessed through www.dotd.louisiana.gov, March 15, 2007.
- ^{ix} *Highway Capacity Manual, Special Report 209*, Transportation Research Board, National Research Council, 1998, as amended.
- ^x Office of Highway Policy Information, FHWA Vehicle Types, www.fhwa.dot.gov, January 3, 2006.
- ^{xi} Traffic observations of Clearview Parkway Corridor during AM and PM peak periods, completed by Burk-Kleinpeter, during March and April, 2007.
- ^{xii} Road Bond: Keeping a Commitment, Jefferson Parish Road Bond, www.jeffroadbond.com, March 26, 2007.
- ^{xiii} *Envision Jefferson 2020 – Comprehensive Plan for Jefferson Parish, Louisiana*, provided by the Jefferson Parish Planning Department, adopted 2003.
- ^{xiv} Field review completed on June 19, 2007 by Urban Planning & Innovations, Co., of the Hickory Ridge Subdivision, Harahan, LA.
- ^{xv} As the time of this study, Jefferson Parish was working on requirements for development-based traffic impact analysis as part of their subdivision regulations and development code updates. The Louisiana Department of Transportation and Development has a rule for review of traffic issues as a part of its Traffic Impact Policy for New Access Requests on State and US Highways (March 2, 2005) which is a part of the driveway permitting process.
- ^{xvi} This information contained within this section reports approximate measures. Where possible, as-built drawings and other information obtained from LADOTD and Jefferson Parish has been used to supplement this definition in the conceptual engineering/layout work tasks contained within this project.
- ^{xvii} *East-West Corridor Transit Project, Draft Environmental Impact Statement* (State Project No. 700-26-0242, Federal Aid Project No. HP-STP-T021(019), Jefferson, Orleans and St. Charles Parishes, Louisiana, December 2006, prepared for the Regional Planning Commission, Federal Transit Administration, Louisiana DOTD, prepared by the East-West Corridor project team (led by URS Corporation).
- ^{xviii} Louisiana Department of Transportation and Development Program Development and Project Delivery System Manual, available as LADOTD website.
- ^{xix} Quantity Summary Sheets, Louisiana Department of Transportation and Development, 1st Quarter 2006.
- ^{xx} A separate project, undertaken by LADOTD District 02 will identify the final cross section for the improvements to LA 23 northbound and southbound from just north of the Algiers Outfall Canal to the intersection of Lapalco Boulevard and Behrman Highway. Items included in this report are for information only.
- ^{xxi} **NOTE: General design issues including lane, median and shoulder widths, will be addressed in more advanced design. All other specific design issues, including but not limited to those mentioned above and that pertain to LADOTD standards shall be addressed in more advanced stages of design.**
- ^{xxii} Developed using a map defining the "UNET Canal Network" Figure A-1, as contained in the Parish's drainage study.
- ^{xxiii} Based upon review of the historical photography from 1945, 1952, 1967 and 1976, as provided in Attachment 4.1, Historic Photographs, Environmental Investigation, Clearview Parkway, completed by Citywide, September, 2007.
- ^{xxiv} Cost estimates based upon application of accepted LADOTD Unit Costs for construction and should be used for planning purposes only. Costs include a 25% contingency, but do not include specific line item cost estimates for final right-of-way acquisition, demolition of displaced structures, environmental mitigation, design, construction administration, engineering, permitting and additional planning/environmental evaluation.
- ^{xxv} As noted by the Project Advisory review, using the "middle left turn" alignment on the four lane bridge concept could be another option for the concept design. It would allow the lefts to turn concurrently and increasing efficiency. This option should be evaluated during design to determine how this could work, given interconnectivity with the signalized intersections to the east (Central/Houma, Manson Avenue, Cleary Avenue).
- ^{xxvi} East-West Corridor, Highway Component Environmental Impact Statement, S.P.N. 700-26-0242, F.A.P.N. HP-STP-T021(019), Record of Decision was signed on May 7, 2007, N-Y Associates, November, 2007.
- ^{xxvii} New Orleans Regional Transportation Model, Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes, as of July 9, 2007. Note, updates to the model since the date of delivery are not reflected in this analysis and need to be addressed accordingly during the Stage 1 process.

C. PRELIMINARY ENVIRONMENTAL REVIEW

A preliminary environmental review was conducted in accordance with the Stage 0 Checklist to uncover whether the proposed project will adversely impact the community or area in terms of social, environmental, and man-made hazardous materials that may be present in the vicinity. The methods employed to recover the required data included Internet research and field investigations.

a. Natural Environment

Wetland Reserve Program - There are no Wetland Reserve Program Properties located in the vicinity of the project corridor.ⁱ

Section 4(f) Issues - The proposed project will not impact any adjacent public parks or wildlife refuges, as there are none located adjacent to the project area.ⁱⁱ

Historic Sites - Additionally, there are no known historic sites that will be impacted by the proposed project, as there are none known to be present in the vicinity. There are no properties listed on the National Register of Historic Places located in the vicinity of the project area, thus none shall be impacted by the proposed project. There are no Local, State, or National Historic Districts or National Landmark Districts located in the vicinity of the project area.ⁱⁱⁱ

Threatened or Endangered Species^{iv} - A total of 27 plant and animal communities within Jefferson Parish have been identified as rare, threatened and endangered by the Louisiana Department of Wildlife and Fisheries. Of these, three have been listed as endangered or threatened by both the state and federal government. All, with the exception of the Bald Eagle, reside in coastal environments.

Louisiana Scenic Rivers Act - No waterways listed under this Act will be impacted by the project, as there are none in the project area.^v

Significant Trees - LADOTD Tree Policy defines significant trees as live oak, red oak, white oak, magnolia or cypress trees which are aesthetically important, 18" or greater in diameter at breast height, and have a form that separates it from the surrounding vegetation or meets the criteria for historic trees. ^{vi} Within the median of Clearview Parkway south of the I-10 Service Road, Jefferson Parish has inventoried 24 live oaks and 27 baldcypress trees.^{vii} The live oaks have a diameter of 16 to 39 inches, while the baldcypress have an average diameter of 15 inches. Under the LADOTD Tree Policy, as many as 18 of the live oak trees may be considered significant based upon their size and location. A review of the trees listed on Live Oak Society Registry identified 265 registered trees within Jefferson Parish. The locations of all trees are not specified, so it is unclear if any are located within the project area.

Existing Bridge - There is an existing bridge span for Clearview Parkway to pass over the Earhart Expressway. There is no date of construction stamped on visible portions of the bridge. According to review of historic photography, this span was constructed between the years of 1967 and 1976.



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Navigable Waterways – There are no navigable waterways within the area of the project. The closest navigable waterway, the Mississippi River, is approximately 3,950 feet (0.75 mile) south of this project's terminus.

b. Man-Made Hazards and Impacts[™]

Hazardous Materials - Leaking Underground Storage Tanks (LUSTs): Review of the existing databases by EDR (as coordinated through Citywide Testing & Inspection) identified eight LUSTs located within the project area. Of these sites four (4) were identified within a search completed 02/13/07, while four (4) other sites were found within the HIST LUST site, dated 11/01/1999. Three of these sites are currently (August 2007) closed.

Table 13
Leaking Underground Storage Tank (LUST) Sites
Clearview Parkway Corridor Study Area

Site Number	Name of Facility	Address	General Location
15839	R&Y, LLC	2300 N. Clearview Parkway	NW quadrant, W. Napoleon intersection
70004	Danny and Clyde's ⁽¹⁾	2201 N. Clearview Parkway	NE quadrant, W. Napoleon intersection
1852	Crown Buick, Inc. ⁽²⁾	2121 N. Clearview Parkway	SE quadrant, W. Napoleon intersection
79464	Shell #137466 ⁽³⁾	900 N. Clearview Parkway	NW quadrant, W. Metairie intersection
13422	Elmwood Exxon #50786 ⁽⁴⁾	919 S. Clearview Parkway	Site Closed
15869	K Mart #3423 Auto Service ⁽⁵⁾	1400 S. Clearview Parkway	Auto Service Site Closed
69140	Majik Market #7451 ⁽⁶⁾	151 S. Clearview Parkway	Site Closed
70977	Airline E-Z Mart	4115 Airline Drive	Corner of Airline Drive and Pasadena Street

Notes:

- (1) Closure of 4 USTs granted on 5/23/95.
- (2) UST removed as of 12/1/98.
- (3) 5 USTs removed from site as of 11/1/00: 1 as of 5/1/99; 3 as of 10/1/00, 1 as of 11/1/00.
- (4) 3 USTs removed from site as of 11/21/02. Site closed and redeveloped for new land use (new construction, restaurant).
- (5) 1 UST removed from site as of 02/1/93.
- (6) Facility out of service. 3 USTs removed as of 10/21/04.

Data Source: EDR Environmental Data Resources, Inc., Corridor Study for Clearview Parkway, New Orleans, LA 70001, May 29, 2007.
Data compiled by Andrew H. Rogers, Ph.D., C.I.H., C.S.P., for Citywide Testing & Inspection, August 2007.
Table developed by Burk-Kleinpeter, Inc., 2007.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS): Review of the existing databases by EDR (as coordinated through Citywide Testing & Inspection) identified two CERCLIS sites located on Jefferson Highway outside of the limits of this project corridor.^{ix}

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Environmental Response Notification System (ERNS): Review of the existing databases by EDR (as coordinated through Citywide Testing and Inspection) indicates no incidents were reported to the National Response Center and added to its ERNS database, which appear to occur within or very near to the project area.^x

Enforcement and Compliance History (ECHO)s: There are no ECHOs noted within the project corridor.^{xi}

Chemical Plants, Refineries, Landfills - There are no chemical plants, refineries, or landfills located adjacent to the project corridor.^{xii}

Large Manufacturing Facilities – There are no large manufacturing facilities adjacent to the project.^{xiii}

Dry Cleaners - There is one (1) dry cleaning establishment within the project corridor. It is located at 2202 Clearview Parkway (Randon's Cleaners), in the vicinity of the W. Napoleon Avenue intersection.^{xiv}

Oil/Gas Wells – There are no oil/gas wells in area. From inspection and research of State of Louisiana website a determination was made that no oil or gas wells will be impacted by the project.^{xv}

Underground Storage Tanks and Gasoline Stations - According to the Underground Storage Tank Registry, there are seven USTs located adjacent to the project area, as shown in Table 14.^{xvi} All of these sites are active gas stations except for Safari Car Wash, which is an active carwash with fueling capabilities.

Table 14
Underground Storage Tank (UST) Sites
Clearview Parkway Corridor Study Area

Name of Facility	Address	General Location
Chevron	2301 N. Clearview Parkway	NE Quadrant, W. Napoleon intersection
Danny & Clyde's	2201 N. Clearview Parkway	NE Quadrant, W. Napoleon intersection
Shell	900 N. Clearview Parkway	NW Quadrant, W. Metairie intersection
Discount Zone	4457 W. Metairie Avenue	NE Quadrant, W. Metairie intersection
Texaco	4501 Airline Highway	NW Quadrant, Airline Drive intersection
Shell	1141 S. Clearview Parkway	NE Quadrant, Village East/Elmwood SC intersection
Safari Car Wash	913 S. Clearview Parkway	W side of Clearview at Mounes Street

Data Source: EDR Environmental Data Resources, Inc., Corridor Study for Clearview Parkway, New Orleans, LA 70001, May 29, 2007.
Data compiled by Andrew H. Rogers, Ph.D., C.I.H., C.S.P., for Citywide Testing & Inspection, August 2007.
Table developed by Burk-Kleinpeter, Inc., 2007.



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c. Social Impacts

Community Elements - There is one church located along the Clearview Parkway corridor between W. Metairie Avenue and Airline Drive, at the corner of Prince Street.

There is a hospital located on the east side of Clearview Parkway across from the intersection of Citrus Boulevard. This facility (Ochsner Hospital-Elmwood) has a physical address of 1221 South Clearview Parkway, New Orleans, LA 70121. The site contains a hospital, medical office facility and multi-level parking garage. It has a driveway on Clearview Parkway. However, most of the site entrances and driveway access is on Webb Street, north of Bloomfield Street.

The Jefferson Parish Eastbank sewage treatment facility is located on the western side of Clearview Parkway, just north of the Earhart Expressway interchange. This facility has a physical address of #2 Humane Way, Harahan, LA 70123. This plant treats all waste-water generated by residents and businesses on the Eastbank of the Mississippi River.

The Jefferson Parish Animal Shelter is located on the western side of Clearview Parkway, just north of the Earhart Expressway interchange. This facility has a physical address of #1 Humane Way, Harahan, LA 70123. It is located adjacent to the Jefferson Parish Eastbank sewerage treatment facility.

The Garden of Memories Cemetery and Mausoleum is located approximately .036 miles west of the Clearview Parkway and Airline Drive intersection. The facility has a physical address of 4800 Airline Drive, Metairie, LA 70001.

The Jefferson Parish Eastbank Consolidated Fire Department maintains a fire station facility/complex across from East Jefferson High School. Station 13 and Station 16 (Trailer #1) have a physical address of 4642 Calumet Street, Metairie, LA 70001, approximately 0.23 miles northwest of the Clearview Parkway and Airline Drive intersection.

The East Jefferson High School, a public educational facility, has a physical address of 400 Phlox Avenue, Metairie, LA 70001. This facility is located approximately 0.24 miles northwest of the Clearview Parkway and Airline Drive intersection. Co-located within this facility's campus are the Joseph S. Yenni Stadium and an auditorium used by the Jefferson Performing Arts Society. The Yenni Stadium is located on the northern end of the campus, closer to W. Metairie Avenue and approximately 0.21 miles southwest of the W. Metairie Avenue/Clearview Parkway intersection.

Residential/Commercial Relocations and Displacements – Most of the land areas along Clearview Parkway have been developed to include residential or commercial structures. Widening of the roadway beyond the currently defined right-of-way will require the displacement of existing structures in some areas. The number and type of displacements will be contained within each conceptual improvement description.

Sensitive Community Issues Related to the Project - No sensitive community issues related to the project have been identified by the project team.

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Demographics: Impacts^{xvii,xviii}

The corridor study area passes through four census tracts: 218.01, 230.02, 231 and 242. Data on population composition and income levels for these tracts have been collected and compared to the Parish averages as well as the national thresholds for poverty. This allows for identification of areas where there may be an impact to population groups covered under Executive Order 12898, Environmental Justice.^{xix} A summary of population and income information for the census tracts is in Table 15. Based on the reported characteristics of the population at the time of the last census, no adverse impacts on groups which would fall under the Environmental Justice guidelines are foreseen.

Population – At the time of the 2000 Census, 30% of the Parish’s population could be considered minority (defined as non-White population). Within the group of census tracts identified for analysis, the average percentage of minority population is 11%. The highest concentration of minority population is found in Census Tract 242, where 21% of the population falls into the non-white categories. This is below the average for the parish as a whole.

Income – At the time of the 2000 Census, the median household income for Jefferson Parish was \$38,435. Income levels within the group of census tracts identified for analysis range between \$32,819 and \$51,225. These levels are well above the levels identified for poverty at the time of the Census.^{xx}

Table 15
Summary Demographic Characteristics (Population and Income), 2000 Census
Clearview Parkway Corridor Study Area

	Total Population	Percentage Minority	Percent below Poverty Level	1999 Median Household Income
Jefferson Parish	455,466	30%	14%	\$38,435
<hr/>				
Clearview Parkway Corridor Study Area				
Census Tract 218.01	2,822	13%	8%	\$34,837
Census Tract 230.02	4,518	6%	6%	\$51,225
Census Tract 231	2,427	3%	12%	\$32,819
Census Tract 242	3,893	21%	15%	\$42,477

Note:

1. Data from US Census Bureau website, factfinder.census.gov, downloaded June 5, 2007.

Compiled by Burk-Kleinpeter, Inc., 2007.



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- ⁱ United States Department of Agriculture (USDA), Natural Resources Conservation Service (NCRS), Online. Available: <http://www.nrcs.usda.gov/programs/wrp/pdfs/louisiana05.pdf>. Accessed June 7, 2007.
- ⁱⁱ Louisiana Department of Wildlife and Fisheries, map of Wildlife Management Areas. Online. Available: <http://www.wlf.louisiana.gov/experience/wmas/maps>. Accessed: June 7, 2007.
- ⁱⁱⁱ National Park Service, National Register Information System (NRIS). Online. Available: <http://www.nr.nps.gov/>. Accessed: June 7, 2007.
- ^{iv} Louisiana Department of Wildlife and Fisheries, Louisiana Natural Heritage Program, Threatened and Endangered Species. Online. Available: <http://www.wlf.louisiana.gov/experience/naturalheritage/rare-species-and-parish-habitats>. Accessed: June 7, 2007.
- ^v Louisiana Department of Wildlife and Fisheries, Louisiana Scenic Rivers System Map. Online. Available: <http://www.wlf.louisiana.gov/experience/scenicrivers/louisianascenticriverssystemmap/>. Accessed: June 7, 2007.
- ^{vi} Live Oak Society, LA DOTD Significant Tree Policy. Online. Available: <http://www.louisianagardenclubs.org/pages/liveoakfiles/treepolicy.htm>. Accessed: October 11, 2006.
- ^{vii} Tree Survey along Clearview Parkway, S. I-10 Service Road to Airline Drive, provided by Jefferson Parish, June 8, 2007.
- ^{viii} The boundaries for the EDR survey have been defined as 1 mile in each direction of the Clearview Parkway corridor segment bounded by Zenith Street on the North and Jefferson highway on the South.
- ^{ix} EDR data, as provided by Andrew H. Rogers, August 2007.
- ^x EDR data, as provided by Andrew H. Rogers, August 2007.
- ^{xi} EDR data, as provided by Andrew H. Rogers, ERNS website information: <http://www.nrc.uscg.mil/foia.html>, August 2007.
- ^{xii} Ibid.
- ^{xiii} Stage 0 LADOT Environmental Checklist, Clearview Parkway Stage 0 Feasibility Study, prepared by Citywide Testing & Inspection, Andrew H. Rogers, August 2007.
- ^{xiv} Attachment D, Stage 0 LADOT Environmental Checklist, Clearview Parkway Stage 0 Feasibility Study, prepared by Citywide Testing & Inspection, Andrew H. Rogers, August 2007.
- ^{xv} Attachment D, Stage 0 LADOT Environmental Checklist, Clearview Parkway Stage 0 Feasibility Study, prepared by Citywide Testing & Inspection, Andrew H. Rogers, August 2007 and Louisiana Department of Natural Resources (DNR), SONRIS Integrated Applications. Online. Available: http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm.
- ^{xvi} Louisiana Department of Environmental Quality, Underground Storage Tanks Database. Online. Available: <http://www.deq.louisiana.gov/portal/tabid/136/Default.aspx>. Accessed January 3, 2006.
- ^{xvii} The US Bureau of the Census, Census 2000 Summary File 1 (SF-1). 100-Percent Data. P-3. Race. Available: <http://www.factfinder.census.gov>. Accessed: June 6, 2007.
- ^{xviii} The US Bureau of the Census, Census 2000 Summary File 3 (SF-3). Sample Data. P-53. Median Household Income in 1999 (Dollars). P-87. Poverty Status in 1999 by Age. Online. Available: <http://www.factfinder.census.gov>. Accessed: June 6, 2007.
- ^{xix} Memorandum for the Heads of All Departments and Agencies, Executive Order on Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, Executive Order 12898, February 11, 1994.
- ^{xx} As defined by the Department of Health and Human Services, Persons with "low-income" include those who live in a household with an income at or below \$17,029.

D. PRELIMINARY COST ESTIMATE

A preliminary order of magnitude cost estimate for the project has been prepared using unit cost information supplied by LADOTD. The purpose of this estimate is to provide an initial review of the commitment required to construct the project. This information is shown in Table 16 on the next page.

Estimates include costs for right-of-way, engineering, survey, and contingency as expressed in 2007 dollars, based on bid tabulations from the 1st quarter of 2007 reported by LADOTD. In addition, the project costs include estimates for right-of-way using comparable information for similar projects in the area as provided by LADOTD, or as developed using real estate sales information collected through the University of New Orleans' Real Estate Data Center.¹

Future steps in the LADOTD project development process may result in adjustments in corridor location, assumed conditions and typical sections developed as a result of detailed study and survey. In addition, adjustments in unit costs will require subsequent changes in the estimates contained herein. Therefore, these costs should be considered preliminary, not final.

¹ Metropolitan New Orleans Real Estate Market Analysis, Katrina Edition, Volume 38, 2005/2006, Published by the Real Estate Market Data Center & Center for Economic Development, University of New Orleans, May 2006. Supplemented with data from www.realtor.com which provided sales price information for residential real estate in the neighborhood areas adjacent to the Clearview Parkway corridor.



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Table 16
Preliminary Order of Magnitude Cost Estimate (2007)
 Clearview Parkway Corridor Improvement Concept Alternatives

Project Title	Mobilization, Demolition, Site Preparation	Roadway Components	Signalization	Drainage and Utilities Relocation	Contingencies (at 25%)	Engineering, Construction Administration, Testing	Right-of-Way (estimate)	Estimated Project Cost
Continuous Flow Intersection	\$804,132	\$5,600,923	\$2,125,000	\$875,024	\$2,351,270	\$1,060,200	\$850,000	\$13,700,000
At-Grade Improvements	\$787,485	\$5,453,466	\$1,375,000	\$875,024	\$2,122,744	\$971,700	\$0	\$11,600,000
Overpass	\$2,400,700	\$15,876,586	\$125,000	\$337,127	\$4,684,853	\$2,477,700	\$3,330,000	\$29,300,000
TSM Alternatives	\$210,263	\$280,788	\$378,600	\$0	\$217,413	\$147,800	\$0	\$1,300,000
Webb Street Extension	\$319,072	\$2,318,260	\$25,000	\$1,207,946	\$967,570	\$666,000	\$1,689,235	\$7,200,000
Lead Street Ramp	\$661,860	\$2,674,096	\$125,000	\$8,356,900	\$2,954,464	\$1,347,800	\$0	\$16,200,000

Notes:

(1) - Based upon unit cost information provided by LADOTD. Estimated project costs reflect rounding up to the closest \$100,000.

(2) - Price does not include costs associated with interim improvements under design and review at LADOTD District 02.

(3) - Costs do not include any private utility relocations, which would be handled by the respective utility company.

Compiled by Burk-Kleinpeter, Inc., using input from individual project engineers (AIMS Group, RC Lambert Consultants, Urban Systems Associates, Inc.), 2008.

E. EXPECTED FUNDING SOURCES

According to the Transportation Improvement Program for the New Orleans Urbanized Area for the Fiscal Years 2007-2010, some funding has been allocated to improvements in the general area, including one on Clearview Parkway. This information is provided in Table 17.

Table 17

Programmed Funding for Improvements, Clearview Parkway Corridor Study Area
Transportation Improvement Program for New Orleans Urbanized Area FY 2007-2010

Fiscal Year	Project Name	Work Phase	Estimated Cost	Federal Share	Source
FY 07 (10/1/06-9/30/07)	Huey P. Long Bridge Bridge Rehab and Widening 006-01-0018	Construction	\$212.4 Million	-n/a-	TIMED (State of LA)
FY 08 (10/1/07-9/30/08)	Huey P. Long Bridge Bridge Rehab and Widening 006-01-0021	Construction	\$321.2 Million	-n/a-	TIMED (State of LA)
FY 11-FY 16	Earhart at Causeway (LA 3139) Interchange 430-01-0013	Construction	\$4.0 Million	\$3.2 Million	Demonstration
FY 11-FY 16	Clearview Drainage at Earhart 700-26-0294	Construction	\$8.75 Million	\$7.0 Million	Demonstration
FY 11-FY 16	US Highway 61 Corridor Preservation (ROW Acquisition) 737-26-0001	ROW	\$6.75 Million	\$5.4 Million	Demonstration
FY 11-FY 16	Relocate Hickory Avenue , LA 3154 (Mounes to LA 48) 826-44-0027	Construction	\$10.75 Million	-n/a-	State Bonds
FY 11- FY 16	Earhart Expressway Access Improvements 430-01-0016	Construction	\$5.0 Million	\$4.0 Million	STP>200K
FY 11 – FY 16	Earhart Expressway Ramps at Dakin Street 430-01-0020	Construction	\$1.0 Million	\$800 K	STP>200K
FY 11-FY 16	L&A Road at LA 3139 (Earhart Expressway) 742-26-0043	Construction	\$5.0 Million	\$4.0 Million	STP>200K

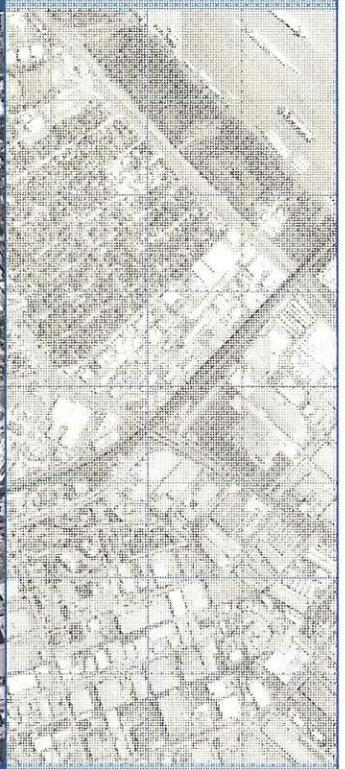
Source: Program as proposed February 13, 2007, Regional Planning Commission.



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