

# INFRASTRUCTURE INVENTORY AND CONDITION ASSESSMENT



## **Veterans Boulevard Corridor: Virginia Street to Belleview Boulevard Jefferson Parish, Louisiana**

**RPC Project SLE3Su-Kenner  
U.S. Department of Commerce (EDA) Grant No. 08-83-04836.01**

**December 2015**

**Prepared For:  
Regional Planning Commission for Jefferson, Orleans, Plaquemines,  
St. Bernard, St. Tammany, and Tangipahoa Parishes**



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## I. Executive Summary

The New Orleans Aviation Board announced plans to relocate the passenger terminal of the Louis Armstrong New Orleans International Airport (LANOIA) to the north side of the existing airport property in Kenner. The nearly \$800 million project includes not just a new terminal with three concourses, but other on-site infrastructure improvements and an on-site hotel. Due to the massive scope and the potential impacts on the City of Kenner, the City and the Regional Planning Commission felt it necessary to evaluate the increased infrastructure needs and the possible impacts on the Veterans Boulevard commercial corridor, and the industrial and residential area between the Airport and I-10.

The overall impact of the project is likely to have both benefits and challenges for the City's land use and zoning. It is predicted to spur economic development and redevelopment north of the airport and along the Veterans Boulevard corridor in the study area between Virginia Street and Belleview Boulevard.

Such redevelopment could affect infrastructure capacity in the area north of the airport – utilities, drainage, sewer service, and traffic. The north and south limits of the study area are Interstate 10 (I-10) and 27<sup>th</sup> Street. Adjacent areas were considered and evaluated as well. Also, in order to evaluate the potential impacts of the new Airport Terminal Project, this study examined existing conditions, conducted site visits, and interviewed pertinent public and private utility companies and agencies.

### Findings:

The areas situated between the Airport property and I-10 have established commercial developers. Therefore, many of the utility providers, public and private, have



already established services for the area. Most of the private utility providers, without providing much detail, stated that they are prepared for, or are capable of servicing, whatever development and redevelopment that may result from the Airport Terminal Project.

The public utilities and infrastructure providers offered a little more detail:

- Water service is adequate for existing and future growth, according to Jefferson Parish Water Department.
- Drainage is generally sufficient for existing conditions. Any new commercial or industrial development or redevelopment would be required by the City of Kenner to provide onsite detention.
- Sewer service is generally adequate but the City of Kenner and its sewer operator, Veolia, stated there could potentially be a deficiency with existing Lift Station No. 4337, located in the Crestview Street industrial area.
- By far, the largest impact of the Airport's new Terminal Project seems to be on the streets and traffic in an already congested area. Though long range plans call for a new interchange flyover at I-10 and Loyola Drive for the Airport, Kenner is concerned about traffic in the short term, and the potential negative impact the flyover could have on development and businesses in Kenner if all Airport traffic is diverted away from Kenner and local businesses.



This study makes the following recommendations:

- Improve Loyola Drive at-grade from Veterans Boulevard to I-10. (in design phase now)
- Construct Airport Connector Road from Veterans Boulevard to the airport. This at-grade section consisting of four (4) lanes is under design at this time also and will be built just east of Aberdeen Street.
- I-10/ Loyola Drive Interchange Modifications, which is a future elevated tie-in.
- Rehabilitate Bainbridge Street/Stabilize Canal - Since Bainbridge Street will be used as a haul route for numerous construction related operations and will serve as a secondary connector road to the new terminal, it is recommended to rehabilitate Bainbridge Street and stabilize Canal No. 19, which is in the middle of the roadway. Kenner officials have recommended this work due to the massive construction traffic and heavy loads that this road will undergo.
- Add a six foot (6') wide concrete sidewalk along the north side of Veterans Boulevard, add a crosswalk with beacon at Salem Street, enhance the existing crosswalk at Phoenix Street with a push button pedestrian signal with actuator, and add pedestrian crossings at Loyola Drive & Bainbridge Street.
- Add twelve foot (12') wide concrete multi-use path along the south side of Veterans Boulevard.



- Rehabilitate the existing sewer Lift Station No. 4337 with new equipment and a new wet well, increase the pumping capacity, add gravity sewer lines and re-route the force main to Kenner's sewer treatment plant.
- Beautify along the Veterans Boulevard corridor - Adding decorative signs to mark the entrance to the City of Kenner is needed to establish a landmark or gateway entrance. Landscaping, decorative raised planters and artwork should also be added throughout the corridor along the median.

A preliminary probable construction cost for the recommended improvements is included as Figure VII-2.



## II. Purpose and Need

The purpose of the infrastructure inventory and condition assessment of the Veterans Boulevard Corridor is to determine potential infrastructure impacts from transformational redevelopment and increased density of commercial uses. The New Orleans Aviation Board has undertaken the task of building a new terminal at the Louis Armstrong New Orleans International Airport (Airport). The new terminal and associated improvements are projected to be finished by October 2018. Access to the new terminal shall be via Veterans Boulevard. Therefore, transformational redevelopment has already begun in the corridor and an increased density of commercial uses is anticipated.

Plans for the airport include building a new, \$650 million, 30-gate terminal with three concourses and a parking garage, as well as a \$17 million privately financed hotel, all on the north side of the airport's east-west runway. The overhaul would also include a \$72 million, state-financed power station and a drainage pump station. Long range future plans include a new \$100 million ramp to directly tie Interstate-10 (I-10) traffic to the new terminal.

Due to the massive scope of the Airport's terminal project, the Regional Planning Commission and City of Kenner officials saw the necessity to evaluate the potential increased infrastructure needs and the possible impacts on the Veterans Boulevard commercial corridor, and the industrial and residential area between the Airport and I-10. See Figure II-1 for a map of the study area.

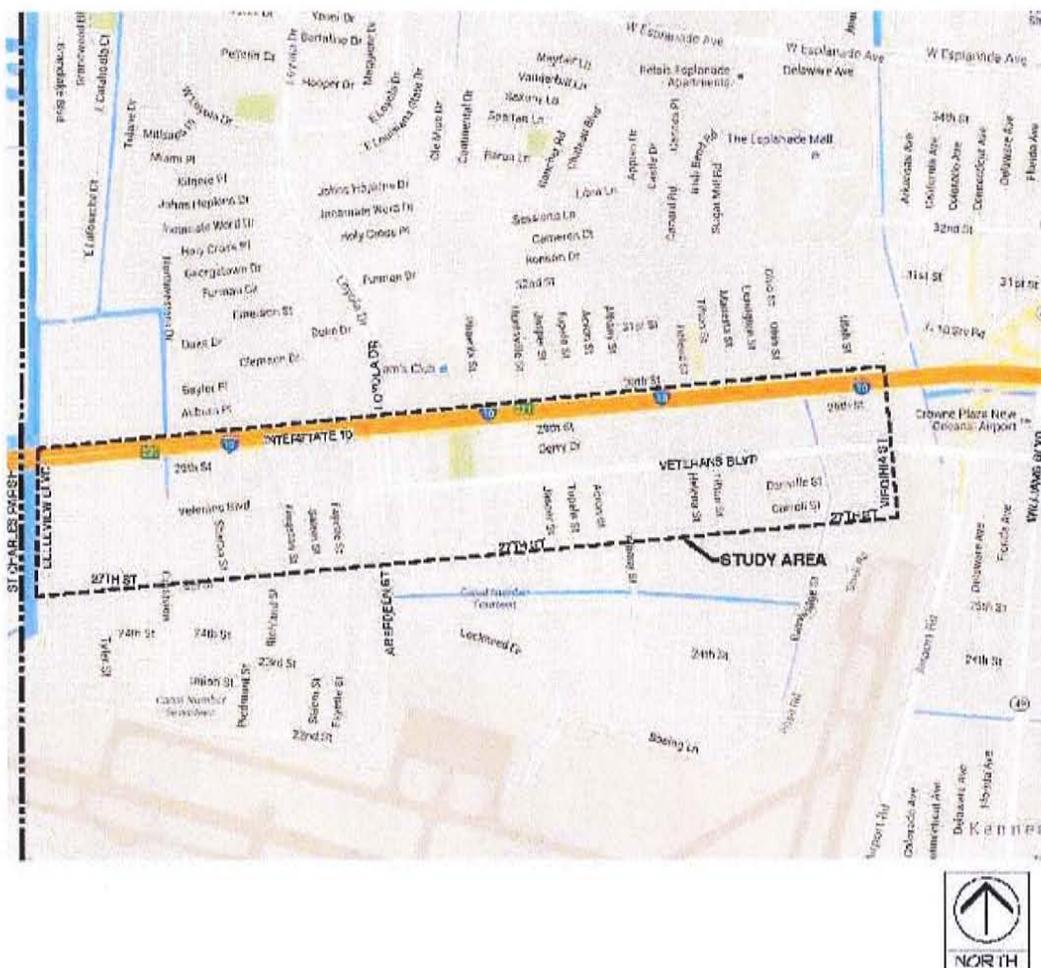


Figure II-1- Study Area

It is anticipated that changes in land use and development of new or expanding businesses along Veterans Boulevard could impact the City's drainage, water, sewerage, transportation, utility and communication infrastructure on the north side of the Airport and the Veterans Boulevard corridor.



### III. Introduction

In May 1946, commercial air service began at Moisant Field, later named New Orleans International Airport. In 2001 it was again renamed Louis Armstrong New Orleans International Airport. The Airport, though located within the city limits of Kenner, LA, is owned by the City of New Orleans and operated by the New Orleans Aviation Board. Over time, the facility has grown as has the City of Kenner. Residential, commercial and light industrial development increased rapidly in Kenner, especially in the 1960's and 1970's.

In April 2013, New Orleans Mayor Mitchell J. Landrieu was joined by the New Orleans Aviation Board to announce plans to build a new \$650 million terminal on the north side of the airfield. The construction is scheduled to be completed by October 2018.

(Source: <http://www.flymsy.com/PageDisplay.asp?p1=5715>)

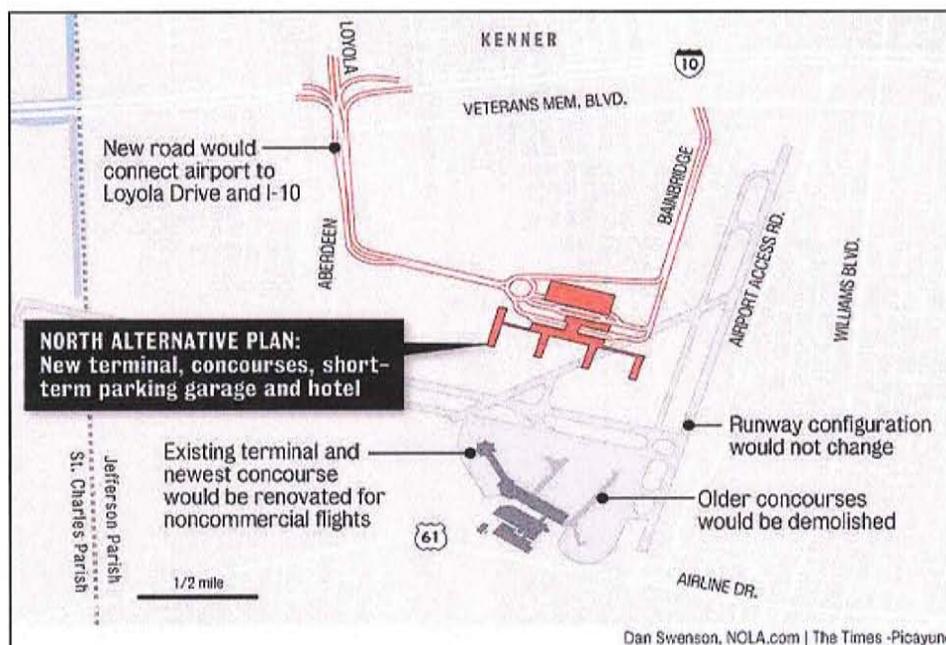


Figure III-1 – North Alternative Plan



#### IV. Land Use, Zoning and Other Regulations

Land use in the study area and areas adjacent to the study area will be impacted by the new terminal development. The land uses and the potential change in use and intensity will consequently have an impact on services and infrastructure in the study area. Zoning and other regulations by the City of Kenner will likewise affect growth and development and redevelopment in the study area, which, in turn, will impact traffic, utility services and infrastructure.

In January 2015, the City of Kenner adopted the *Pattern for Progress: The City of Kenner Comprehensive Land Use Plan*. This plan was completed prior to the announcement and details of the Airport's terminal project being released to the public. The plan states that, lacking the details of the Airport's proposed project, it was impossible to determine the long term impacts on the City of Kenner.

According to Louisiana State Law (LA Revised Statutes 33:106), a "comprehensive plan" is "...a statement of public policy for the physical development of a parish or municipality adopted by the parish or municipal planning commission." A comprehensive plan typically addresses issues of local importance in specific chapters or "elements." Each community's plan would likely have some common elements, such as land use, transportation, and implementation. The remaining elements would then address those issues that are important to the individual communities. The Plan envisions what the desired land uses in Kenner would be 10 - 15 years in the future, although such plans can and should be updated periodically to reflect changing conditions and community vision.



The *Pattern for Progress* plan contains the following elements:

- Land Use
- Resilience
- Housing Report
- Economic Development
- Community and Public Facilities
- Plan Implementation Strategies

Like all plans, the *Pattern for Progress* plan is general in nature and is a guideline for policy and regulations that will implement the plan. In terms of determining impacts to the study area, the Land Use and Economic Development elements of the plan come the closest to addressing the specific issues of utilities, services and growth.

One of the central themes of the plan, and other plans adopted by the City, is the need for Kenner to improve its appearance, especially along the commercial corridors, and to become more pedestrian and bicycle friendly – meaning more and better sidewalks, bike paths, and shared routes.

A. Land Use Element

The Land Use Element of the *Pattern for Progress Comprehensive Plan* starts with the “Existing Land Use Map.” It is a baseline starting point, documenting the general uses of properties in the City. From this starting point, the City can determine if the mix of uses in an area will continue, if the community wants it to continue or is it likely or desirable to change. The existing mix of uses in the study area includes commercial uses along this corridor, existing commercial/industrial



mix in the bookend areas, and existing residential uses between Interstate 10 and the Airport. There are single-family neighborhoods as well as significant multi-family units in this area. The *Existing Land Use map* from the plan is shown as *Figure IV-1*.

The *Future Land Use Map*, *Figure IV-2*, shows that this pattern, neighborhood scale commercial development along Veterans Boulevard west of Williams Boulevard and a mix of commercial and industrial on either end, in the Bainbridge Street and Crestview Street industrial areas, is likely to remain unchanged in the near future. However, the planning process and adoption of the *Pattern for Progress* plan took place prior to the New Orleans Aviation Board's announcement of the terminal relocation plans.

Since the announcement by the New Orleans Aviation Board to build a new terminal to the north side, the City has already started hearing rumblings of increased interest in commercial development on the north side of the airport property in this study area.

As a result, the City of Kenner is likely to re-evaluate the *Future Land Use Plan* and *Future Land Use Map*. The formal process, should the City choose it, will likely take several months to conduct since several public hearings would be required. However, this study will assume, based on input from the City of Kenner Administration and Planning Department that more intense commercial development along the Veterans Boulevard corridor is likely and is welcomed by the City.



The most likely uses to spring up along this corridor, in response to the new Airport Terminal Project, will be hotels, restaurants, and gas stations. In fact, the Terminal project includes the development of a hotel on-site. Also, an old hotel was demolished and three new ones are under construction on the north side of Veterans Boulevard, near the intersection of Bainbridge Street at this time.

B. Economic Development Element

The Economic Development element of the *Pattern for Progress* identifies the Airport and its economic influence as one of the strongest aspects of the City's economic future (*Pattern for Progress*, page 94). It does not specifically identify the Veterans Boulevard Corridor study area as a corridor on the verge of change. Again, the *Pattern for Progress Plan* was prepared before the details of the new Airport Terminal Project was made public. The potential impact on the Veterans Boulevard corridor as a result of the relocation of the new terminal is likely significant and further study into the economic impact on Kenner is warranted in the near future.



### Existing Land Use

*(Source: City of Kenner Planning Department: Pattern for Progress: City of Kenner Comprehensive Plan – 2015)*



Figure IV-1 – Existing Land Use



### Future Land Use

*(Source: City of Kenner Planning Department: Pattern for Progress: City of Kenner Comprehensive Plan – 2015)*

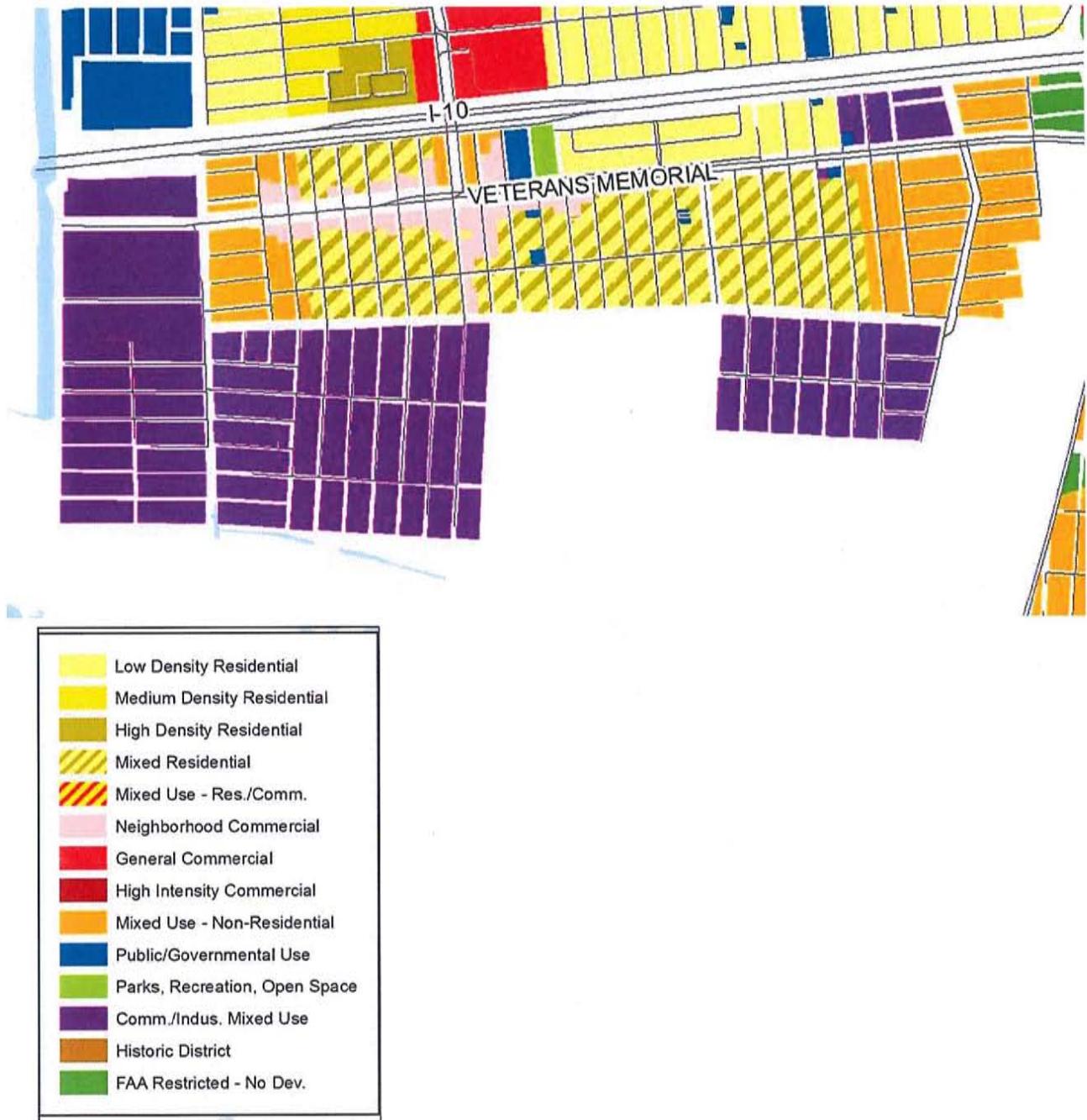


Figure IV-2 – Future Land Use



### C. Zoning

Zoning is one of the tools in the City of Kenner's "tool box" to help implement the Comprehensive Plan. It sets the rules for development and determines which uses are permitted or prohibited in each zoning district, sign regulations, and required parking and landscaping. The City of Kenner is in the middle of major revisions to its zoning code and proposed zoning district map. A final round of public hearings occurred in November 2015. The City of Kenner Planning Department expects the process to be complete and the new Unified Development Code (UDC) with the corresponding zoning map, to be adopted by Kenner City Council by the end of 2015.

Figure IV-3 is the draft zoning map under consideration by the City. The proposed zoning map shows the Veterans Boulevard corridor in the Bainbridge Street – Crestview Street area to be mostly **C-1 Neighborhood Commercial District**. The C-1 District permits offices and general commercial and retail uses less than 4,500 square feet in area. The C-1 District does not permit hotels but does permit restaurants (except drive-thru) and gas stations. These are the most likely uses to be attracted to the airport area and the new terminal. In the proposed zoning regulations and map revisions, the C-1 designation will remain for several reasons:

- C-1 Commercial Zoning is the least intrusive district for the adjacent residential neighborhoods.



- Proposed development of uses such as hotels, restaurants, and gas stations would require, depending on the proposed use and location, a rezoning request, a conditional use approval process, or some other approval process that would require a more extensive review and approval process by the City. These processes serve to protect the residents of the nearby adjacent neighborhoods from inappropriate and commercial development. The City of Kenner, in order to promote appropriate economic development, encourages well-planned proposals, but needs to balance that with quality of life issues in the residential districts.

Figure IV-3, the *Proposed Zoning Map*, shows large areas of residentially zoned property, in yellow. It is not likely that the City would consider a blanket rezoning of these existing residentially zoned properties to commercial or industrial in the near future. Such commercial intrusion into residential areas can be very controversial and the Kenner City Council – the legislative body charged by state law with approving zoning changes – is not likely to consider it at this time. However, as stated previously, Kenner officials consider the City to be “business-friendly” and well-planned and appropriate proposals will be considered by the City.

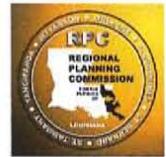


Proposed Zoning Map – Study Area

(Source: City of Kenner Planning Department: Oct. 2015 Draft Unified Development Code)



Figure IV-3 - Proposed Zoning Map for Study Area



## V. Vacant Property

The amount of vacant, and therefore developable, property is useful to judge how much impact full development would have on utilities and other infrastructure. For instance, is there enough sewer treatment capacity or water capacity to handle the potential growth when these vacant properties are developed?

The amount of vacant land within the study area available for development was estimated for each of the three major zoning categories – residential, commercial, and industrial. It was estimated by using the measuring tool on Google Earth. Distances were measured using apparent property lines and rights-of-way rather than exact parcel area. See Exhibit L-1 for an aerial view depicting the vacant properties used in these calculations.

### A. Vacant Residential Property

Most of the vacant residential property in the study area is zoned RR-3, three and four unit residential. These residential properties are located in the center of the study area with the two industrial areas on either side, east (Bainbridge Street) and west (Crestview Street), of the residential areas. There are a few vacant properties zoned for single-family residential in the Susan Park area but those were included in with the total vacant residential properties.

The total amount of vacant land in the study area zoned for residential uses is estimated at **242,400 square feet**. Under the RR-3 Zoning District requirements, there must be **1,750 sf per unit**. In theory, the 242,400 square feet of residentially



zoned vacant property could see, at full buildout, another **138.5 residential units** in the study area and adjacent areas.

B. Vacant Commercial Property

Like the residentially zoned areas, the vacant property zoned for commercial uses tends to be centrally located. That is, situated between the two industrially zoned areas to the east and west – along Bainbridge Street and Crestview Street. The total amount of vacant commercially zoned property in the study area is **352,600 square feet**.

C. Vacant Industrial Property

The industrially zoned areas are physically divided on two sides of the study area. On the east side is the Bainbridge Street industrial area and to the west is the Crestview Street industrial area. There are three industrial zoning classifications based on intensity and impact of the uses – Heavy Industrial, Light Industrial, and “Special Industrial.” The vacant property estimates were not separated by these three zoning districts but rather all combined into the “Industrial” category.

These vacant industrial areas were then calculated separately based on location – east (Bainbridge Street) and west (Crestview Street).

Bainbridge Street - 299,375 square feet

Crestview Street – 926,180 square feet



The total vacant properties zoned for industrial use is estimated at **1,225,555 square feet**. Again, these estimates were used to gauge the potential impact of full development of these vacant properties on utilities and infrastructure in the study area.



## VI. Infrastructure Inventory and Assessment

It is anticipated that the study area will experience transformational redevelopment and greatly increased density of commercial uses to support the new Airport terminal and its new northern entrances from Veterans Boulevard. The primary access is planned to be a boulevard street just to the east of the existing Aberdeen Street. A secondary access for deliveries will be via Bainbridge Street. Associated changes in land use and densification will be dependent upon adequate infrastructure. Therefore, the following infrastructure was inventoried and assessed:

- Communications
- Drainage
- Electric
- Natural Gas
- Pedestrian Crossings
- Regulatory and Directional Signs and Traffic Signals
- Sewer
- Sidewalks
- Landscaping and Beautification
- Street lights
- Streets/Traffic
- Water



A. Communications

AT&T and Cox cable lines were investigated. The underground lines for AT&T are shown on Exhibit C-1. AT&T officials stated that they will be equipped to handle any and all future growth.

Cox Communication lines within the study area are shown on Exhibit C-2. The majority of the Cox lines are overhead on poles with only a few underground lines. In terms of current status, Cox officials stated that they need to maintain all existing cables in order to not interrupt Cox services. In general terms, if additional service lines are needed, they will need a location to place their facilities either attached to a utility pole or via dedicated right of way underground. In terms of having adequate facilities, Cox officials cannot provide an answer at this time since they do not know what the future landscape will look like.

B. Drainage

As shown on Exhibit D-1, the existing stormwater/ drainage system was downloaded from Kenner's GIS portal. The existing stormwater/ drainage system within the study area consists of subsurface drainage and earthen canals. The existing subsurface drainage system along the Veterans Boulevard study area is adequate for the current development per Kenner Public Works Officials. There are no known drainage issues along Veterans Boulevard within this study area.

Since the new airport terminal is planning to build an access road just to the east of Aberdeen Street as its primary connector road, the proposed boulevard street and its associated subsurface drainage is under design now and will be



installed at the time of Airport Connector Road construction. The terminal's secondary connector road for delivery trucks is planned to be Bainbridge Street, which is a divided street with Canal No. 19 as an earthen canal in the center of the street. Kenner officials have expressed concern regarding the heavy construction loads that will be on Bainbridge Street as a haul route for numerous construction related operations and within close proximity of the canal banks of Canal No. 19. Therefore, stabilization of the canal banks has been included as a recommended improvement. It is also recommended to extend the box culvert in Canal No. 19 at Bainbridge Street in order to provide a pedestrian crossing and a more aesthetically pleasing intersection.

If commercial and industrial properties are developed and redeveloped within the study area as a result of the new airport terminal location, detention would probably be required on those developed properties per Kenner's Code of Ordinances. Commercial and industrial properties would also have to comply with the Stormwater Management requirements in the draft Unified Development Code, which is scheduled for adoption in early 2016. It is not anticipated that there will be much development of vacant residential properties as a result of the new airport terminal's location. Therefore, there are no anticipated drainage improvements required in the study corridor.

C. Electric

Existing Entergy lines within the study area are shown on Exhibit E-1. Entergy officials stated that they anticipate being able to provide service to any



properties within the study area that are developed or redeveloped. A circuit to feed the new terminal is being added from a sub-station on the south side of the airport. From this new feed, additional capacity is available for the Veterans Boulevard corridor if needed. This corridor can be fed from three (3) sub-stations in the area. The new hotel that is under construction at this time on Veterans Boulevard at Bainbridge Street has already been added to Entergy's model as well as a few other newly planned developments along Veterans Boulevard. Specific plans will have to be reviewed on a case by case basis for Entergy to determine if changes to their system are required.

D. Natural Gas

Atmos natural gas mains are shown on Exhibit G-1. The Atmos system feeds from the west bank of the Mississippi River to the east bank, then along Airline Highway to Williams Boulevard to Veterans Boulevard. North Kenner is the end of the Atmos system. Atmos officials are not aware of any known deficient areas or areas of planned upgrades or improvements. They see no need to improve or change their system if individual vacant properties are developed or redeveloped. However, if a large scale development like a business park was constructed, then a model would have to be run to analyze if changes would be required. If gas service would be required in the area west of Crestview Street, the two inch (2") gas main could be extended from Crestview Street at Sheridan Avenue. For the new airport north terminal, a six inch (6") gas main is proposed to be installed by 2018 along Veterans Boulevard and then via Bainbridge Street to the new terminal.



E. Pedestrian Crossings

Within the study area, there is one (1) pedestrian crossing Veterans Boulevard at Phoenix Street to allow safer crossing to and from the Susan Park Playground. The existing pedestrian crossing consists of white painted cross marks on the asphalt pavement with posted pedestrian signs and flashing beacons. As traffic increases along Veterans Boulevard, it is recommended to add a push button actuator with a stop light at this crosswalk.

When public meetings were held regarding the airport project, residents voiced concern that crosswalks would be needed to safely cross Veterans Boulevard and Aberdeen Street/Loyola Drive intersection to get to Susan Park Playground after the Airport Connector Road would be in place. Therefore, required crosswalks are shown on Exhibit P-1 on all sides of the Veterans Boulevard/Loyola Drive intersection. In order to provide a safer crossing for the residential area near Salem Street, a pedestrian crossing is recommended at this intersection also. Pedestrian crossings are recommended at the Bainbridge Street intersection as well due to the increased traffic that is anticipated through this intersection.

F. Regulatory and Directional Signs & Traffic Signals

Existing directional and regulatory signs and traffic signals were investigated. The speed limit along Veterans Boulevard through the study area is posted as thirty-five miles per hour (35 mph). Since Veterans Boulevard is a boulevard street with a grassy median in the middle, there are many U-turn signs throughout the study area. The only signalized intersections with lights are Aberdeen Street and



Bainbridge Street and are shown on Exhibit R-1. When the new terminal connector road is tied into Veterans Boulevard and traffic patterns change, new directional and regulatory signs will be required. Wayfinding signs on Veterans Boulevard near the proposed Airport Connector Road at Aberdeen Street/Loyola Drive will be part of the Loyola Drive improvements and are under design at this time.

Wayfinding signs on Veterans Boulevard near the existing Airport Access Road are part of the new terminal project and will be installed at the time of terminal construction. Although the existing Airport Access Road is outside of the study area just east of Virginia Street, the wayfinding signs are described. A parking garage will be built at the new North Terminal for short term parking and wayfinding signs will be installed on Veterans Boulevard near the existing Airport Access Road directing cars to the new short term parking garage. The existing parking garages at the South Terminal will be utilized for long term parking and existing parking lots will be utilized for rental cars. Shuttles will be provided for people to and from the terminal for long term parking and rental cars. Wayfinding signs will be installed on Veterans Boulevard at the existing Airport Access Road to direct traffic to the long term parking garage and rental car lots at the south terminal as well as cargo traffic.

G. Sewer

The existing sewer system in the project area consists of gravity sewer lines, force mains and lift stations, which ultimately pump to Kenner's wastewater treatment plant. As shown on Exhibit S-1, the existing sewer system was downloaded from Kenner's GIS portal. As per Veolia Water, Kenner's sewer system



consultant, the majority of the sewer system has adequate capacity for additional development and redevelopment. However, there was one area that Veolia Water felt could be in need of improvement if the vicinity is developed. This area was on the west side of the study area near Lift Station No. 4337, located on Veterans Boulevard between Crestview Street and Belleview Boulevard. According to Veolia's calculations, Lift Station No. 4337 has capacity limitations. This lift station was installed by Tonti Apartments in the 1970's for their apartments and was later dedicated to the City of Kenner. This lift station has one pump, one force main line and one gravity main line. The force main currently discharges to the 27th Street and Salem Street lift station sub-basin, via an aerial crossing over the Butler Canal then by gravity flow to Lift Station No. 4341. The force main and gravity line are in poor condition. New businesses have been, and are currently being built in this area, and there is still vacant land to be developed as well. If this area receives more development, the existing Lift Station No. 4337 would need to be improved with new equipment and a new wet well. The pumping capacity needs to be increased as well as the addition of gravity sewer lines, and the re-routing of the force main to Kenner's sewer treatment plant.

#### H. Sidewalks

There is very little sidewalk along Veterans Boulevard in this study area. See Exhibits P-1 and P-3 for the existing and proposed sidewalks within the study area.

On the north side of Veterans Boulevard, there is a four (4') wide concrete sidewalk from Decatur Street to Bessemer Street and from Phoenix Street to



Dawson Street. The existing sections of sidewalk on the north side are near the Susan Park Playground to provide safe access for the residents to and from the playground. On the south side of Veterans Boulevard, there is a four (4') wide concrete sidewalk from Salem Street to Aberdeen Street, which provides some pedestrian access for the residential section on the western end of the study area. There is also a section of four (4') wide concrete sidewalk on the south side from Tifton Street to Marietta Avenue in a newer commercial area where a sidewalk was installed. The few sections of sidewalk in the study area are in very good condition but lack connectivity and ample width for pedestrians to comfortably pass each other in opposite directions. During a site visit, pedestrians were seen walking along the shoulder of the roadway. Sidewalk improvements and connectivity are recommended for the residents' quality of life and safety in the area.

City of Kenner officials are placing a high priority on making more areas of Kenner pedestrian friendly and having a bike friendly environment. As land is developed in Kenner, there are new regulations in place that require sidewalks. Kenner officials also adopted the Jefferson Parish Master Bike Plan, which is a plan to create a network for bike connectivity. A progressive idea that Kenner is trying to implement is a Complete Street Program for all types of users of all ages and abilities. In an attempt to incorporate these progressive ideas, a six foot (6') wide concrete sidewalk is recommended on the north side from Salem Street to Susan Park Playground, Jasper Street to Tupelo Street, and Albany Street to Virginia Street. This will connect the gaps in sidewalks and provide safe pedestrian access



for the residential areas from Salem Street to Virginia Street. A twelve foot (12') wide multi-use path along the south side of Veterans Boulevard is recommended from Aberdeen Street to Virginia Street in order to provide a safe path for pedestrians and bicycles.

See Figure VI-1 below for a conceptual rendering of Veterans Boulevard with the sidewalk and multi-use path shown.



Figure VI-1- Conceptual Rendering of Veterans Boulevard

I. Landscaping and Beautification

Landscaping and beautification along Veterans Boulevard is recommended in this corridor in order to showcase the City of Kenner to people who will enter the City from the North Terminal (see Exhibit P-1). A streetscape with artwork, landscaping and lights would greatly enhance this area. Decorative entrance signs,



such as “Welcome to Kenner” are recommended. All along Veterans Boulevard throughout Jefferson Parish, Veterans Boulevard is being enhanced with various art pieces, landscaping and lighting as funding becomes available.

J. Street Lights

Kenner’s street lights are planned to be inventoried and assessed under a separate study. Therefore, an analysis of the existing street lights along Veterans Boulevard in the study area was not included in this report.

K. Streets/Traffic

1. Veterans Boulevard

Currently, Veterans Boulevard has two (2) asphalt travel lanes and a shoulder in each direction from Virginia Street to Fayette Street, as shown on Exhibit P-1. As you travel westward on Veterans Boulevard from Fayette Street, the median and shoulders are dropped and is only one (1) travel lane in each direction until Belleview Boulevard near the St. Charles Parish line. Along Veterans Boulevard from Phoenix Street to Dawson Avenue, there is a Veterans Memorial Service Road in order to offset the residential area from fronting onto Veterans Boulevard.

Recently, there were two (2) projects with the Louisiana Department of Transportation and Development (DOTD) that overlaid the asphalt pavement along Veterans Boulevard. One of the overlay projects was from Salem Street to Virginia Street and the other project was from Salem Street to



Sharon Street. Since this work was recently completed, the asphalt pavement of Veterans Boulevard is in very good condition.

As per the airport's traffic study, the existing through lanes along Veterans Boulevard with the new terminal in place are Levels of Service A – C, which appears to be acceptable. However, additional turn lanes are required.

2. Airport Connector Road (Loyola Drive/Aberdeen Street)

The Airport Terminal Project is expected to significantly increase traffic in the study area. The main entry to the new terminal will connect the facility to Interstate Highway 10 adjacent to the existing rights of way of Aberdeen Street and Loyola Drive. Traffic is already very heavy there, especially during peak hours.

The City of Kenner Comprehensive Plan, the "Pattern for Progress", prepared by the University of New Orleans Department of Planning and Urban Studies and adopted by the City of Kenner in January 2015, points out the potential negative impacts that this increased traffic will produce. Beyond traffic congestion, unless addressed properly, the impacts could affect other socio-economic and quality of life issues in Kenner, especially in this study area.

To address the projected increase in traffic to the new terminal, a new Airport Connector Road is being proposed. DOTD is currently planning two (2) phases of construction for the new Airport Connector Road near Loyola



Drive (see Exhibit P-2). DOTD is also investigating the possibility of an interchange at I-10. The subparagraphs below describe these projects in more detail.

a. Airport Connector Road – Phase 1 (Loyola Drive - Veterans Boulevard to I-10) – State Project No. H.001794

The first phase of the New Orleans Airport Connector Road will be the segment of Loyola Drive from Veterans Boulevard to I-10. Preliminary plans for this segment show three (3) northbound lanes and a new right turn lane onto the eastbound I-10. This project is expected to be completed by the end of 2017.

Also, a double left turn lane is proposed on Veterans Boulevard for westbound traffic to turn onto the new southbound Airport Connector Road. This will be accomplished by using the existing left turn lane and taking out a section of the grass median to widen the roadway for the second turn lane.

b. Airport Connector Road – Phase 2 (Aberdeen Street - Veterans Boulevard to Airport) – State Project No. H.011276

The primary Airport Connector Road will tie into Veterans Boulevard just to the east of Aberdeen Street, which is called Loyola Drive on the north side of Veterans Boulevard. Property just to the east of Aberdeen Street was previously acquired by Kenner to put in a boulevard street. The existing section of 27<sup>th</sup> Street at Aberdeen



Street will be cut off by the new Airport Connector Road. Design of the new boulevard section of the Airport Connector Road from the airport terminal to Veterans Boulevard is underway at this time as Phase 2. Preliminary plans for the new Airport Connector Road from the new airport terminal to Veterans Boulevard show two (2) travel lanes in each direction. This work is anticipated to be complete by April 2018 for the opening of the new North Terminal.

c. Airport Connector Road – Phase 3 (I-10/Loyola Drive Interchange) – State Project No. H.011670

Ultimately, there are long range plans to tie in the Airport Connector Road directly into I-10 as a primary access point. The I-10/Loyola Drive Interchange Modification Report (IMR) is expected to be completed by February 2019. When the I-10 interchange is completed, these improvements would alleviate some burden of traffic along Veterans Boulevard. This I-10/Loyola Drive interchange is likely ten (10) years away. Conceptual plans show a fly over ramp for northbound Loyola Drive traffic to tie into the elevated section of I-10 traveling to the east. Conceptual plans also show adding a left turn lane under the I-10 elevated section for northbound traffic to enter the interstate to travel west. The City of Kenner is concerned that this interchange, depending on the design configuration, could divert all Airport traffic away from Kenner, and Kenner businesses, and could



have a negative economic impact on the City. The interchange project is in the feasibility study phase with LA DOTD and these concerns need to be addressed now before the design phase begins.

3. Bainbridge Street/Secondary Airport Connector Road

The secondary Airport Connector Road will tie into Veterans Boulevard at Bainbridge Street (see Exhibits P-1 and P-2). This access road will only be used for delivery trucks and taxis. Since Veterans Boulevard at Bainbridge Street is a signalized intersection already, lane modifications were not recommended in the Airport's Traffic Study at this intersection. The Traffic Study showed the Bainbridge Street intersection, with parking services on the north, had Levels of Service ranging from A-C, which is acceptable. Kenner officials have expressed concern with the anticipated frequent and constant loads of trucks on Bainbridge Street, especially because Bainbridge will be used as a haul route during the terminal construction period as well as a secondary access roadway for the new terminal. Therefore, the rehabilitation of Bainbridge Street is recommended. For aesthetics and pedestrian crossings, it is recommended that the box culvert on both sides of Veterans Boulevard be extended.

L. Water

The existing water system in the study area is owned and maintained by Jefferson Parish. The existing water system, as downloaded from Kenner's GIS portal, is shown on Exhibit W-1. The water system consists of mainly eight inch (8")



asbestos cement pipes along the side streets that intersect Veterans Boulevard, eight inch (8") and twelve inch (12") asbestos cement pipes along the south side of Veterans Boulevard in order to loop the system. Also along the north side of Veterans Boulevard, there is a twenty-four inch (24") concrete water main from Virginia Street to the Butler Canal. The waterline turns northward along Butler Canal and changes to a thirty inch (30") concrete main along Butler Canal and continues northward towards the Interstate 10. Jefferson Parish Water Department officials reported that they have not had any major issues along Veterans Boulevard to warrant any required upgrades or improvements. They also reported that the study area is adequately served by the twenty-four inch (24"), twelve inch (12") and eight inch (8") water mains along Veterans Boulevard. Therefore, water supply to the study area would be sufficient if some areas were expanded or redeveloped and there are no recommended water improvements.



## VII. Implementation and Recommendations

The scale of the Airport Terminal Project by the New Orleans Aviation Board is massive and has the potential to impact the City of Kenner in many ways. As land use, zoning, and vacant properties were reviewed regarding development and redevelopment, recommendations were made for any part of the City's infrastructure that seemed to be deficient. See Figure VII-2 for the Preliminary Probable Construction Cost for the recommended improvements in order of priority. In trying to make all impacts positive and to mitigate any potential negative impacts, the following recommendations are made in order of priority:

### A. Traffic and Pedestrian / Bicycle Issues

The greatest impact that may be felt from denser development or redevelopment would be with traffic. Therefore, the first four (4) projects recommended are to improve the roadways. The first project, which is under design now, is the at-grade improvements along Loyola Drive from Veterans Boulevard to I-10. Turn lanes in the existing medians would be added to provide a better Level of Service. The second recommended project is the Airport Connector Road near Aberdeen Street from Veterans Boulevard to the airport. This at-grade section consisting of four (4) lanes is under design at this time also. The third piece to this section of roadway would be the I-10/Loyola Drive Interchange which is a future elevated tie-in. The fourth recommended project is the Bainbridge Street Rehabilitation/Canal Stabilization. Since Bainbridge Street will serve as a haul route during construction as well as a secondary access road to the new terminal, it is



recommended to rehabilitate Bainbridge Street and stabilize Canal No. 19, which is in the median of the roadway.

The intersection of Veterans Boulevard and Loyola Drive/Aberdeen Street, already very congested, will see much more traffic congestion once the Terminal opens in 2018 (projected). The proposed Interchange at Loyola Drive and I-10 will alleviate much of the congestion, but it will not be built for many years. The short term traffic impact on Kenner will be significant. Kenner and other local, regional, and state agencies must continue to find potential solutions to this traffic for the 5-10 years after the Terminal construction is complete, such as the first four (4) recommended projects before the interchange is built.

Kenner officials should lobby LA DOTD for alternative design options for the proposed I-10/Loyola Drive exit interchange/flyover. This alternative would alleviate massive traffic congestion but could make Kenner businesses – hotels, restaurants, etc. less accessible to Airport visitors.

With the increased density of development, there will be more need for pedestrian improvements. The fifth recommended project is to add a six foot (6') wide concrete sidewalk along the north side of Veterans Boulevard, add a crosswalk with beacon at Salem Street, and enhance the safety of the existing crosswalk at Phoenix Street with a push button pedestrian signal with actuator. This would encourage more pedestrian movements within the corridor. This will improve the quality of life for the residents and businesses of the area and will provide safe alternate modes of transportation. These improvements also implement the



recommendations of the *Pattern for Progress Comprehensive Plan*, as well as other local and regional plans and policy goals of the City, Jefferson Parish and the Regional Planning Commission.

Veterans Boulevard, especially at the intersection with Williams Blvd., has been cited as one of the most unsafe places to bicycle in Jefferson Parish (Jefferson Parish Bicycle Master Plan, page 30). Safety and connectivity are major concerns of The Jefferson Parish Bicycle Master Plan, adopted in 2014. That Plan recommends an overall goal of establishing "...a comprehensive bikeway network" connecting "neighborhoods, trails, adjacent parishes and community destinations (JP Bicycle Master Plan, page 9). The maps proposing the facilities to complete this network include several projects in Kenner. In this Plan, Figure 5: Recommended Bicycle Network (p. 41) and Figure 6: Recommended Bicycle Network, Kenner (p. 42) – both show the Veterans Boulevard corridor study area, and states a "bike lane" link ultimately is needed to connect the Mississippi River levee multi-use path to the Lake Pontchartrain levee multi-use path. Veterans Boulevard is shown to be the link between the river via Williams Boulevard and the lake via Loyola Drive. See Figure VII-1 below for the Recommended Bicycle Network for Kenner.



(Source: Jefferson Parish Bicycle Master Plan – April 2014)

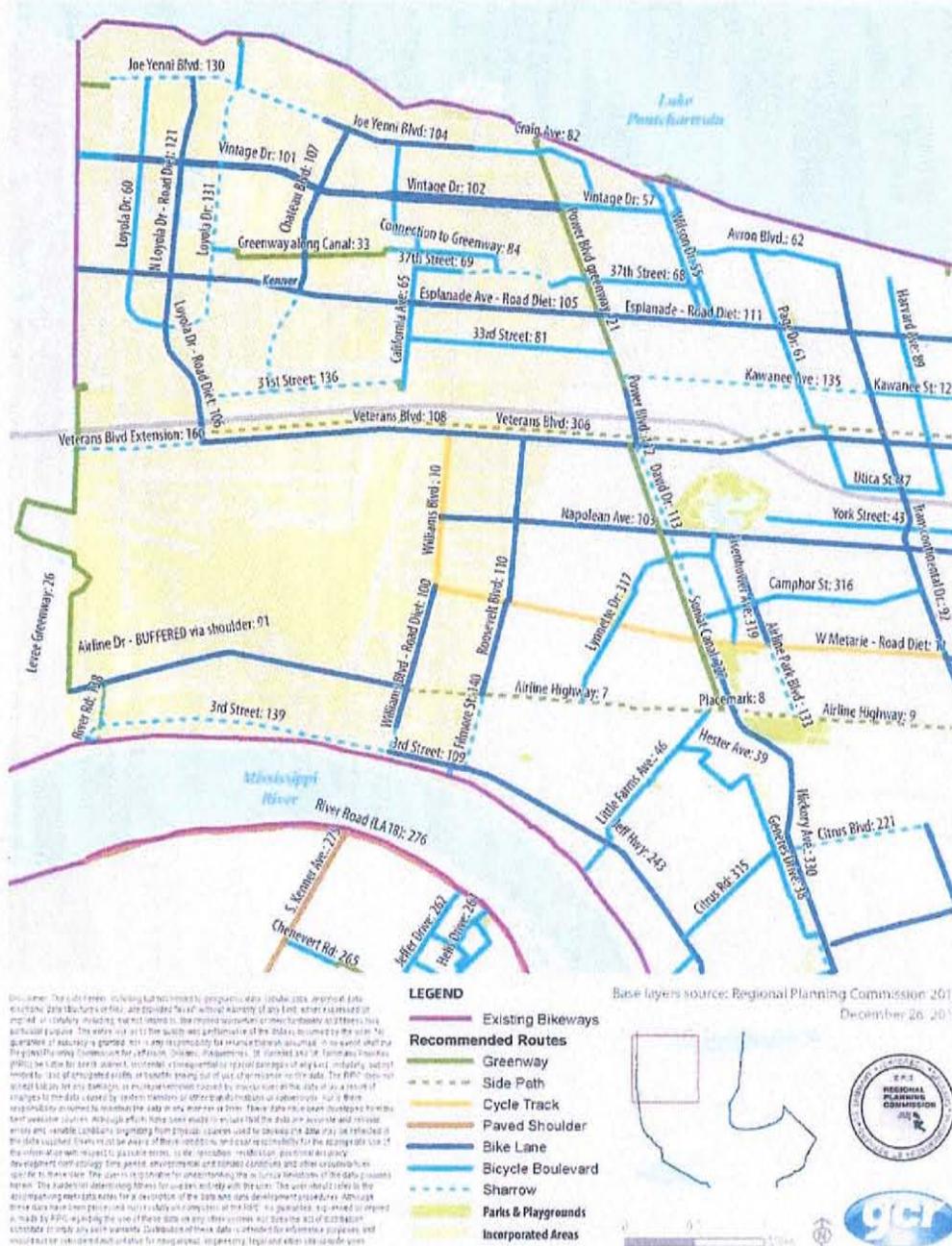


Figure VII-1- Recommended Bicycle Network, Kenner



In order to encourage walking and cycling, a twelve (12') wide concrete multi-use path is proposed along the south side of Veterans Boulevard for the sixth recommended project. These improvements implement the recommendations of the *Jefferson Parish Bicycle Master Plan* and the *Pattern for Progress Comprehensive Plan*, as well as other local and regional plans and policy goals of the City, Jefferson Parish and the Regional Planning Commission. A pedestrian crossing and traffic signal modifications at the Bainbridge Street intersection are recommended to safely move pedestrians and bicycles through the intersection with the increased traffic that is anticipated through this intersection. Extending the box culvert at the Bainbridge Street intersection will allow for a better turning radius and the pedestrian/bicycle crossings over the canal.

B. Beautification

The seventh recommended project is beautification along the Veterans Boulevard corridor. Adding decorative signs to mark the entrance to the City of Kenner is needed to establish a landmark or gateway entrance. Landscaping with irrigation, decorative raised planters, artwork, and decorative lights could be added throughout the corridor along the median. These enhancements would create an aesthetically pleasing environment for tourists as well as citizens while extending this same theme as has been done along Veterans Boulevard throughout Jefferson Parish.



C. Sewer Service

A final recommended project is to rehabilitate the existing Lift Station No. 4337 with new equipment and a new wet well, increase the pumping capacity, add gravity sewer lines and re-route the force main to Kenner's sewer treatment plant. As per Veolia Water's recommendation, this lift station will need to increase capacity if denser development occurs on the western side of the study area.

PRELIMINARY PROBABLE CONSTRUCTION COST  
 VETERANS BOULEVARD CORRIDOR  
 VIRGINIA STREET TO BELLEVIEW BOULEVARD  
 INFRASTRUCTURE INVENTORY & CONDITION ASSESSMENT  
 PRIORITIZED IMPROVEMENTS  
 A/E PROJECT NO. 20-1524 DECEMBER 7, 2015

PRIORITY 1 - AIRPORT CONNECTOR ROAD - PHASE 1 - LOYOLA DRIVE - VETERANS BOULEVARD TO I-10 (S.P. NO. H.011794)

ADD TURN LANES IN MEDIAN PRELIMINARY SPC TO BE DETERMINED

PRIORITY 2 - AIRPORT CONNECTOR ROAD - PHASE 2 - ABERDEEN/VETERANS BOULEVARD TO AIRPORT (S.P. NO. H.011276)

FOUR LANE SECTION AT GRADE PRELIMINARY SPC TO BE DETERMINED

PRIORITY 3 - AIRPORT CONNECTOR ROAD - PHASE 3- I-10/LOYOLA DRIVE INTERCHANGE (S.P. NO. H.011670)

TIE INTO INTERSTATE WITH INTERCHANGE PRELIMINARY SPC TO BE DETERMINED

PRIORITY 4 - BAINBRIDGE REHABILITATION/CANAL STABILIZATION

BAINBRIDGE REHABILITATION & CANAL STABILIZATION PRELIMINARY SPC TO BE DETERMINED

PRIORITY 5 - VETERANS BOULEVARD NORTH SIDE PEDESTRIAN IMPROVEMENTS - RICHLAND TO WILLIAMS BOULEVARD

6' WIDE CONCRETE SIDEWALK	8,600 LF	@	\$100	\$860,000
EXTEND BOX CULVERT	1 LS	@	\$30,000	\$30,000
PUSH BUTTON PEDESTRIAN SIGNAL W/ ACTUATOR AT PHOENIX	1 LS	@	\$20,000	\$20,000
CROSSWALK WITH BEACON AT SALEM	1 LS	@	\$10,000	\$10,000
LANDSCAPING WITH UPLIGHTING & IRRIGATION IN MEDIAN	1 LS	@	\$100,000	\$100,000

SUBTOTAL - PRIORITY 5 \$1,020,000

PRIORITY 6 - VETERANS BOULEVARD SOUTH SIDE PEDESTRIAN IMPROVEMENTS - RICHLAND TO WILLIAMS BOULEVARD

12' WIDE CONCRETE MULTI-USE PATH	7,000 LF	@	\$200	\$1,400,000
EXTEND BOX CULVERT	1 LS	@	\$30,000	\$30,000
PEDESTRIAN CROSSING/TRAFFIC SIGNAL MODIFICATIONS AT BAINBRIDGE	1 LS	@	\$20,000	\$20,000
LANDSCAPING WITH UPLIGHTING & IRRIGATION IN MEDIAN	1 LS	@	\$100,000	\$100,000

SUBTOTAL - PRIORITY 6 \$1,550,000

PRIORITY 7 - VETERANS BOULEVARD BEAUTIFICATION IN MEDIAN - RICHLAND TO WILLIAMS BOULEVARD

LANDSCAPING WITH LIGHTING AND IRRIGATION	7,000 LF	@	\$350	\$2,450,000
DECORATIVE RAISED PLANTERS FOR LANDSCAPING	3,500 LF	@	\$150	\$525,000
DECORATIVE ENTRANCE SIGNS	2 EA	@	\$30,000	\$60,000
ARTWORK WITH FOUNDATION & LIGHTS (1,000' O.C.)	8 EA	@	\$50,000	\$400,000

SUBTOTAL - PRIORITY 7 \$3,435,000

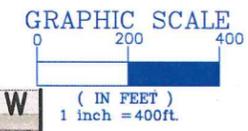
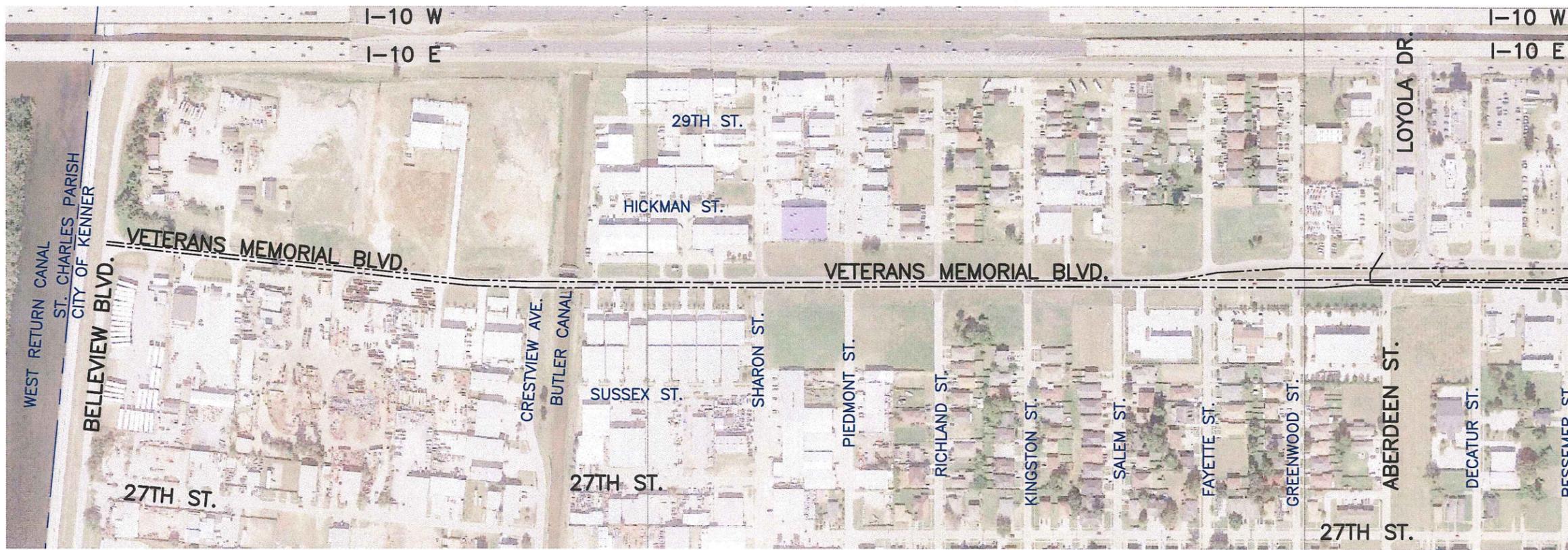
PRIORITY 8 - SEWER IMPROVEMENTS - LIFT STATION NO. 4337

REHAB LIFT STATION - REQUIRED WET WELL, PUMPS, GRAVITY SEWER LINE, AND RE-ROUTE FORCE MAIN FROM LIFT STATION TO PLANT	1 LS	@	\$140,000	\$140,000
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SUBTOTAL - PRIORITY 8 \$140,000

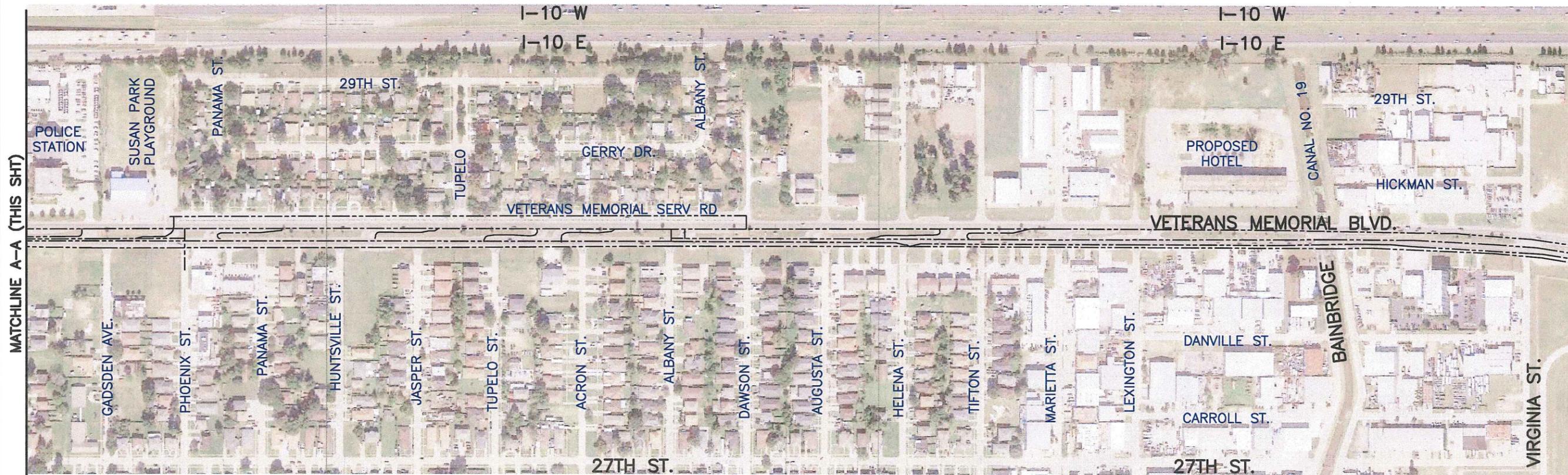
TOTAL CONSTRUCTION COST \$6,145,000

FIGURE VII - 2 - PRELIMINARY PROBABLE CONSTRUCTION COST



LEGEND:  
 --- EXISTING AT&T UNDERGROUND LINES

MATCHLINE A-A (THIS SHT)

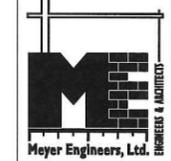


MATCHLINE A-A (THIS SHT)

WILLIAMS BLVD. (SIDE)

project no.	20-1524
drawn	GGH
checked	DHD
date	12-7-15
revised	

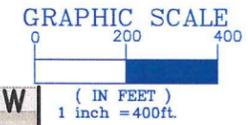
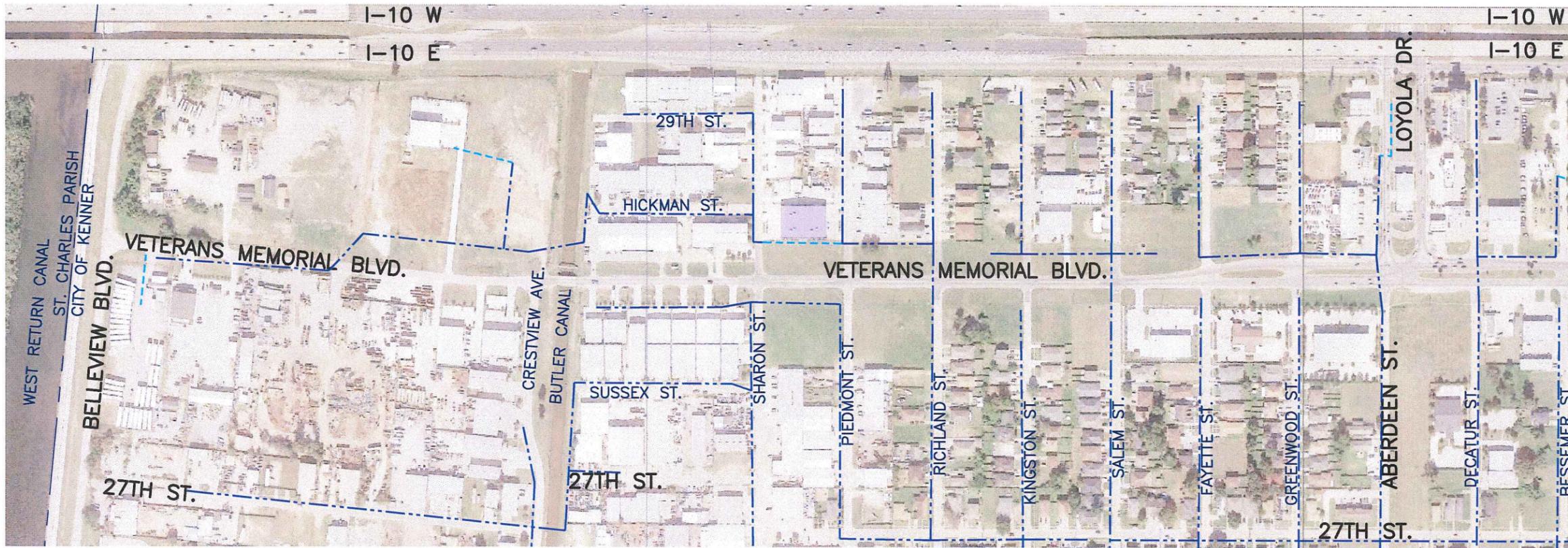
**Meyer Engineers, Ltd.**  
 4937 Hearst Street, Suite 1B, Metairie, Louisiana 70001  
 phone.504.885.9892 . fax.504.887.5056  
 website. www.meyer-e-l.com



AT&T COMMUNICATION SYSTEM  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**

sheet no.  
**C-1**  
 of sheets

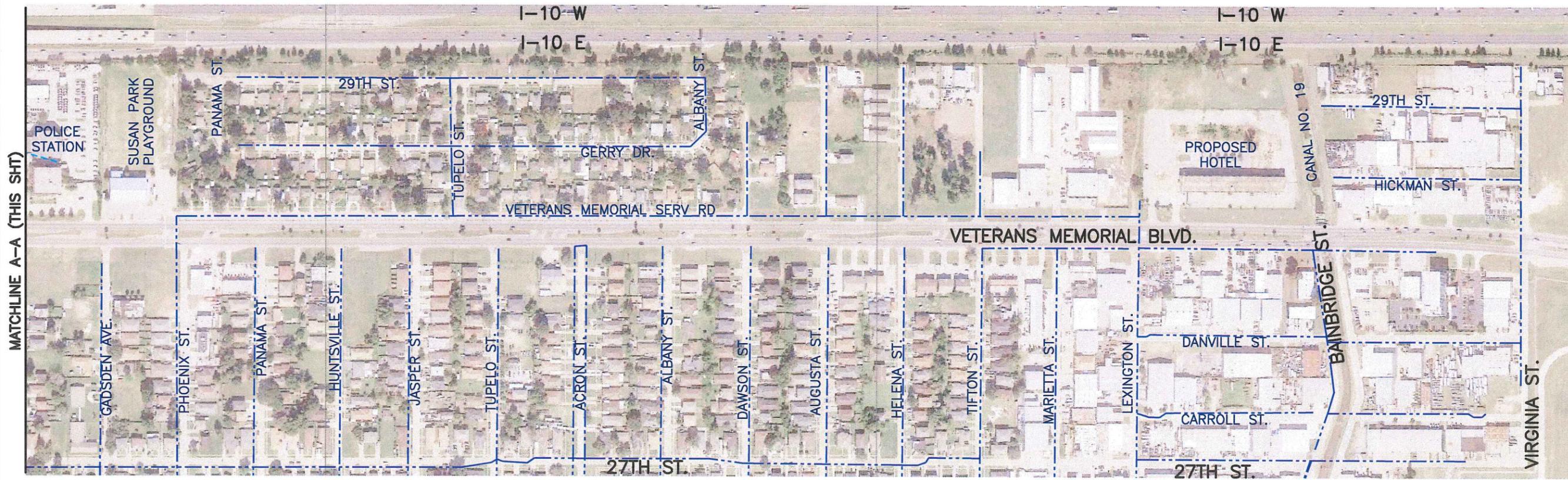
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LEGEND:  
 - - - COX OVERHEAD LINES ON POLES  
 ——— COX UNDERGROUND LINES

project no. 20-1524  
 drawn GGH  
 checked DHD  
 date 12-7-15  
 revised

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 phone-504.885.9892 · fax-504-887-5056  
 website-[www.meyer-e-i.com](http://www.meyer-e-i.com)



MATCHLINE A-A (THIS SHT)

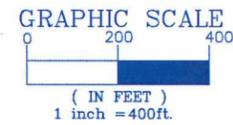
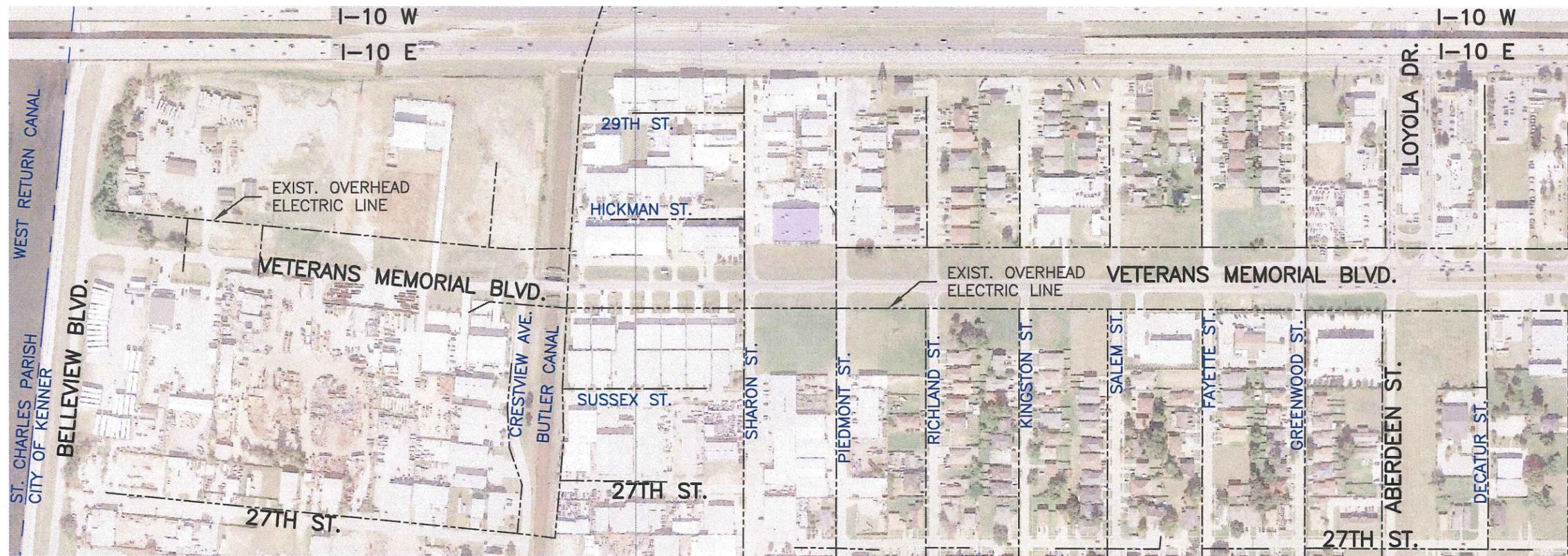
WILLIAMS BLVD. (SIDE)

COX COMMUNICATION SYSTEM  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**

sheet no.  
**C-2**  
 of sheets

PLOT 1=1  
 20-1524-C-2.dwg

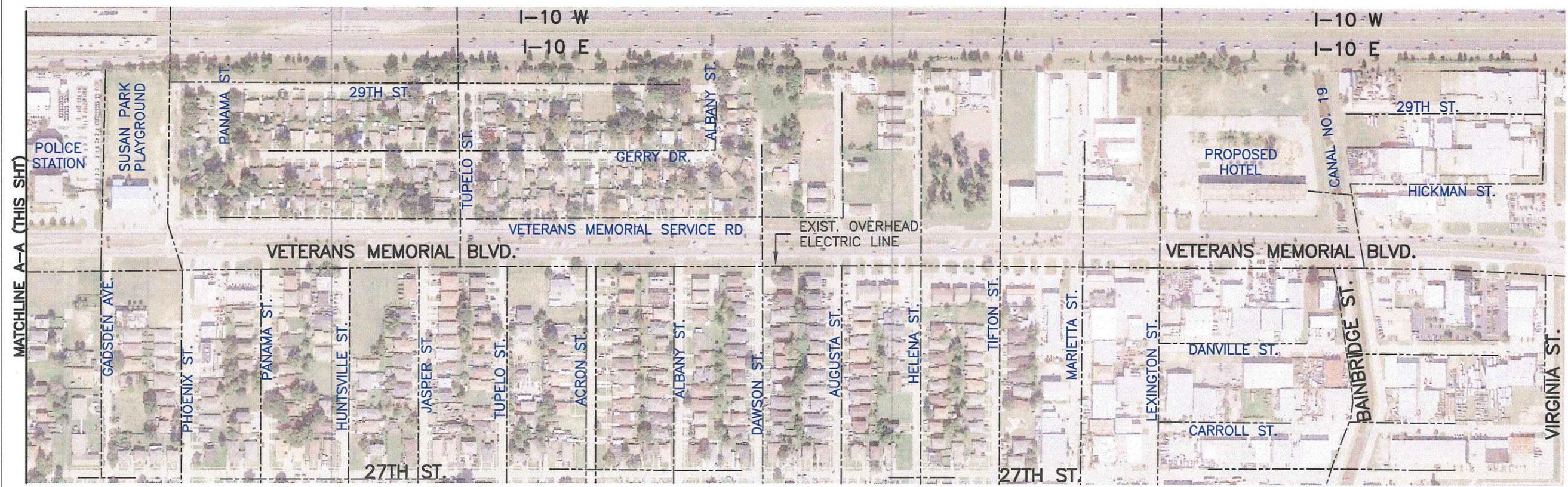
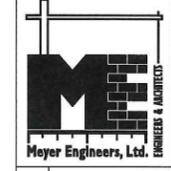




LEGEND:  
 --- EXISTING OVERHEAD  
 --- ENERGY ELECTRICAL LINE

project no.	20-1524
drawn	GGH
checked	DHD
date	12-7-15
revised	

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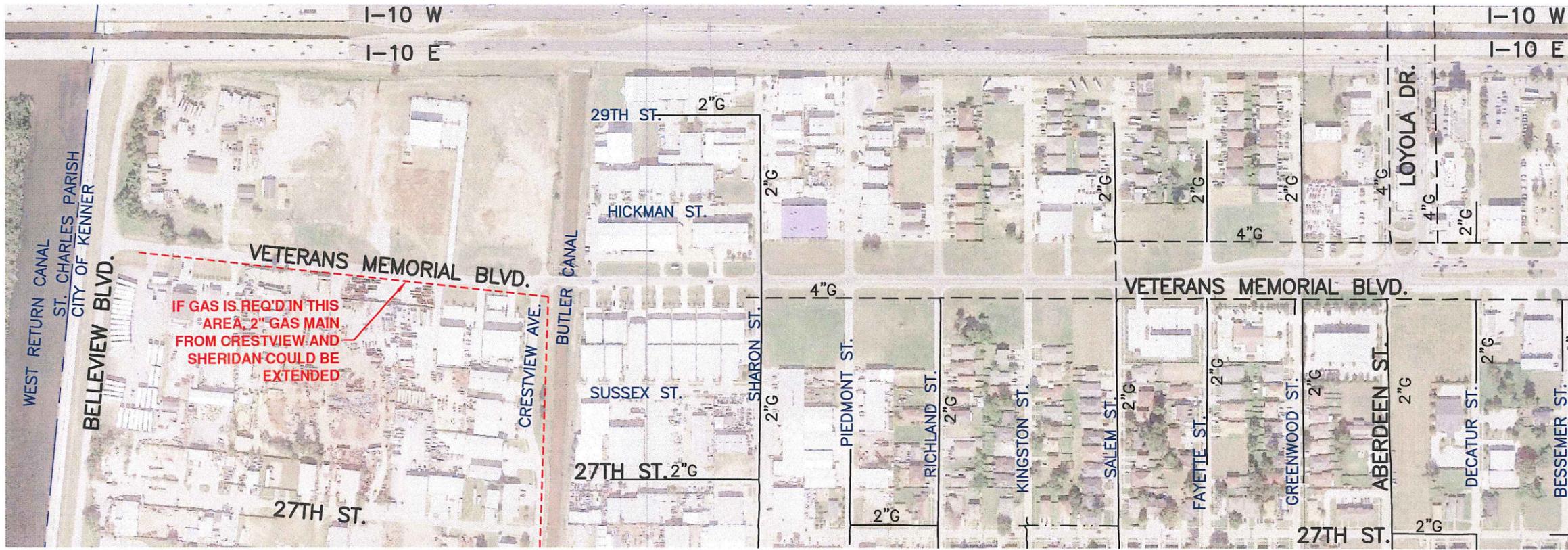


WILLIAMS BLVD. (SIDE)

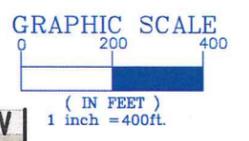
ENERGY ELECTRICAL DISTRIBUTION SYSTEM  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**

sheet no.  
**E-1**  
 of \_\_\_\_\_ sheets

PLOT 1=1  
 20-1524-E-1.dwg



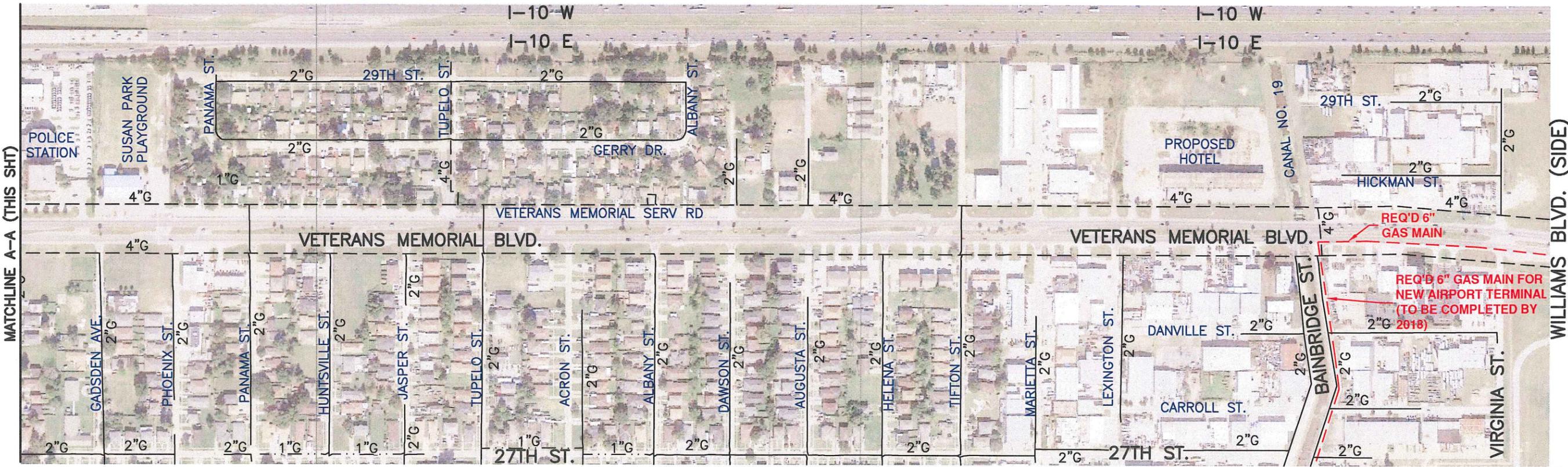
IF GAS IS REQ'D IN THIS AREA, 2" GAS MAIN FROM CRESTVIEW AND SHERIDAN COULD BE EXTENDED



- LEGEND:
- EXISTING 4" GAS MAIN
  - EXISTING 2" GAS MAIN
  - ... EXISTING 1" GAS MAIN
  - - - REQ'D GAS MAIN

project no.	20-1524
drawn	GGH
checked	DHD
date	12-7-15
revised	

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REQ'D 6" GAS MAIN  
 REQ'D 6" GAS MAIN FOR NEW AIRPORT TERMINAL (TO BE COMPLETED BY 2018)

MATCHLINE A-A (THIS SHT)

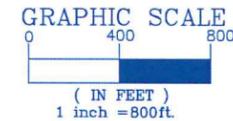
WILLIAMS BLVD. (SIDE)

NATURAL GAS ATMOS DISTRIBUTION SYSTEM

**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**

sheet no.	G-1
of	_____ sheets

PLOT 1=1  
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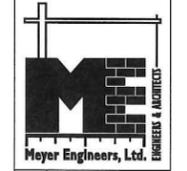


LEGEND:  
 EMPTY LOT



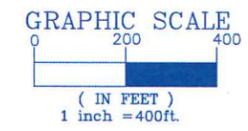
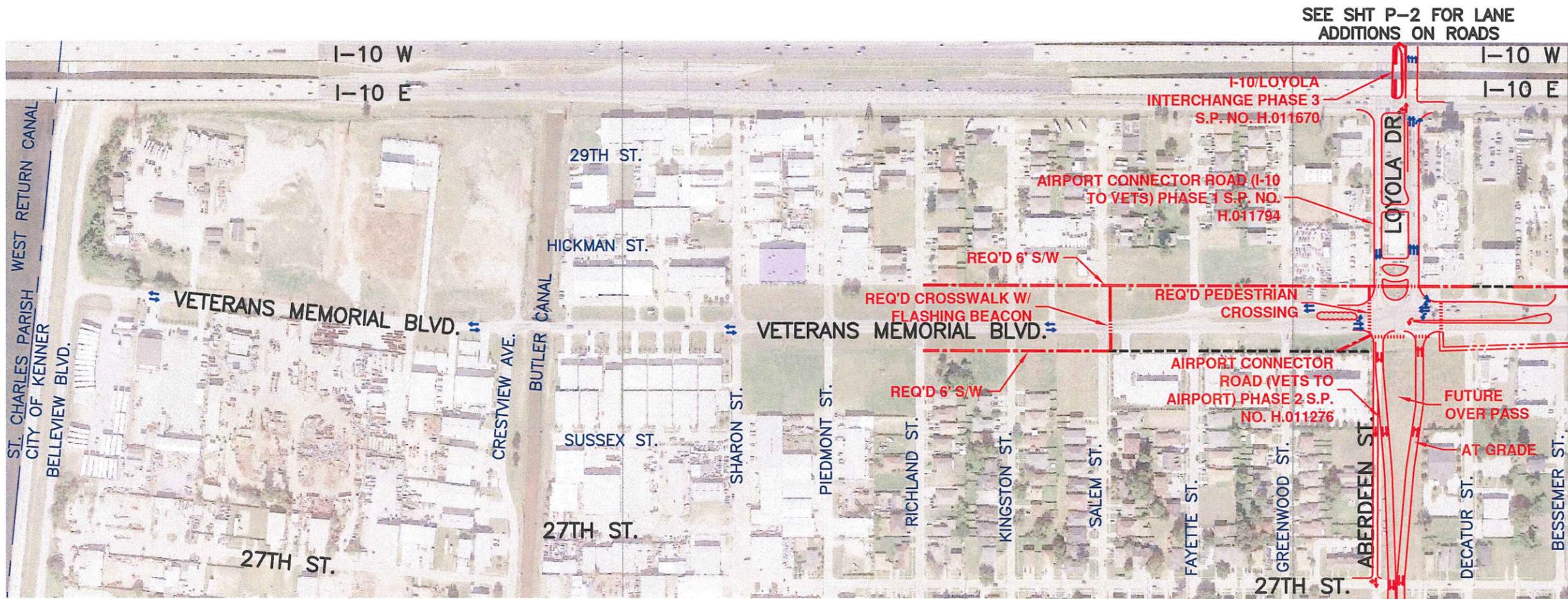
project no.	20-1524
drawn	GGH
checked	DHB
date	12-7-15
revised	

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 website: www.meyer-e-l.com

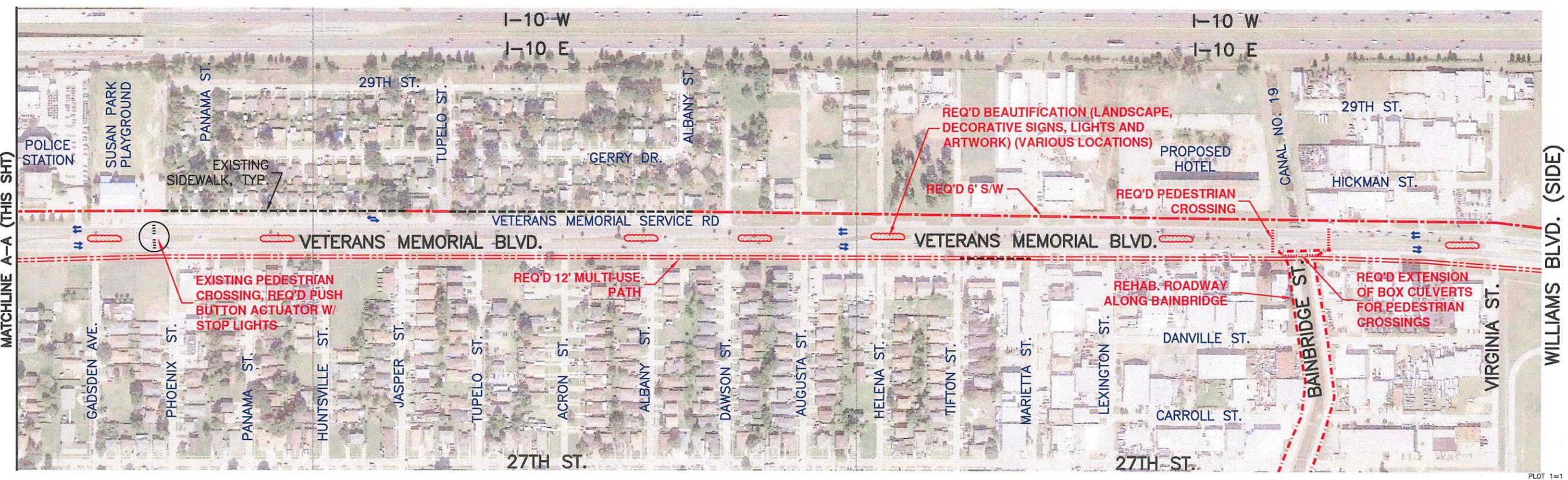


VACANT LOTS  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**

sheet no.  
 1-1  
 of \_\_\_\_\_ sheets



- LEGEND:
- EXISTING 4' CONC. SIDEWALK
  - ≡ EXISTING PEDESTRIAN CROSSING
  - ≡ EXISTING TRAVEL LANE
  - - - - - REQ'D 6' CONC. SIDEWALK
  - - - - - REQ'D 12' MULTI-USE PATH
  - ≡ REQ'D PEDESTRIAN CROSSING
  - REQ'D ROADWAY
  - ≡ REQ'D TRAVEL LANE
  - BEAUTIFICATION



project no. 20-1524  
 drawn GGH  
 checked DHD  
 date 12-7-15  
 revised

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STREET, SIDEWALK, AND PEDESTRIAN CROSSING  
**VETERANS BLVD. CORRIDOR**  
 VIRGINIA ST. TO BELLEVUE BLVD.

sheet no.  
**P-1**  
 of \_\_\_\_\_ sheets

PLOT 1=1  
 20-1524-P-1.dwg

project no. 20-1524  
 drawn GGH  
 checked DHD  
 date 12-7-15  
 revised



LEGEND:  
 ← EXISTING LANES  
 → REQ'D LANES (PHASE 1)  
 → REQ'D LANES (PHASE 2)

**FUTURE IMPROVEMENTS  
 INTERCHANGE TO BE STUDIED BY DOTD**

FROM I-10 WESTBOUND  
 (AT GRADE)

TO I-10 EASTBOUND  
 (AT GRADE)



I-10 OVERPASS

**PHASE 1  
 AIRPORT CONNECTOR ROAD (AT GRADE)  
 (TO BE COMPLETED BY 2017)**

LANES TO REMAIN

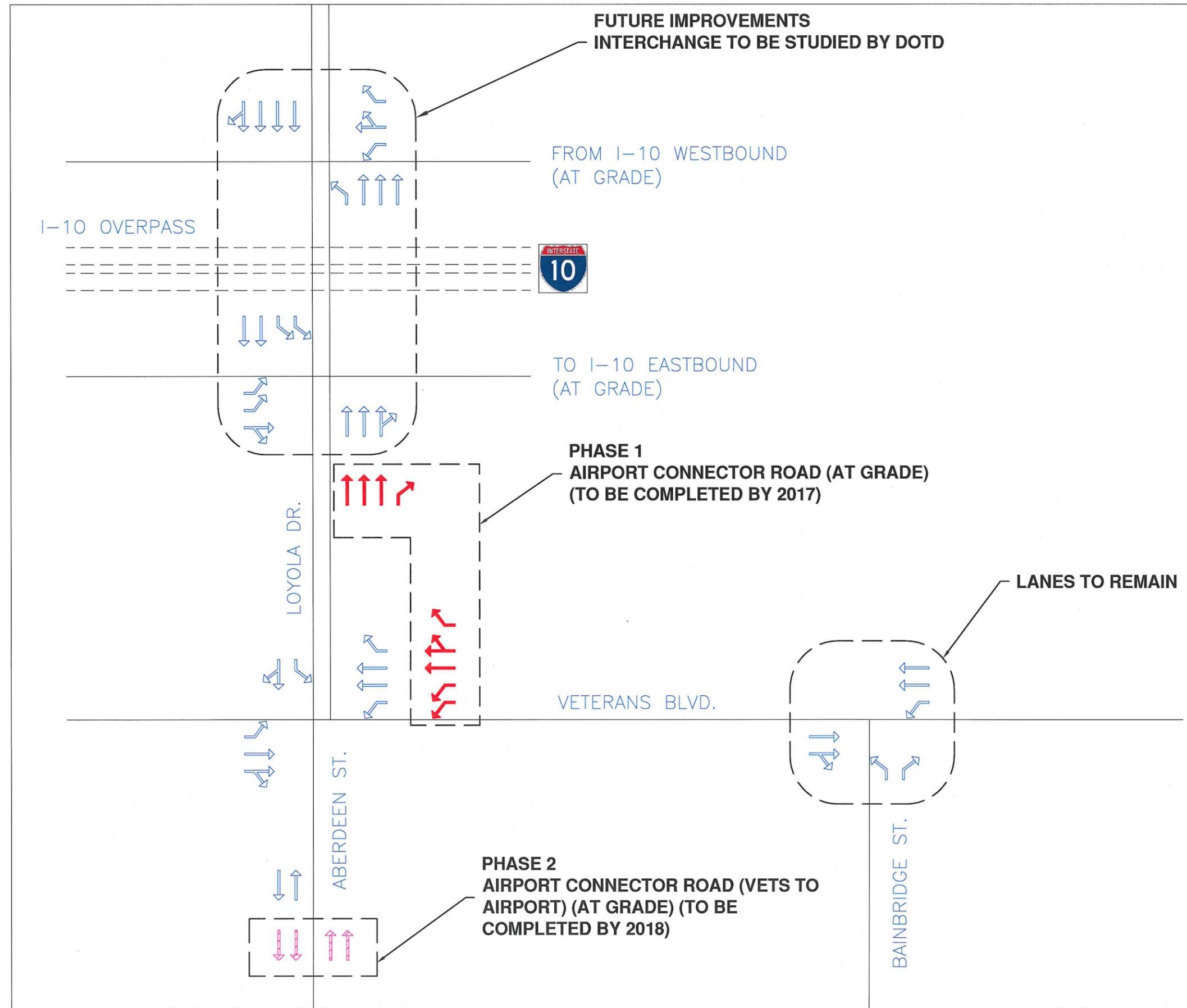
VETERANS BLVD.

**PHASE 2  
 AIRPORT CONNECTOR ROAD (VETS TO  
 AIRPORT) (AT GRADE) (TO BE  
 COMPLETED BY 2018)**

LOYOLA DR.

ABERDEEN ST.

BAINBRIDGE ST.



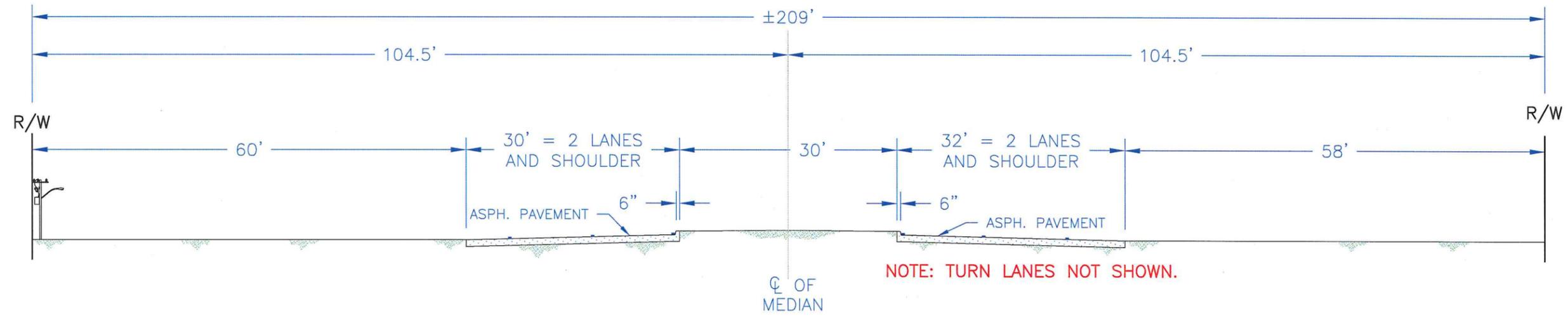
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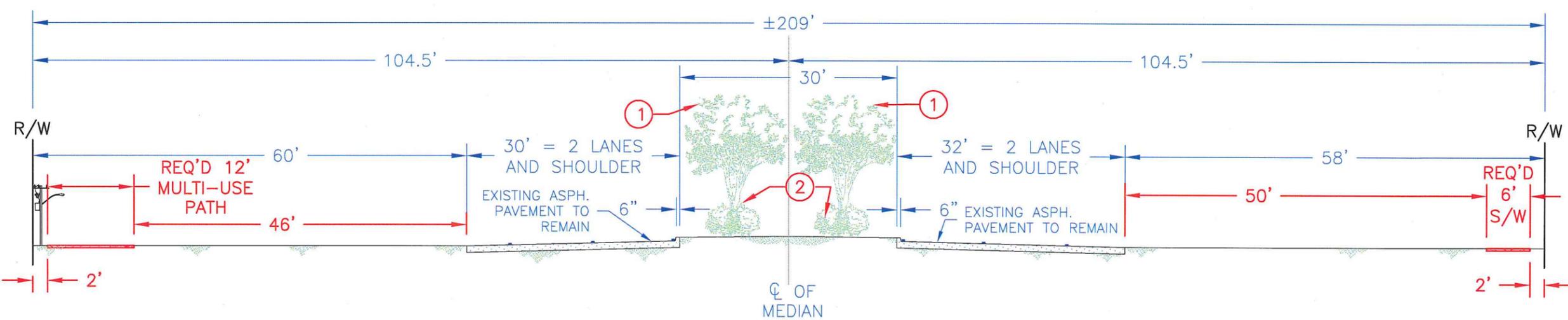
LANE ADDITIONS ON ROADS  
**VETERANS BLVD. CORRIDOR  
 VIRGINIA ST. TO BELLEVUE BLVD.**

sheet no.  
**P-2**  
 of sheets

PLOT 1=1  
 20-1524-P-2.dwg



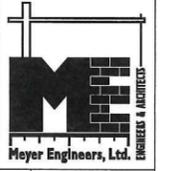
1  
 VETERANS BLVD. - EXISTING TYPICAL SECTION FACING WEST  
 N.T.S.



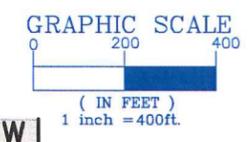
2  
 VETERANS BLVD. - PROPOSED TYPICAL SECTION FACING WEST  
 N.T.S.

- LEGEND:
- ① NEW TREES
  - ② NEW SHRUBS

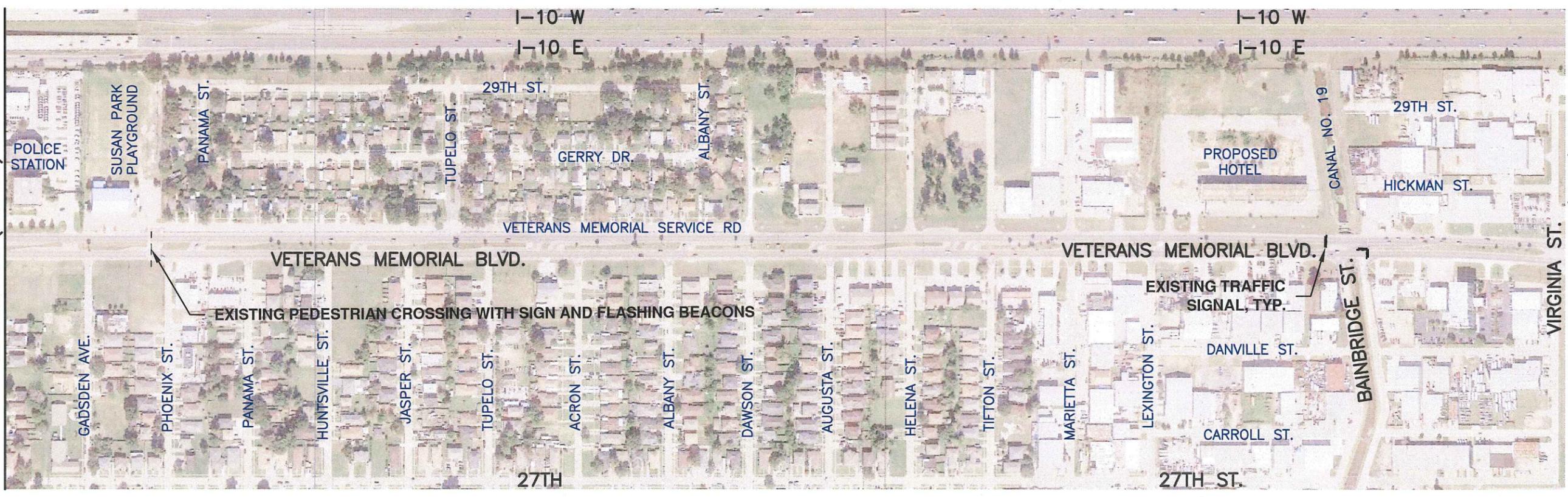
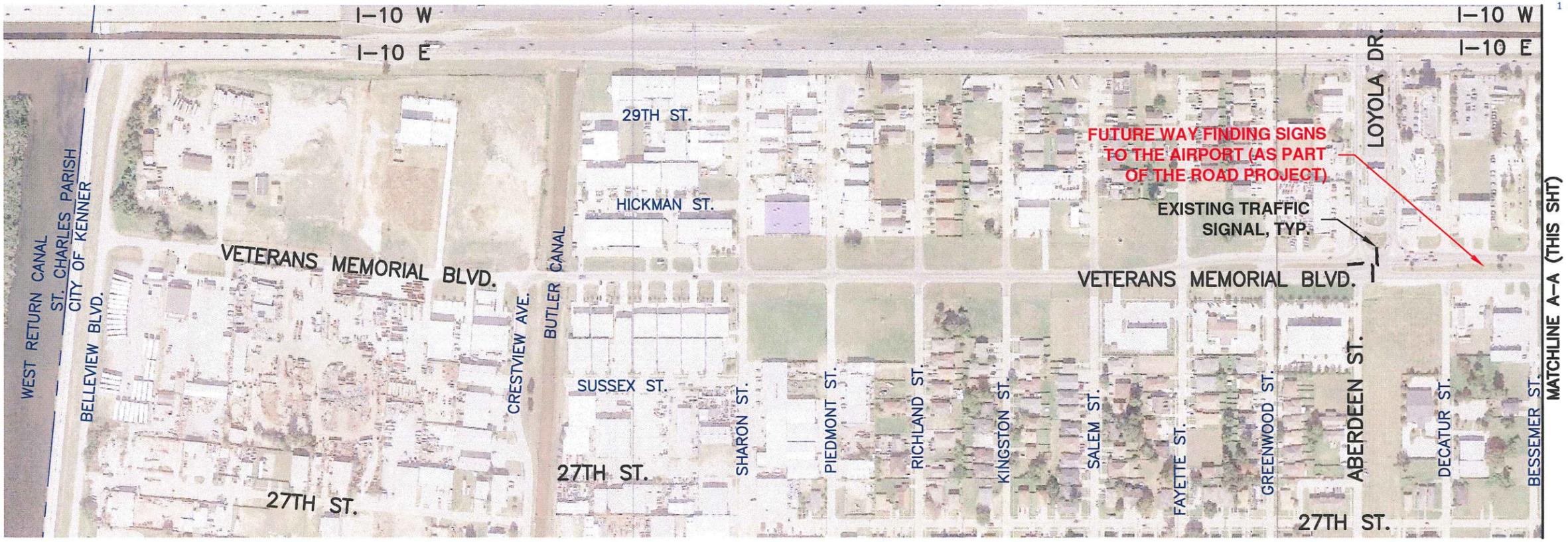
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 phone: 504.885.9892 · fax: 504-887-5056  
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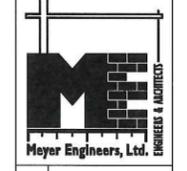
TYPICAL SECTIONS  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**



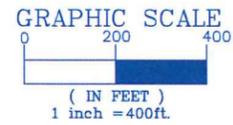
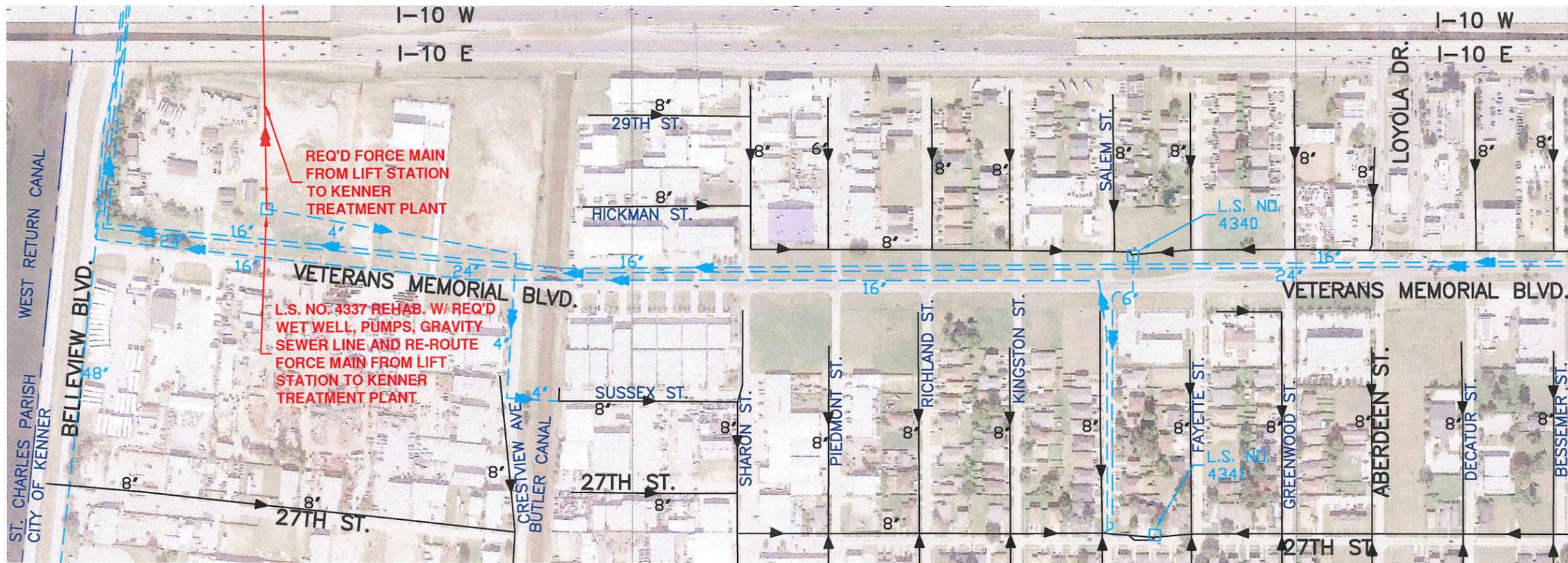
project no.	20-1524
drawn	GGH
checked	DHD
date	12-7-15
revised	



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REGULATORY AND DIRECTIONAL SIGNS AND TRAFFIC SIGNALS  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**

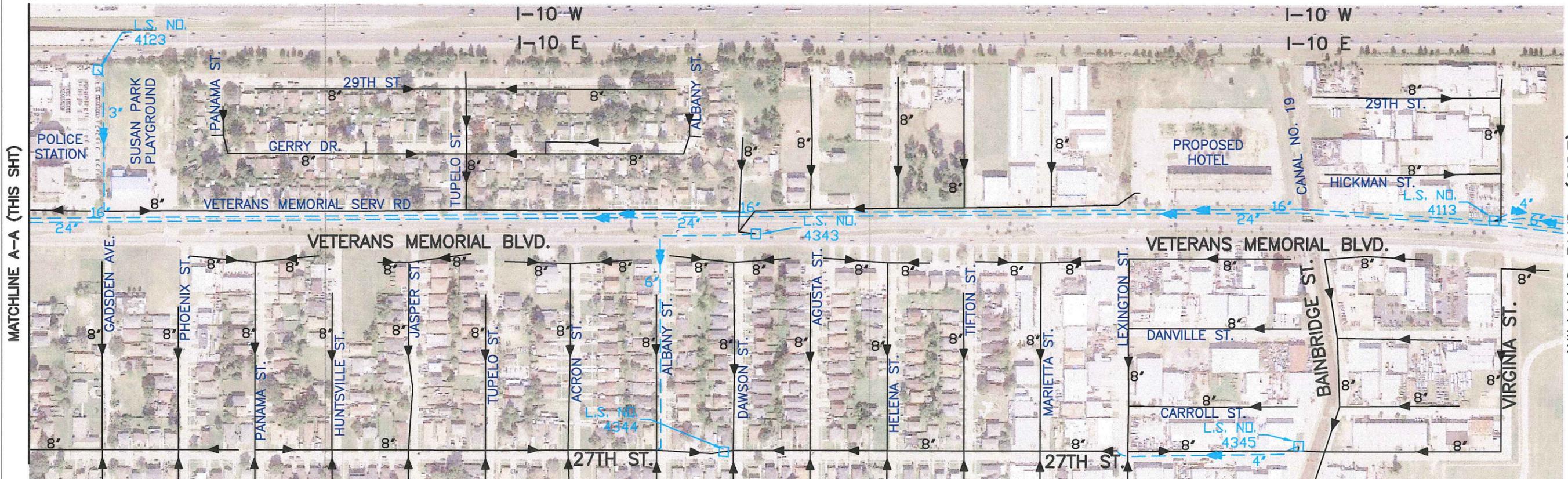


- LEGEND:
- EXISTING LIFT STATION
  - EXISTING GRAVITY LINE
  - EXISTING FORCE MAIN
  - REQ'D FORCE MAIN

REQ'D FORCE MAIN FROM LIFT STATION TO KENNER TREATMENT PLANT

L.S. NO. 4337 REHAB. W/ REQ'D WET WELL, PUMPS, GRAVITY SEWER LINE AND RE-ROUTE FORCE MAIN FROM LIFT STATION TO KENNER TREATMENT PLANT

MATCHLINE A-A (THIS SHT)



MATCHLINE A-A (THIS SHT)

WILLIAMS BLVD. (SIDE)

project no.	20-1524
drawn	GGH
checked	DHD
date	12-7-15
revised	

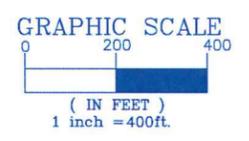
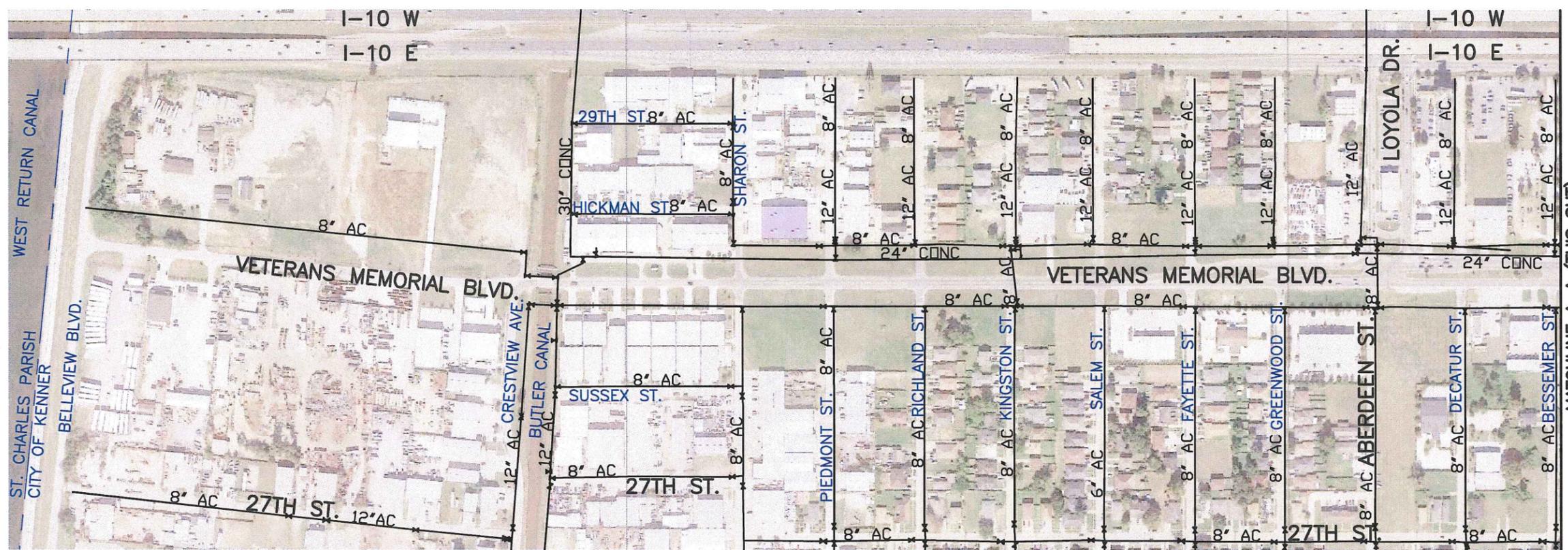
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SEWER DISTRIBUTION SYSTEM  
 VETERANS BLVD. CORRIDOR  
 VIRGINIA ST. TO BELLEVUE BLVD.

sheet no.  
**S-1**  
 of \_\_\_\_\_ sheets

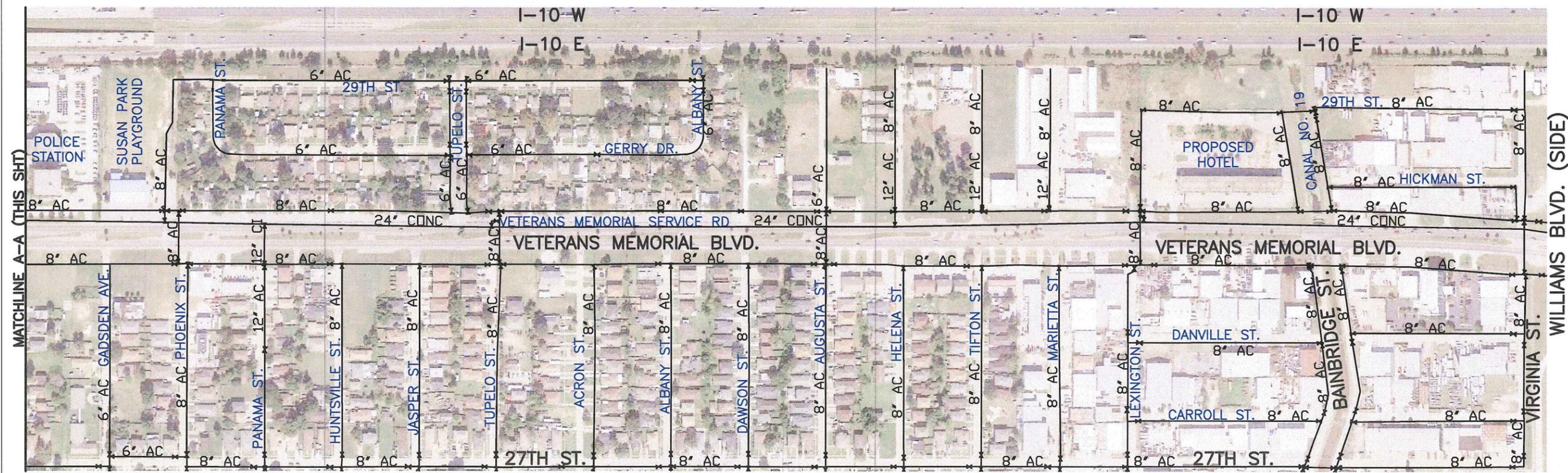
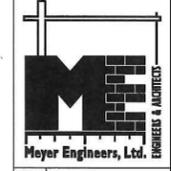
PLOT 1=1  
 20-1524-S-1.dwg



- LEGEND:
- ✕ WATER VALVE
  - 8" AC WATER MAIN (ASBESTOS CEMENT PIPE)
  - 24" CONC WATER MAIN (CONCRETE)
  - 12" CI WATER MAIN (CAST IRON)

project no.	20-1524
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revised	

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WATER DISTRIBUTION SYSTEM  
**VETERANS BLVD. CORRIDOR**  
**VIRGINIA ST. TO BELLEVUE BLVD.**