

RPC Freight Roundtable



Regional Planning Commission
July 2015



Highlight on RPC Freight Projects

- Reserve to I-10 Connector
- Peter's Road Extension
- LA 23 Rail Relocation PE/NEPA
- Almonaster Bridge Replacement

Metropolitan Transportation Planning

Metropolitan Transportation Plan (MTP)

((23 U.S.C. 134(i)(2)(A)(i))

- *“Shall include identification of transportation facilities (including **major roadways**, transit, **multimodal and intermodal facilities**, nonmotorized transportation facilities, and **intermodal connectors**) that should function as an integrated metropolitan transportation system, **giving emphasis to those facilities that serve important national and regional transportation functions.**”*

Reserve to I-10 Connector (Port of So. Louisiana Connector)



I-10 US61
Proposed Connector Road

GlobalPlex
Port of South Louisiana



Mississippi River

Edgard

Reserve

Garyville

Laplace

Laplace

61

637

10th St

3188

51

10

10

PROJECT OVERVIEW

Project Purpose and Need

PURPOSE:

The purpose of this project is to provide improved access between the US 61 (Airline Highway) corridor in the Reserve area north to I-10, for (1) general commercial and non-commercial traffic in the Parish, and for (2) the Port of South Louisiana.

NEED:

- ▮ Quicker and more direct route - US 61 to I-10
- ▮ Improve emergency services
- ▮ Improve Port access and reduce circuitous truck trips
- ▮ Reduce residential truck traffic



PROJECT BACKGROUND

EIS Phase I and II Work

- 12 Alternatives initially investigated
- The Evaluation and Screening Process narrowed list to 4 alternatives
- Four Alternatives were presented to the Public at a April 11, 2013 Public Meeting in Reserve.
- All four Alternatives underwent a complete and thorough impact analysis.
- Alternative AP-6B was identified as the Preferred Alternative due to its ability to address the project Purpose and Need while minimizing impacts.
- Public Hearing on Preferred Alternative May 14, 2015



PREFERRED ALTERNATIVE

Source (Citation) for 2010 six inch pixel imagery GeoTiffs

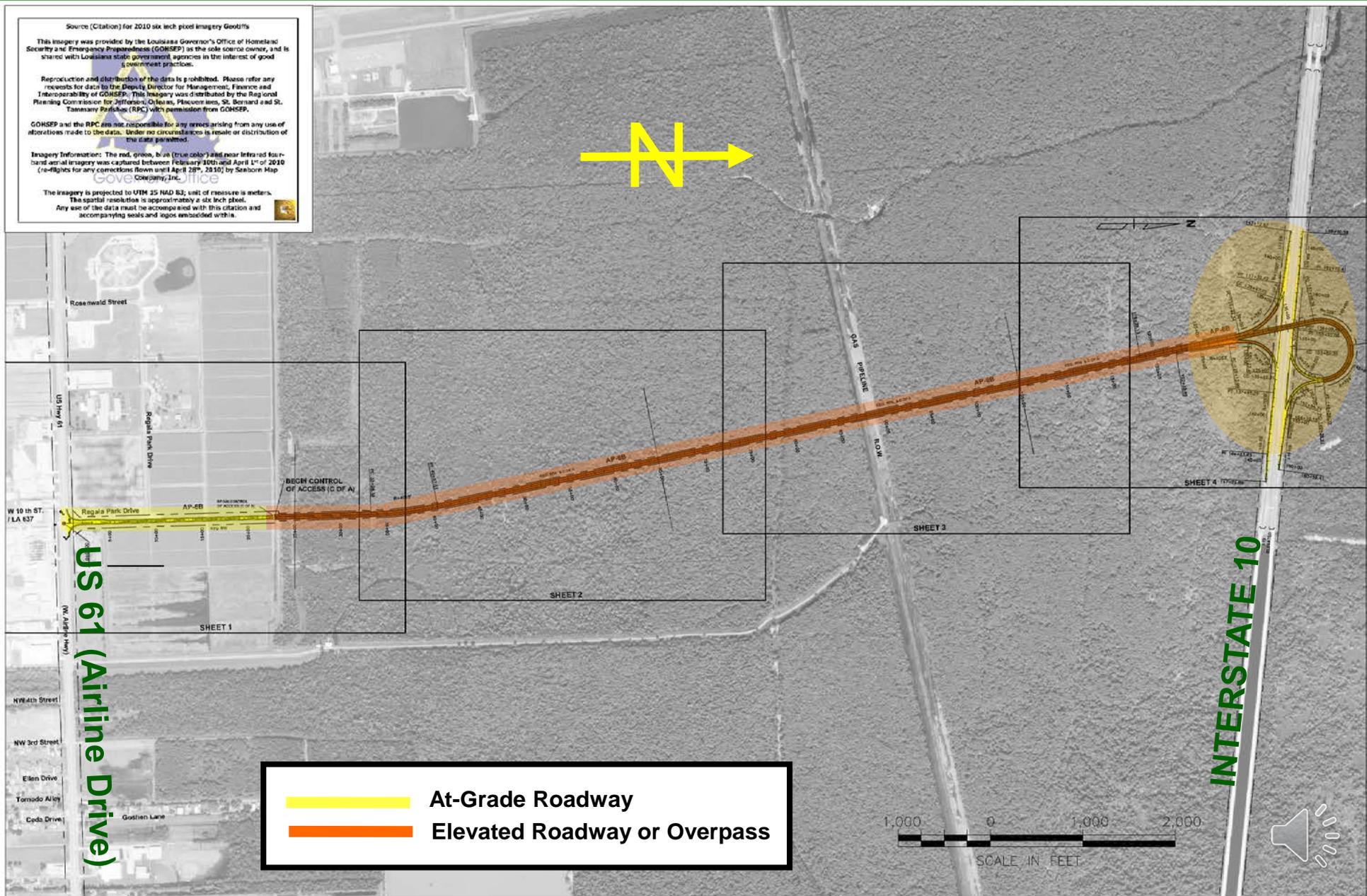
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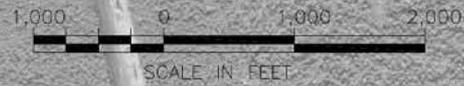
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US 61 (Airline Drive)

INTERSTATE 10

- At-Grade Roadway
- Elevated Roadway or Overpass



ANTICIPATED IMPACTS

Direct Impacts Not Requiring Mitigation:

These impact categories are considered non-adverse/beneficial, and require no mitigation measures. They include:

- Traffic Impacts
- Economic Impacts
- Access to Community Facilities and Services



ANTICIPATED IMPACTS

Direct Impacts Requiring Mitigation:

- **Wetlands** (*36.63 acres of jurisdictional wetlands lie within the proposed right-of-way*).
- **Impacts to Wildlife**
- **Surface Water Quality Impacts**
- **Ground Water Quality Impacts**
- **Construction Period Impacts** (*temporary noise, air quality and vibration impacts*)



FUTURE STEPS

For Environmental Impact Statement Process:

- Address DEIS comments
- Prepare *Final Environmental Impact Statement* document and announce *Proposed Action*.
- Once all items are addressed the FHWA will issue a *Record of Decision* which is its final action prior to implementation.

For Roadway Implementation:

- OBTAIN FUNDING – As of yet, this project is NOT funded.
- Design engineering and right-of-way acquisition.
- Construction of project, including implementation of mitigation measures.



PETER'S ROAD EXTENSION



PETER'S ROAD EXTENSION



THE REGIONAL PLANNING COMMISSION

FOR

JEFFERSON, ORLEANS, ST. BERNARD, PLAQUEMINES, ST. TAMMANY AND
TANGIPAHOA PARISHES

- **Jefferson/Plaquemines Parishes**
- **Peters Road/LA 1261 Extension**
- **Peters Road extended across
Intracoastal Waterway**
- **Below Belle Chasse Naval Air Station
to Walker Road**
- **Environmental Assessment
Completed in 2004 - FONSI**

2011

- **Total Cost \$94M**
- **Phase 1 @ \$16.5M June 2011 construction letting**
- **Phase 2 @ \$18M (Jefferson Parish Bridge Approach in final design)**
- **Phase 3 @ \$60M (IntraCoastal Waterway Bridge) in final design (preliminary plans)**

2015

- **Total Cost \$106M**
- **Phase 1 @ \$16.5M nearly completed with construction (Plaquemines side)**
- **Phase 2 @ \$25-30M (Jefferson Parish Bridge Approach in final design – includes R-O-W costs)**
- **Phase 3 @ \$60M (IntraCoastal Waterway Bridge) in final design (preliminary plans)**

LA 23 NOGC Railway Relocation PE/NEPA Project



LA 23 NOGC Railway Relocation PE/NEPA Project

Environmental Assessment

- FRA-compliant EA.
- FRA environmental procedures - *Federal Register*, Volume 64; No. 101; May 26, 1999.
- Council on Environmental Quality (CEQ) regulations.
- Other applicable guidance, procedures, regulations and laws govern.
- Alternatives to be Considered:
 - No-Build Alternative
 - TSM Alternative - to be defined with PMC input
 - Preferred Alternative - identified through the alternatives analysis (AA) process with agency, stakeholder and public input and concurrence.
- Draft EA result / action - Finding of No Significant Impact (FONSI) or Environmental Impact Statement (EIS).



LA 23 NOGC Railway Relocation PE/NEPA Project

- Former Union Pacific (UP) Branch Line
- 32-mile shortline railroad
- Two NOGC Subdivisions including:
 - **Westwego Subdivision:**
 - ❖ Limits: Interchange with UP Railroad at Westwego yard, through Westwego and Gretna, to Algiers Junction east of Gouldsboro Yard. Approximate length 6.8 miles.
 - ❖ Harvey Canal movable bridge – open to waterway navigation.
 - **Belle Chasse Subdivision:**
 - ❖ Limits: Algiers southward along Madison Street, crossing the Westbank Expressway frontage roads, then parallel to Belle Chasse Highway from Gretna to Belle Chasse. Approximate length 24 miles.
 - ❖ GIWW movable bridge – open to waterway navigation.
- Over 280 at-crossing crossings along the entire corridor

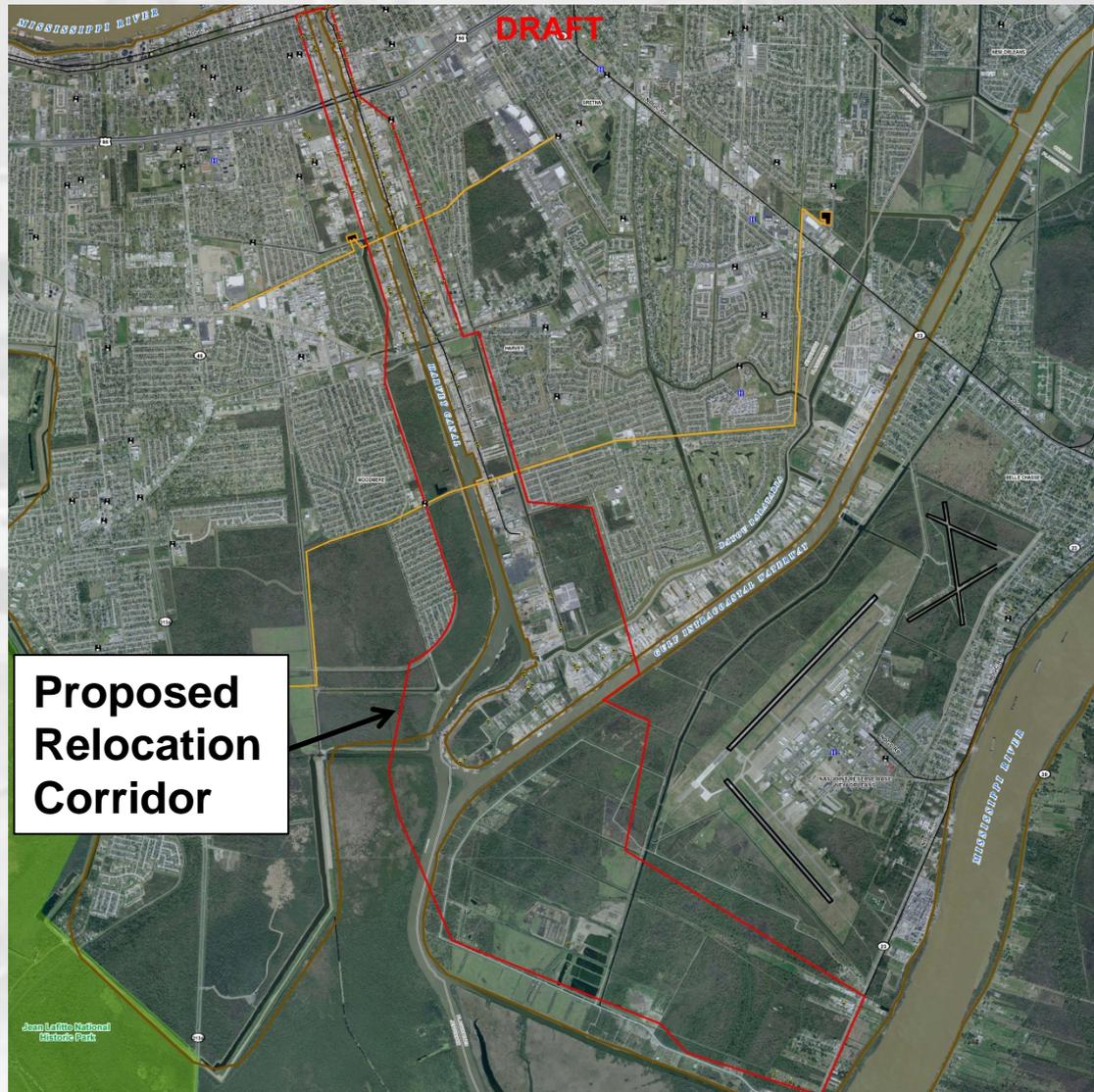
LA 23 NOGC Railway Relocation PE/NEPA Project

Corridor Limits: Along Existing NOGC Railway

- Begin at Harvey Canal along LA 18
- LA 18 / 4th Street in Gretna
- Port of New Orleans Goldsborough Yard in Algiers
- Adams and Madison Streets in Algiers and Old Gretna
- LA 23 / Belle Chasse Highway in Jefferson Parish
- Crossing Gulf Intracoastal Waterway (GIWW)
- LA 23 / Belle Chasse Highway in Plaquemines Parish to the Naval Air Station Joint Reserve Base (NAS-JRS)



LA 23 NOGC Railway Relocation PE/NEPA Project



Corridor Limits: Along Harvey Canal Industrial Corridor

- LA 18 / 4th Street
- US 90 / Westbank Expressway Crossing
- Lapalco Boulevard Crossing
- Gulf Intracoastal Waterway (GIWW) Crossing
- Proximity to NAS/JRS

LA 23 NOGC Railway Relocation PE/NEPA Project

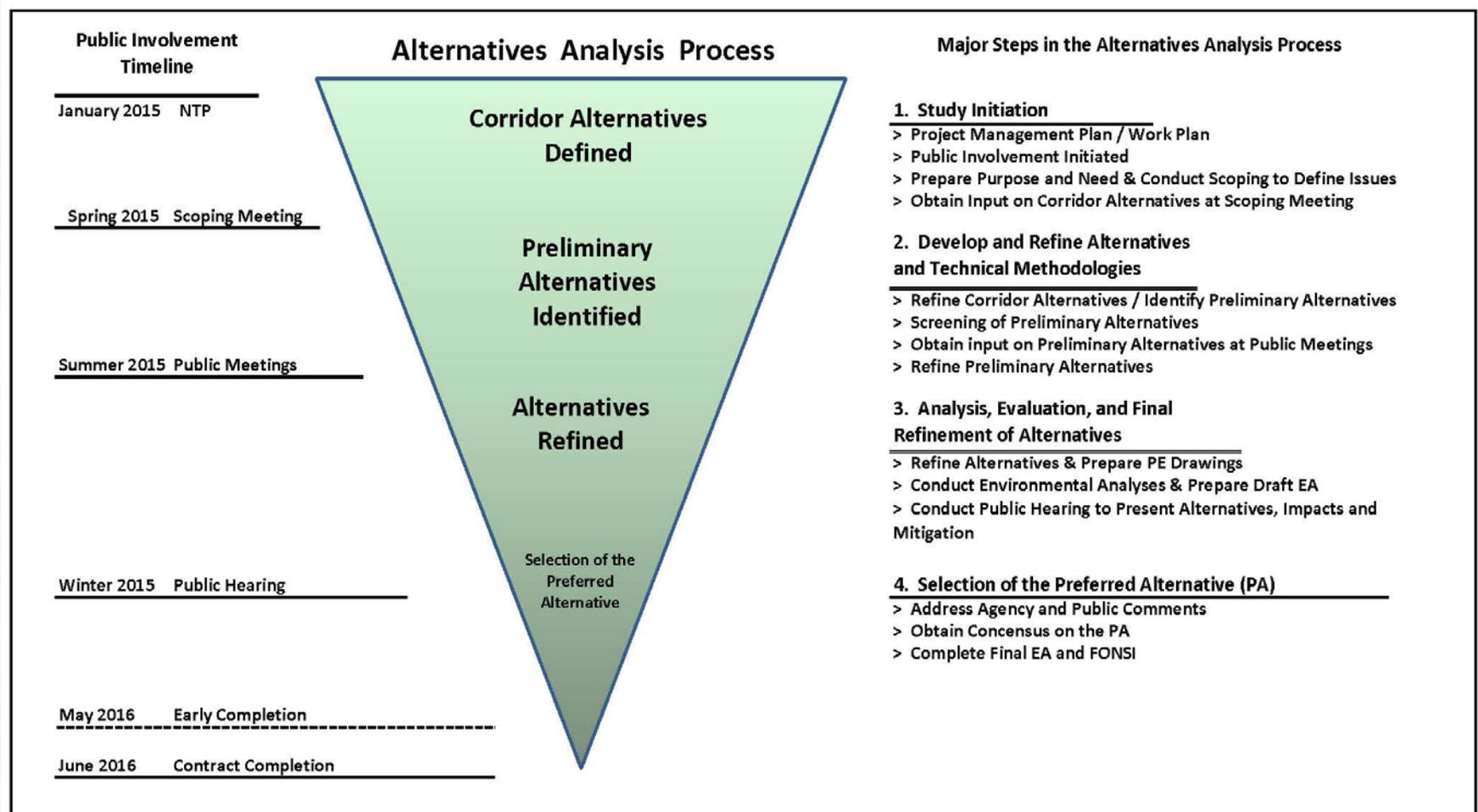
Draft Purpose and Need

- **Safety** – Along the active rail line there are approximately 200 public and private at-grade crossings including in-street running of the NOGC RR within Gretna city limits. Most of the private crossings have no active warning system and rely on passive crossbucks signage, train horn noise and driver awareness.
- **Relieve Congestion** - Congestion and delays occur especially along 4th Street in Gretna where the NOGC RR tracks are located within the pavement within commercial areas and residential neighborhoods. Trains often block traffic along key routes and at intersections. Trains operate at speeds of 10 mph further contributing to congestion and delay.
- **Emergency Evacuation Route** - LA 23 is a designated hurricane evacuation route within Jefferson and Plaquemines Parishes. Train sets that could extend in length of up to 140 rail cars negatively impact emergency operations along this state route.



LA 23 NOGC Railway Relocation PE/NEPA Project

Alternatives Analysis



LA 23 NOGC Railway Relocation PE/NEPA Project

Environmental Assessment

Human Environment	Natural Resources	Physical Environment
Air Quality	Wetlands	Hazardous Materials Sites
Noise and Vibration	100-year Floodplain	Hazardous Materials Transport
Environmental Justice	Levees and Flood Protection	Oil and Gas Wells
Census/Demographics	Coastal Zones	Water Wells
Parks and Recreational Land	Prime Farm Land	Utilities
Traffic, Transportation and Navigation	Protected and Endangered Species	Standing Structures – residential and commercial
Land Use and Zoning		Construction
Cultural Resources		Right-of-way

State Project No. H.004698.5
F.A.P. No. H.004698
PONO W.O. 1-801
Almonaster Avenue Bridge over the IH-NC
Orleans Parish



PORT NOLA
THE PORT OF NEW ORLEANS



ALMONASTER BRIDGE
FORMERLY KNOWN AS
L & N BRIDGE
MARINE CHANNEL 13
PHONE# 945-3112

VOLKERT



Figure 1-1
Project Area

- PONO owned
- 96 year old
bascule
- Low sufficiency
rating (overall
fitness)
- Not designed for
high winds in
raised position
- Closed since 2005
to vehicular traffic
- Blocks major
employment
center

Project History

- 2009 – Bridge Optimization Study
- 2011 – Supplemental EA
 - **Revised Selected Alternative**
 - ~~200'~~ **150'** Horizontal Clearance ~~Vertical Lift~~ **Rolling Bascule** Bridge
 - 126' Vertical Clearance in Open Position
 - Two Rail Freight Tracks
 - ~~Four~~ **Two** Vehicle Lanes
 - Two combination Shoulder/Bicycle Lanes
 - ~~Pedestrian Walkway~~
 - Construction Cost Estimate ~~\$ 80 M~~ **\$60 M.**
- 2012 – Preliminary Design Phase
- 2015 – Final Design Phase



Rendering of New Structure



Estimated Construction Cost

- Based on Completed Preliminary Plans (2011):

Major Project Activity	Total
Roadway	\$3.6 million*
Floodwall	\$0.4 million*
Fixed Bridge	\$3.1 million*
Bascule Bridge	\$30.2 million*
Main Pier	\$10.2 million*
Fender System	\$4.0 million*
Demolition	\$2.4 million*
Mobilization & Construction Layout	\$5.3 million*
Total Cost	\$59.2 million*

*Includes 15% contingency markup.

- Based on Interim Engineering (2015)
- \$66,000,000+



Project Scope: Final Design Phase



THE PORT OF NEW ORLEANS

- To develop final design plans, specifications and related construction documents along with all permits required to facilitate the replacement of the existing bridge and approaches over the IH-NC at Almonaster Avenue.



Engineering Services Underway



- **Survey/Right-of-Way & Utility**
- **Environmental and Permits**
- **Geotechnical Services**
- **Road Design Services**
- **Bridge Design Services**
- **Floodwall /Gate Design Services**
- **Signalization**



Project Schedule

- **DESIGN PHASE:**
 - **540 Calendar Days**
 - **End Date: August 22, 2016**

- **CONSTRUCTION:**
 - **42 Months from Contract Award**

