

Freight Roundtable

July 27, 2016



Earhart
Expressway
Connector

The AECOM logo is displayed in a bold, black, sans-serif font. The letter 'E' is stylized with three horizontal bars. The background is a light blue gradient with a darker blue triangular shape on the right side and a thin white diagonal line crossing the frame from the top left to the bottom right.

AECOM

**Built to deliver
a better world**

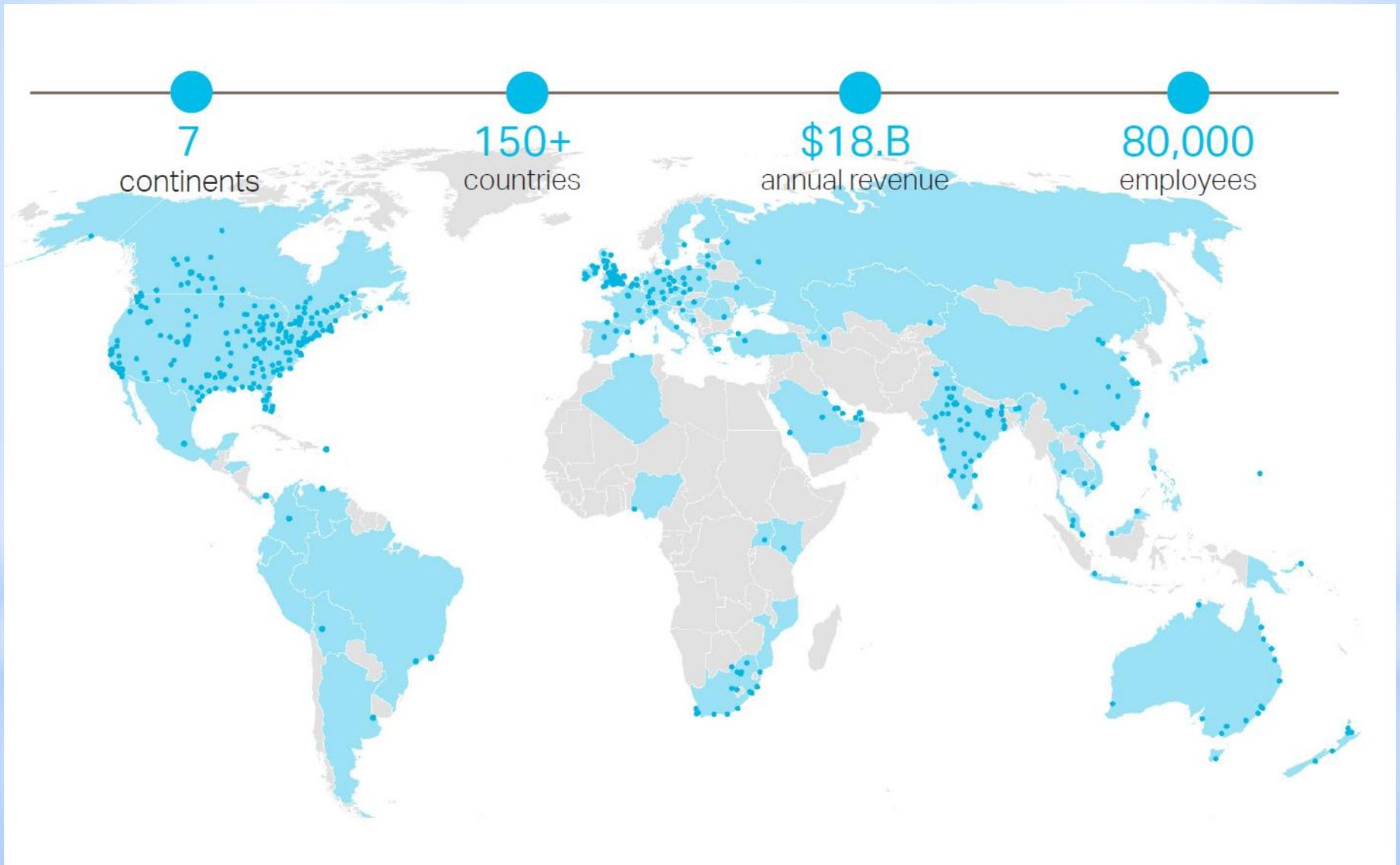
Growing Together

URS

AECOM

Integrity

AECOM



AECOM

2016 ENR
RANKING

#1 DESIGN FIRM

#3 WATER

#1 TRANSPORTATION

#1 GENERAL BUILDING

#4 POWER

AECOM

Recognized by *Fortune* magazine as a
World's Most Admired Company.



World Trade Center
New York City, U.S.A.

FHWA-LA-EIS-05-06-F
State Project No. 700-26-0242
Federal Aid Project No. HP-STP-T021(019)

FINAL ENVIRONMENTAL IMPACT STATEMENT

EAST-WEST CORRIDOR HIGHWAY COMPONENT

I-310/Airport to CBD

Jefferson, Orleans, and St. Charles Parishes, Louisiana



Prepared by
U.S. Department of Transportation Federal Highway Administration (FHWA)
Louisiana Department of Transportation and Development (DOTD)
and
Regional Planning Commission for Jefferson, Orleans, Plaquemines,
St. Bernard and St. Tammany Parishes (RPC)



Federal Highway Administration



December 2006

EIS Background



AECOM

Lake Pontchartrain

Kenner

Orleans Parish

N.T.S.

Airport



Metairie



Harahan

New Orleans



Jefferson Parish

Airline Highway

LA 3139 / Earhart Blvd.

Mississippi River

Canal Blvd.

N. Broad Ave.

French Quarter

Superdome

Union Passenger Terminal

Williams Blvd.

Clearview Pkwy.

Causeway Blvd.

St. Charles Parish

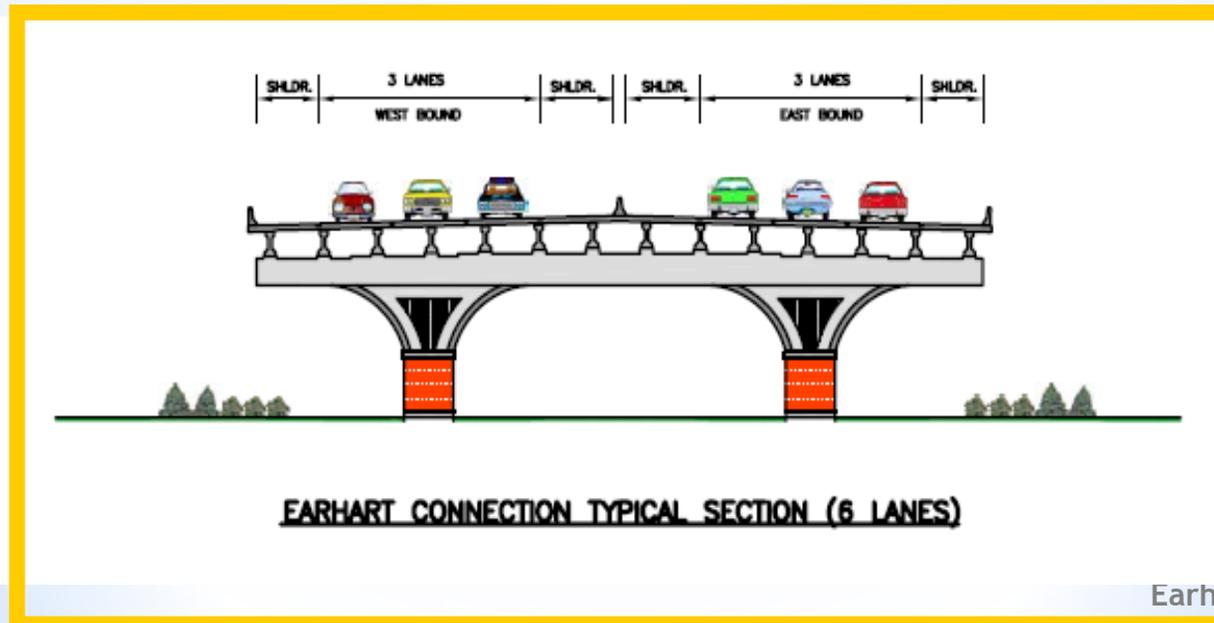
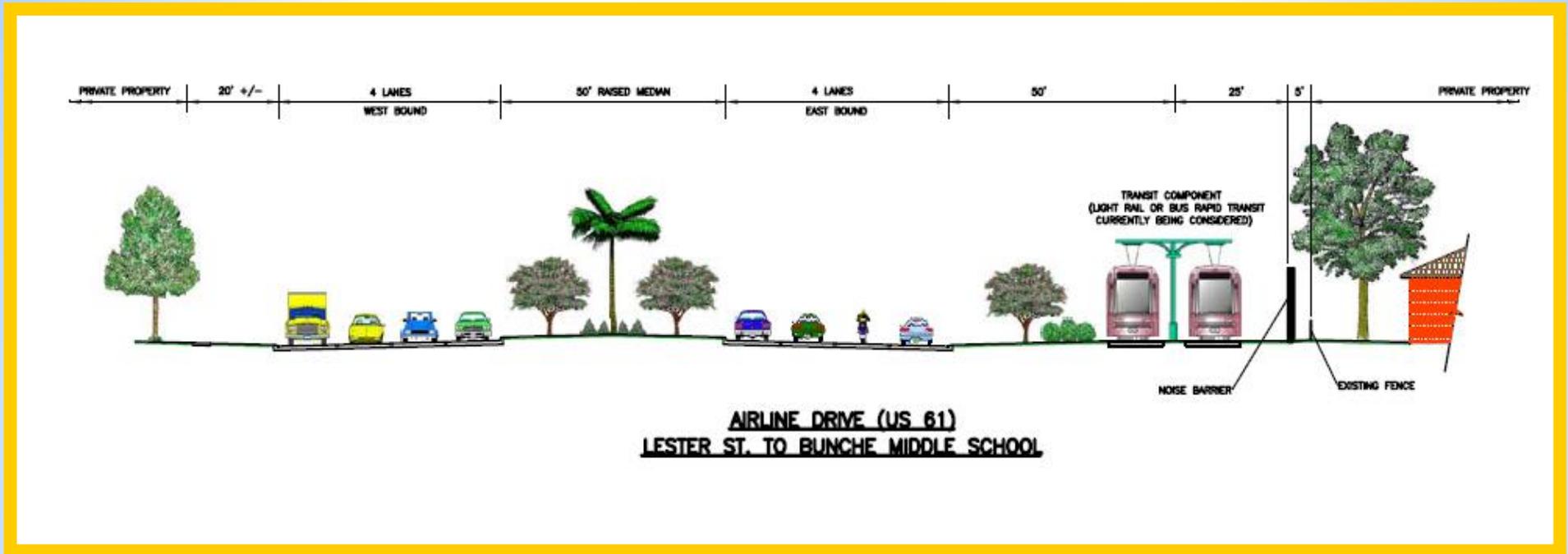


EIS Background



Project Location

EIS Background



Earhart Connector Project





New Box Culvert

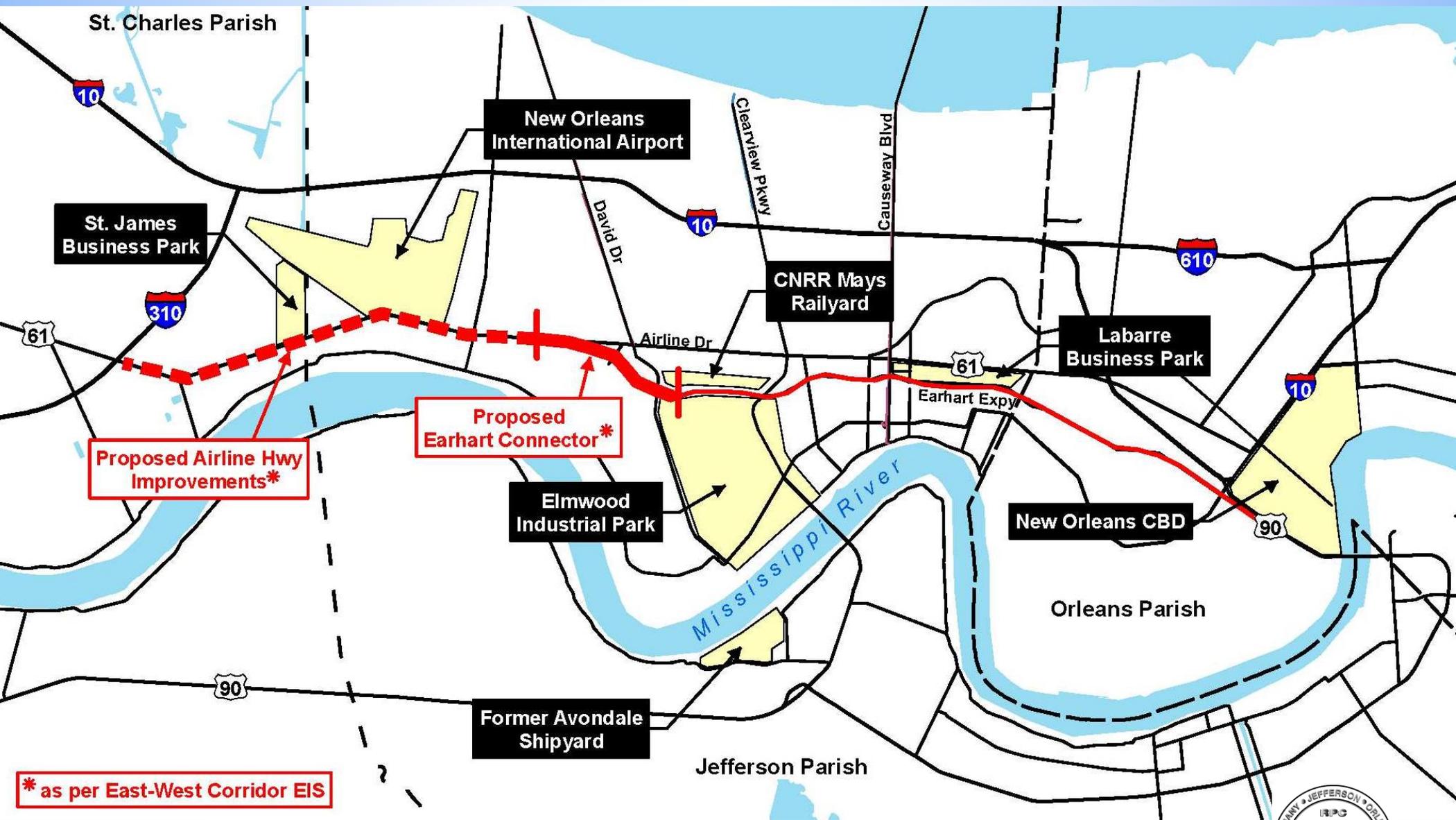


- 2.3-mile extension of Earhart Expressway
- Complex urban freeway project
- 7,000' of 6-lane elevated structure and 5,200' of Airline Drive widening
- High priority project for MPO and Jefferson Parish
- Provides freeway connectivity
- Moves traffic/freight away from I-10 and Airline



Project Summary





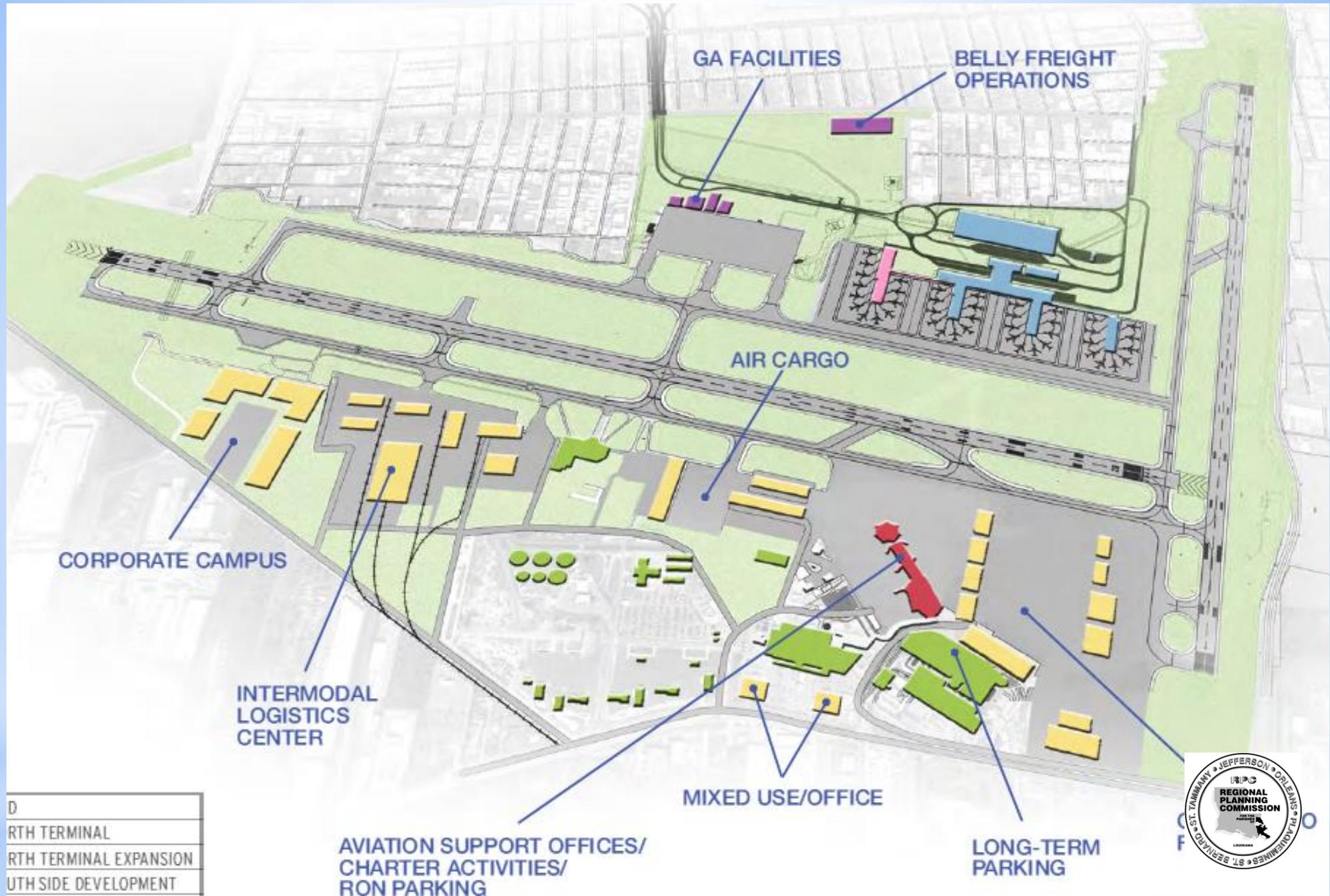
Freight/Trip Generators



- Elmwood Business Park - Large Freight Handling Facilities
- MSY Airport Air Freight Operations Repositioned Adjacent to Airline Drive
- Avondale May Become an Intermodal Facility Increasing Truck Traffic on Clearview Pkwy

Intermodal Facilities Connected





MSY Reconfiguration

- Truck Movement from Elmwood to I-310 and I-10 Avoiding Residential Areas
- Much Improved Truck Movement between Airport, Elmwood and Avondale
- Much Improved Truck Movement from Elmwood and Avondale to I-10 to Baton Rouge

Freight Benefits



| DOTD Control Section | Station | DOTD Route | From: | To: | Existing ADT | % Commercial Truck Operation |
|----------------------|---------|----------------------|------------------------------|-----------------------------------|--------------|------------------------------|
| 283-30-02_03 | 224091 | LA 49 (Wms.) | US 61 | Veterans | 27,683 | 5 |
| 283-30-02 | 224221 | LA 49 (Wms.) | Veterans | I-10 | 39,135 | 5 |
| 006-01-00 | 222691 | US 90 WEST | HPL Traffic Circle | Jefferson Highway | 45,902 | 6 |
| 826-03-01 | | Clearview | Mounes | Earhart | 49,770 | 26 |
| 826-03-01 | 222411 | Clearview | Earhart | US 61 | 67,570 | 26 |
| 826-44-01 | 224011 | Hickory/David/ Power | LA 48 | Mounes(ROW) | 6,113 | 5 |
| 826-44-01_02 | | Hickory/David/ Power | Mounes(ROW) | Citrus | 5,276 | 5 |
| 826-44-02_03 | | Hickory/David/ Power | Citrus | Earhart | 25,388 | 5 |
| 826-44-04 | 223461 | Dickory | Earhart | US 61 | 43,700 | 4 |
| 007-03-02_01 | 224230 | US 61 | I-310 | Jefferson/St. Charles Parish Line | 25,968 | 6 |
| 007-02-09_08 | 224081 | US 61 | Jefferson/St. Charles Parish | Williams | 28,414 | 7 |
| | | | Line | | | |
| 007-02-07_06 | 224181 | US 61 | Williams | David | 28,024 | |
| 007-02-05 | | US 61 | David | Clearview | 39,200 | |
| 007-02-04_02 | 223381 | US 61 | Clearview | Causeway | 45,340 | |
| 430-01-01_02 | 222421 | Earhart | Dickory | Clearview | 38,600 | 6 |
| 430-01-02_03 | | Earhart | Clearview | Causeway | 40,200 | 6 |
| 430-01-03_04 | 222631 | Earhart | Causeway | Monticello | 48,200 | |
| 826-45 | 223471 | LA 3155 | US 61 | LA 48 | 4,581 | |
| 845-17 | 225020 | LA 50 | US 61 | LA 48 | 7,384 | |
| 450-38 | 224630 | I-310 | LA 48 | US 90 | 25,454 | |

6% Trucks Existing



Existing Truck Operations



- Projected truck growth 58 percent by 2038.
- Inbound truck tonnage growth 59 percent. Outbound truck tonnage growth 47 percent.
- Intrastate growth 58 percent.
- Through truck traffic growth 96 percent.

Statewide Growth Projections



| | |
|-------------------|----------------|
| Total corridor | \$ 246 million |
| Earhart Connector | \$ 118 million |

These are 2005 Dollars (EIS)

Cost Estimates





Canal No. 6 - Looking East





Canal No. 6 - Looking West





Canal No. 6 at Soniat Canal



Businesses to be Relocated





Recognized Environmental Conditions





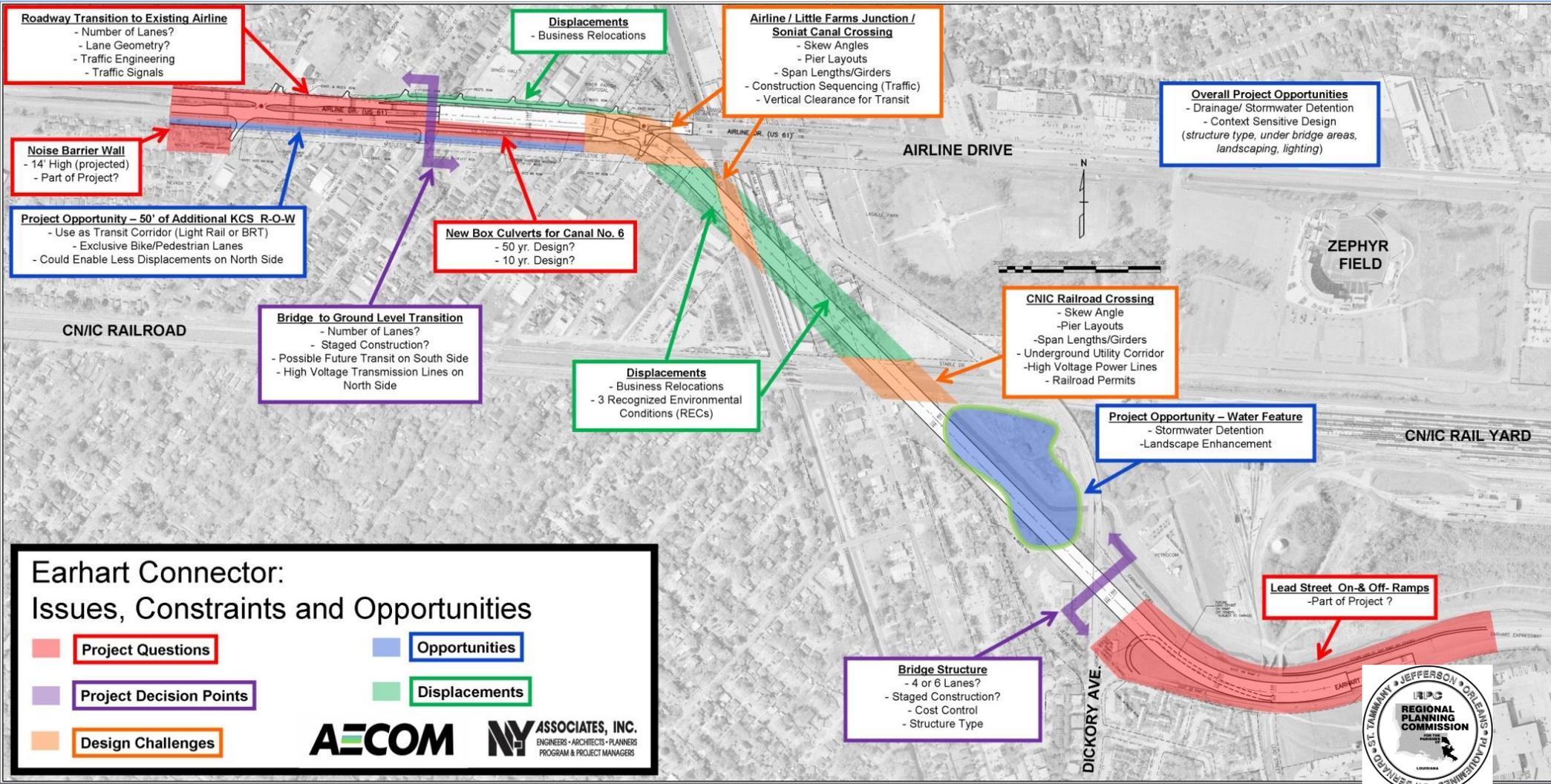
CN/IC RR and Utility Corridors





Soniat Canal Crossing





Issues and Constraints



Bus Rapid Transit Study

AIRLINE HIGHWAY WIDENING BUS RAPID TRANSIT STAGE 0 FEASIBILITY STUDY

STATE PROJECT NO. 701-65-1509
F.A.P. NO. STP-9910(530)
ROUTE US 61
JEFFERSON PARISH, LA



Prepared For:



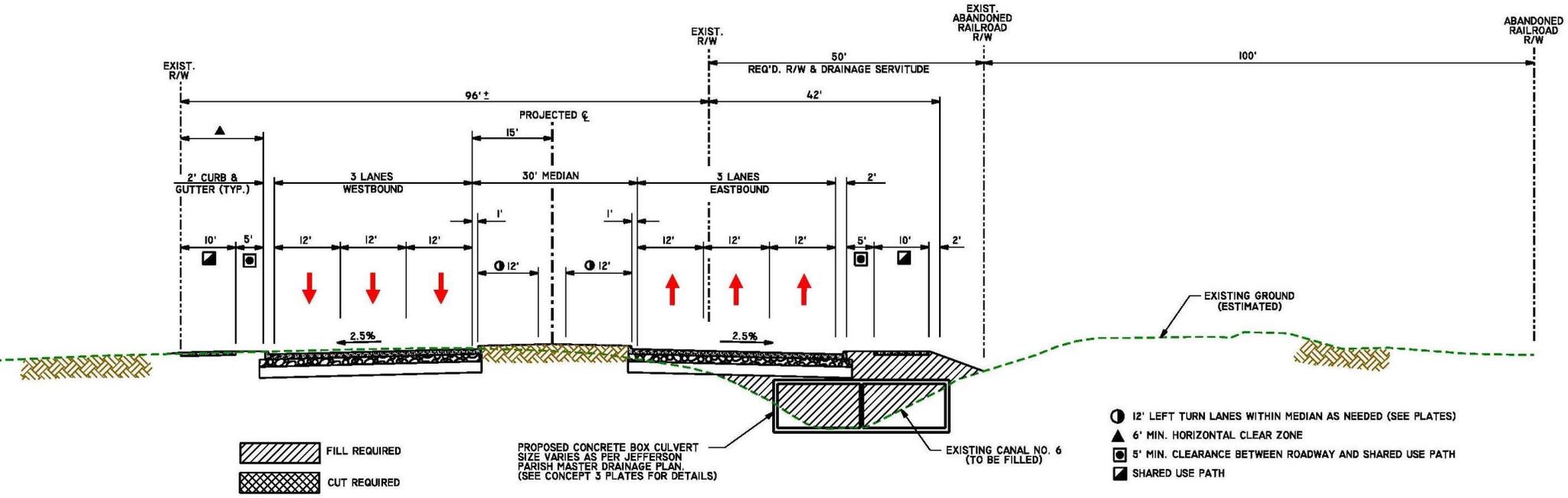
APRIL 2011

Prepared By:



Engineers • Surveyors
Environmental Consultants





Bus Rapid Transit Study



TABLE 4

PRELIMINARY CONSTRUCTION COST ESTIMATE

10 yr box

50 yr box

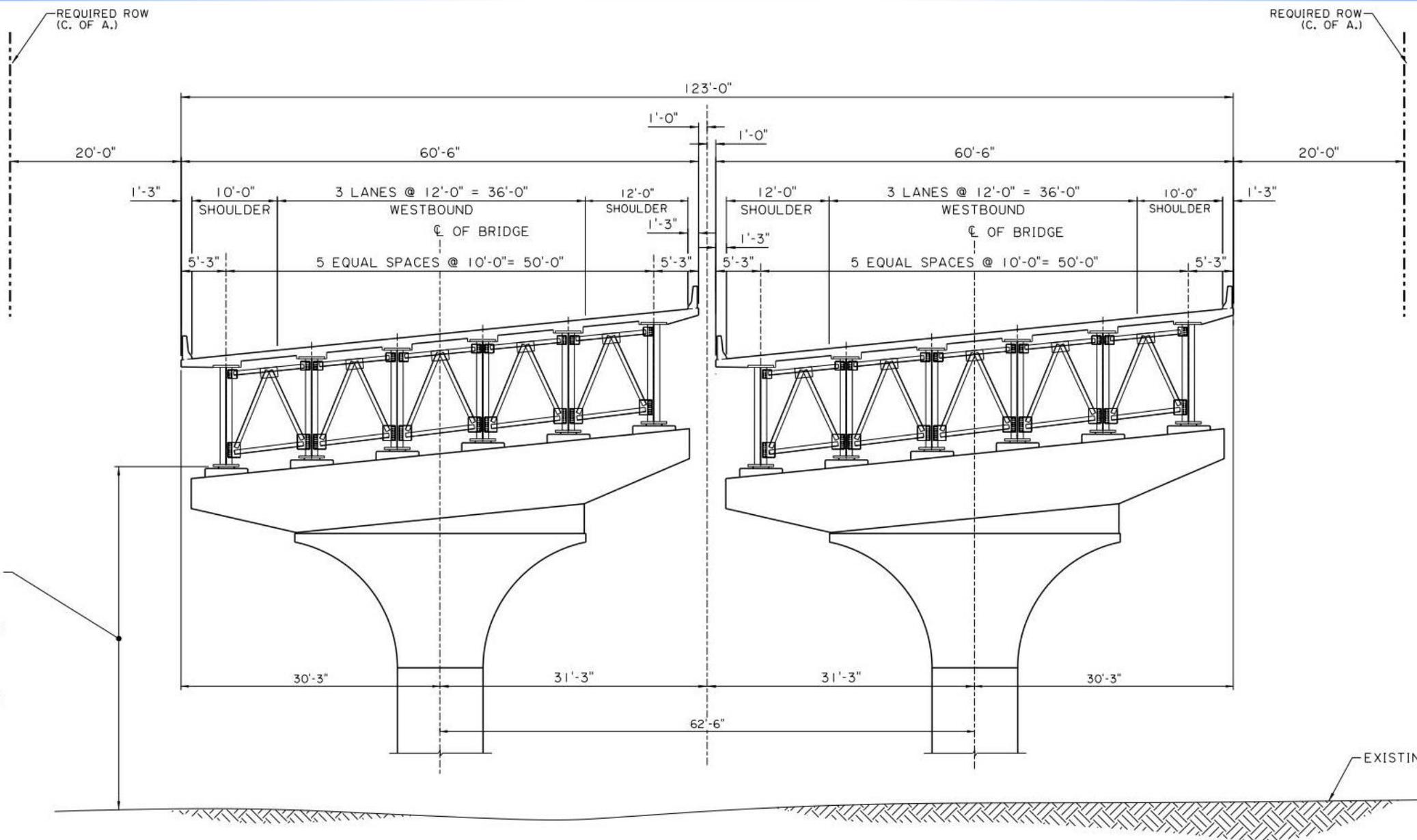


| Description | Unit | Unit Cost | CONCEPT No. 1 | | CONCEPT No. 2 | | CONCEPT No. 3 | | CONCEPT No. 6 | |
|---|-------|----------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|
| | | | Quantity | Total | Quantity | Total | Quantity | Total | Quantity | Total |
| At-Grade Roadway | SY | \$90.25 | 93,280.00 | \$8,418,520 | 133,640 | \$12,061,010 | 139,351.00 | \$12,576,428 | 139,351.00 | \$12,576,428 |
| Construction Detours and Traffic Controls | LUMP | \$1,305,000.00 | 1.00 | \$1,305,000 | 1 | \$1,305,000 | 1.00 | \$1,305,000 | 1.00 | \$1,305,000 |
| Signalization | EA | \$125,000.00 | 11.00 | \$1,375,000 | 11 | \$1,375,000 | 11.00 | \$1,375,000 | 11.00 | \$1,375,000 |
| Street Lighting | EA | \$6,500.00 | 495.00 | \$3,217,500 | 495 | \$3,217,500 | 495.00 | \$3,217,500 | 495.00 | \$3,217,500 |
| Driveways | LUMP | \$85,000.00 | 1.00 | \$85,000 | 1 | \$85,000 | 1.00 | \$85,000 | 1.00 | \$85,000 |
| Major Drainage | LUMP | \$470,000.00 | 1.00 | \$470,000 | 1 | \$470,000 | 1.00 | \$470,000 | 1.00 | \$470,000 |
| Concrete Walk (4" thick) | SQ YD | \$50.00 | 11,417.00 | \$570,850 | 17,133 | \$856,650 | 22,844.00 | \$1,142,200 | 22,844.00 | \$1,142,200 |
| Drainage Excavation | CY | \$9.50 | 15,556.00 | \$147,782 | 66,356 | \$630,382 | 42,759.00 | \$406,211 | 95,342.00 | \$905,749 |
| Canal No. 6 Box Culvert (2-15'x 8') | LF | \$5,045.00 | 0.00 | \$0 | 0 | \$0 | 4,402.00 | \$22,208,090 | 0.00 | \$0 |
| Canal No. 6 Box Culvert (2-8'x 8') | LF | \$3,250.00 | 0.00 | \$0 | 0 | \$0 | 1,271.00 | \$4,130,750 | 0.00 | \$0 |
| Canal No. 6 Box Culvert (1-8'x 8') | LF | \$1,450.00 | 0.00 | \$0 | 0 | \$0 | 950.00 | \$1,377,500 | 0.00 | \$0 |
| Canal No. 6 Box Culvert (3-16'x 11') | LF | 8220.00 | 0.00 | \$0 | 0 | \$0 | 0.00 | \$0 | 2,700.00 | \$22,194,000 |
| Canal No. 6 Box Culvert (2-11'x10') | LF | 4245.00 | 0.00 | \$0 | 0 | \$0 | 0.00 | \$0 | 1,650.00 | \$7,004,250 |
| Canal No. 6 Box Culvert (2-10'x 9') | LF | 3880.00 | 0.00 | \$0 | 0 | \$0 | 0.00 | \$0 | 1,250.00 | \$4,850,000 |
| Canal No. 6 Box Culvert (1-8'x 8') | LF | 1450.00 | 0.00 | \$0 | 0 | \$0 | 0.00 | \$0 | 2,010.00 | \$2,914,500 |
| 4' Bedding Material | CU YD | \$73.65 | 0.00 | \$0 | 0 | \$0 | 33,445.00 | \$2,463,224 | 18,100.00 | \$3,061,410 |
| Bulkhead for the canal (approx 10ft) | LF | \$900.00 | 7,925.00 | \$7,132,500 | 0 | \$0 | 0.00 | \$0 | 0.00 | \$0 |
| Bulkhead for the canal (approx 15ft) | LF | \$1,500.00 | 0.00 | \$0 | 7,930 | \$11,895,000 | 0.00 | \$0 | 0.00 | \$0 |
| Embankment | CY | \$5.75 | 21,301.00 | \$122,481 | 66,356 | \$381,547 | 66,077.00 | \$379,943 | 93,375.00 | \$536,906 |
| | | Sub Total | | \$22,844,633 | | \$32,277,089 | | \$51,136,845 | | \$61,637,943 |
| | 30% | Contingency | | \$6,853,390 | | \$9,683,127 | | \$15,341,054 | | \$18,491,383 |
| Total Construction Cost (Year 2008 DOTD Bid Prices) | | | | \$29,698,023 | | \$41,960,216 | | \$66.5 m | | \$80.1 m |

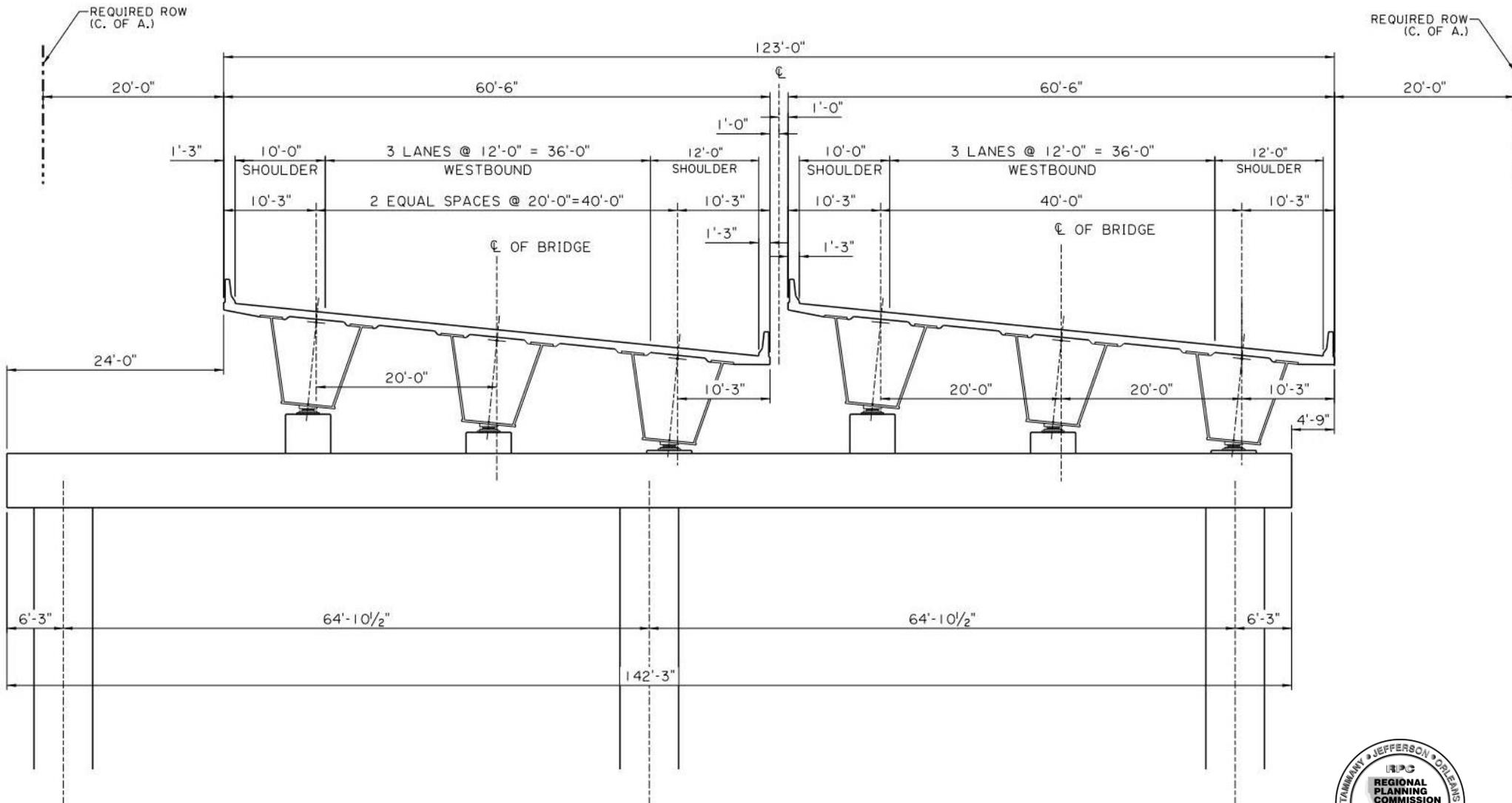
Note: Contingency value reflects minor pay items and compensates for the use of limited information for this level of a study. Contingency value may decrease as the project progresses and becomes more refined.

Bus Rapid Transit Study



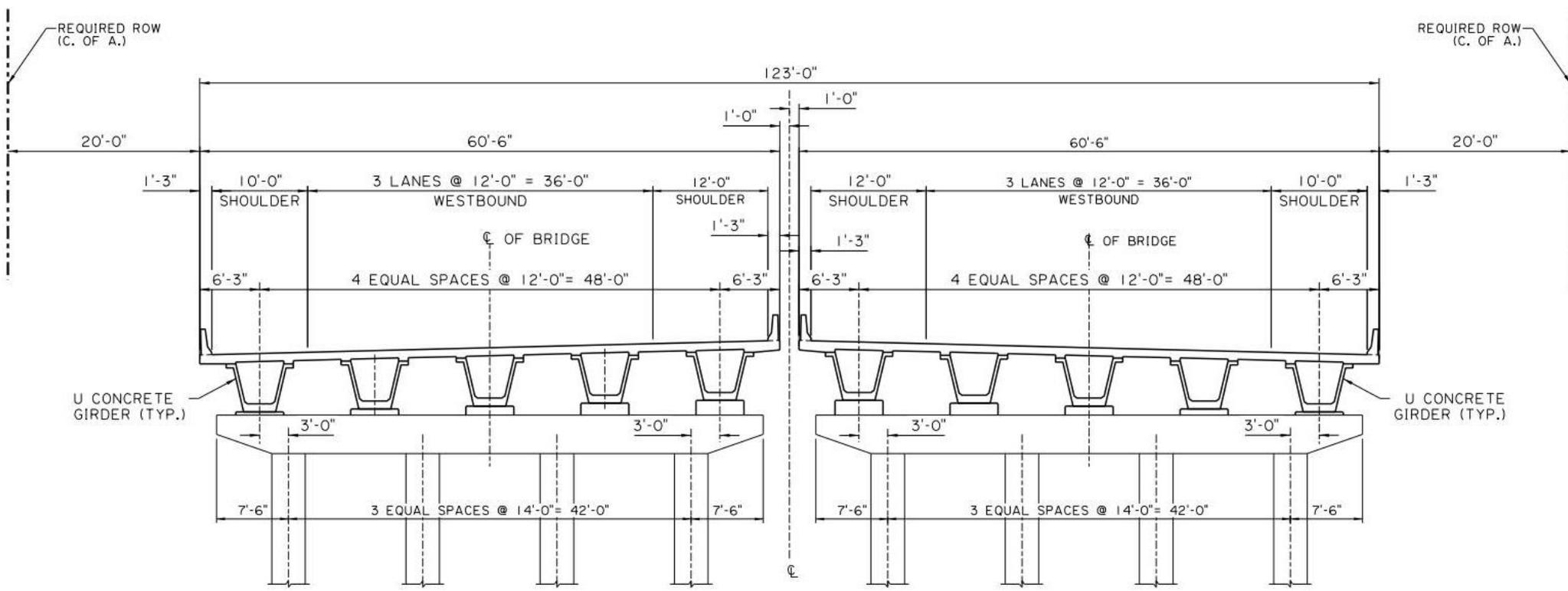


Bridge Sections



Bridge Sections





Bridge Sections



- Lots of issues and constraints
- Important decisions will affect design
- Challenging and complex design
- Opportunities for creativity
- Opportunities for aesthetic design and local compatibility
- Can be a signature project!

Summary

