

Reserve to I-10 Connector St. John the Baptist Parish, LA

**State Project No. H.004891
Federal Aid Project No. H004891
RPC No. PSLC-STJ**

Environmental Impact Statement

**RPC FREIGHT ROUNDTABLE
APRIL 27, 2016**

PROJECT BACKGROUND

- In 2004 a draft version *Port of South Louisiana Connector Road Environmental Assessment* was completed.
- The recommended improvements included two segments:
 1. Port of South La. (at River Road) to US 61; and ,
 2. US 61 to I-10.
- Due to concerns over wetlands and other issues, the project did not receive a Finding of No Significant Impact (FONSI).

PROJECT BACKGROUND

- Instead, the project was split into two Segments of Independent Utility:
 1. An Environmental Assessment (EA) for the portion between River Road and US 61



2. An Environmental Impact Statement (EIS) for the portion between US 61 to I-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.

PROJECT OVERVIEW

Project Purpose and Need

NEED

General Commercial and Non-Commercial Access

- Quicker and more direct route to I-10 from the US 61 corridor
- Reduce vehicle hours traveled (VHT) and thus provide travel time savings and benefits
- Enable emergency vehicles to reach I-10 destinations more promptly

Port Access

- Better, more direct access for Port truck traffic
- Lessen the impact of Port truck traffic on local roads

PROJECT BACKGROUND

Early EIS Work

- Phase I Early Involvement tasks were completed: development and refinement of purpose and need, preparation of a draft coordination plan, and development of project alternatives.
- Public input was a vital part of this process, with several public meetings held.
- 12 Build Alternatives were developed; however, 3 were deemed to be not practicable or too damaging to the environment, and were removed from further consideration.
- Nine Initial Build Alternatives were left, as well as a low cost TSM Alternative and the No Build Alternative.

INITIAL NINE BUILD ALTERNATIVES:

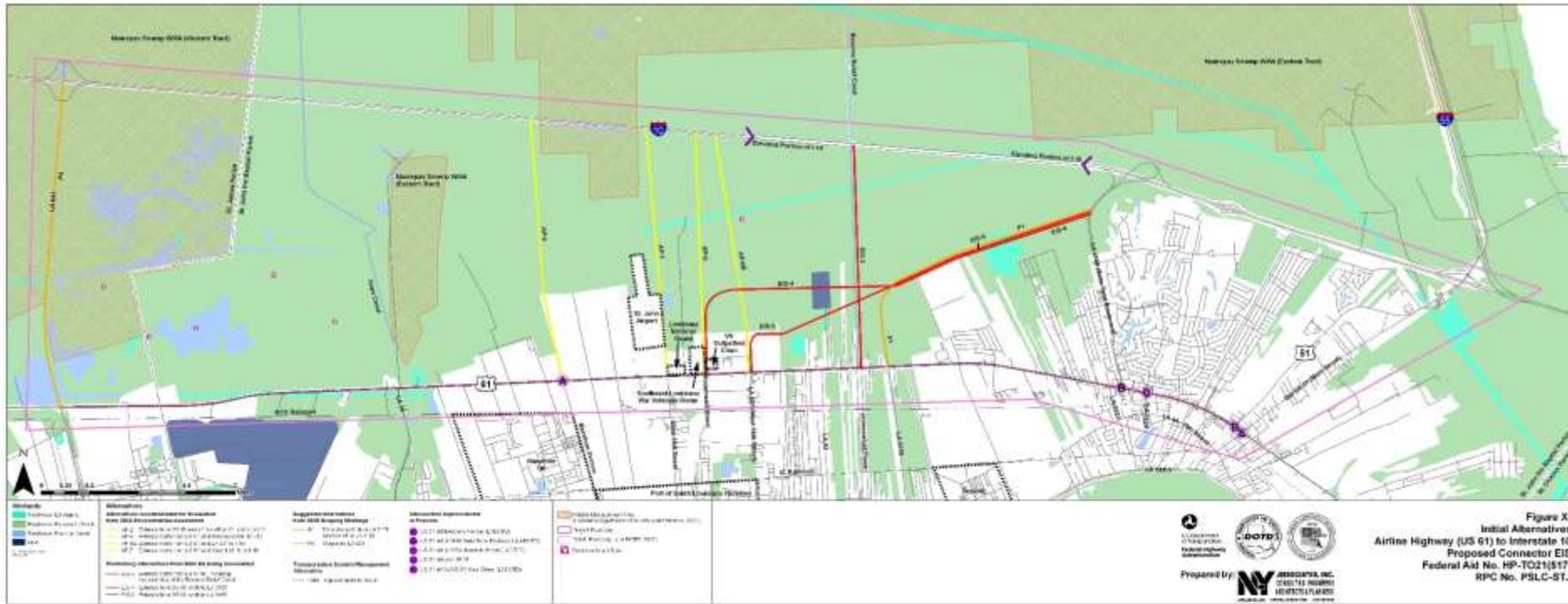


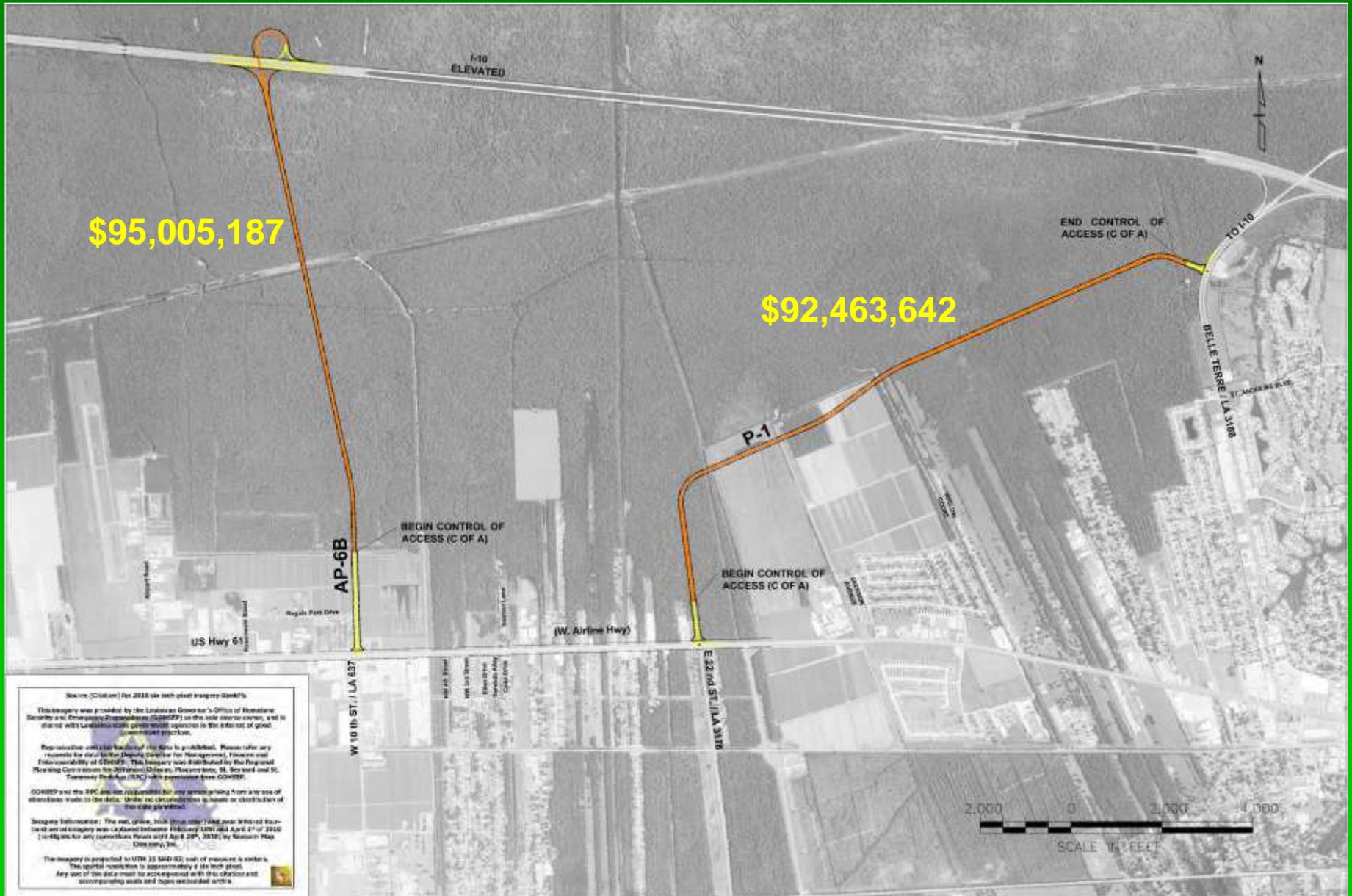
Figure X:
Initial Alternatives
Airline Highway (US 61) to Interstate 10
Proposed Connector EIS
Federal Aid No. HP-T021(S17)
RPC No. PSLC-STJ

- Original intent of project was to evaluate and screen these Build Alternatives from NINE down to no more than TWO, after which they would be fully analyzed along with the no build alternative and the TSM alternative.
- Evaluation and Screening Process was to include readily available or easily developed data.

EVALUATION AND SCREENING OF INITIAL BUILD ALTERNATIVES

<i>Screening Criteria related to Practicability:</i>	P-4	AP-2	AP-7	AP-6	EIS-4	EIS-5	AP-6B	EIS-3	P-1
Improved Access / Travel Time Savings for regular traffic (<i>per trip; presented in mins./secs.</i>):	<u>Vehicular Traffic:</u> West: 0:00 East: 0:00	<u>Vehicular Traffic:</u> West: 1:21 East: 0:00	<u>Vehicular Traffic:</u> West: 1:49 East: 0:03	<u>Vehicular Traffic:</u> West: 1:55 East: 1:01	<u>Vehicular Traffic:</u> West: 0:0 East: 2:08	<u>Vehicular Traffic:</u> West: 0:00 East: 2:21	<u>Vehicular Traffic:</u> West: 2:18 East: 1:46	<u>Vehicular Traffic:</u> West: 1:42 East: 3:38	<u>Vehicular Traffic:</u> West: 0:00 East: 3:25
Year 2020 Total Daily Travel Time Savings (<i>minutes per day, gross</i>):	none	2,564	3,720	9,133	8,695	9,579	13,913	22,859	13,926
Year 2038 Total Daily Travel Time Savings (<i>minutes per day, gross</i>):	none	3,051	4,746	17,353	27,883	30,715	27,825	50,378	44,656
Improved Access / Travel Time Savings for emergency vehicle traffic (<i>per trip; presented in mins./secs.</i>):	<u>Emergency Access:</u> Center: 0:00	<u>Emergency Access:</u> Center: 8:46	<u>Emergency Access:</u> Center: 10:23	<u>Emergency Access:</u> Center: 10:29	<u>Emergency Access:</u> Center: 2:44	<u>Emergency Access:</u> Center: 4:07	<u>Emergency Access:</u> Center: 10:52	<u>Emergency Access:</u> Center: 10:16	<u>Emergency Access:</u> Center: 5:11
<i>Screening Criteria related to Least Damaging:</i>				AP-6			AP-6B	EIS-3	P-1
<i>Wetland Impacts:</i> Amount of Wetlands Impacted: (<i>in projected acres</i>)				49.01 acres			48.92 acres	50.38 acres	30.71 acres
Biological Resource Impacts: (<i>low, medium, high</i>)				high			high	medium	medium
Water Quality Impacts: (<i>low, medium, high</i>)				low			low	medium	low
Physical Resource Impacts (<i>low, medium, high</i>)				low			low	low	medium
<i>Other Impacts:</i> Human Environment Impacts: (<i>low, medium, high</i>)				medium			low	high	low

FINAL TWO BUILD ALTERNATIVES



Source: (Citation) for 2010 six-foot imagery (Google Earth)

This imagery was provided by the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (GOHEP) on the sole source contract, and is shared with Louisiana state government agencies in the interest of good government practices.

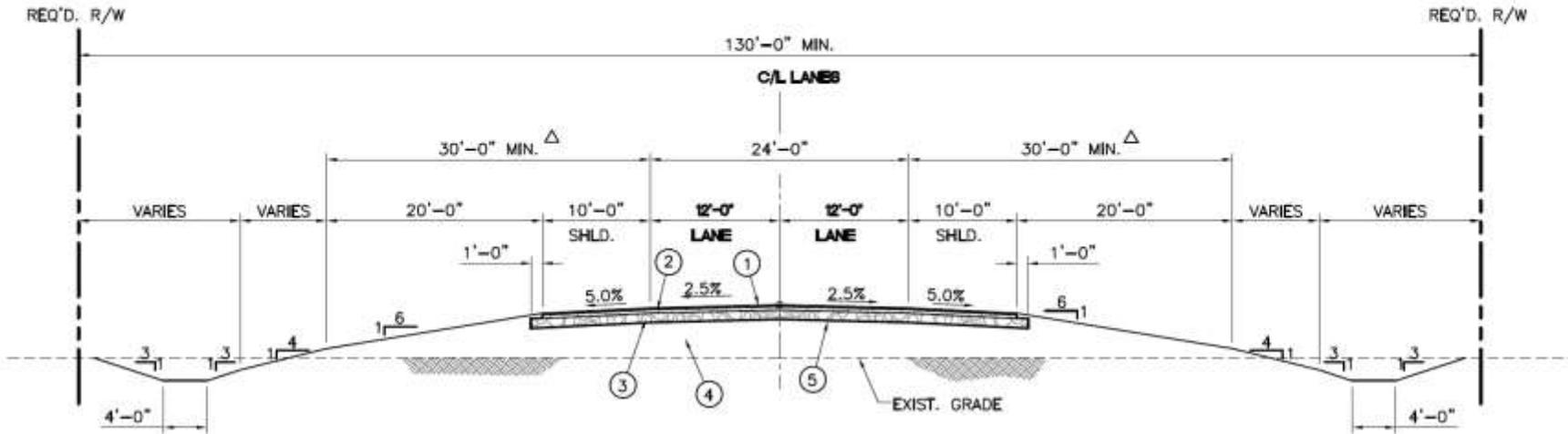
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Imagery Information: The real-time, high-resolution imagery was first released to all users on a regular basis before February 10th and April 1st of 2010. Contact us for any corrections before April 2, 2010. (2010) by National Map Data Entry, Inc.

This imagery is projected to UTM 18 M (43), east of measure is meters. The spatial resolution is approximately 4.56 inch pixel. Any use of the data must be accompanied with this citation and accompanying scale and logo (reproduced herein).

TYPICAL SECTIONS



**TYPICAL SECTION - CONNECTOR ROAD (RC-2) (55mph)
ALTERNATIVE AP-6B AND ALTERNATIVE P-1**

LEGEND

- ① 2" SUPERPAVE ASPHALTIC CONCRETE (WEARING COURSE).
- ② 6" SUPERPAVE ASPHALTIC CONCRETE (BINDER COURSE).
- ③ 10" CLASS II BASE COURSE (CRUSHED STONE OR RECYCLED PCCP).
- ④ EMBANKMENT MATERIAL.
- ⑤ GEOTEXTILE FABRIC.
- ⑥ 8" SUPERPAVE ASPHALTIC CONCRETE (BINDER COURSE).

△ TO BE CONSTRUCTED FREE OF OBSTRUCTIONS

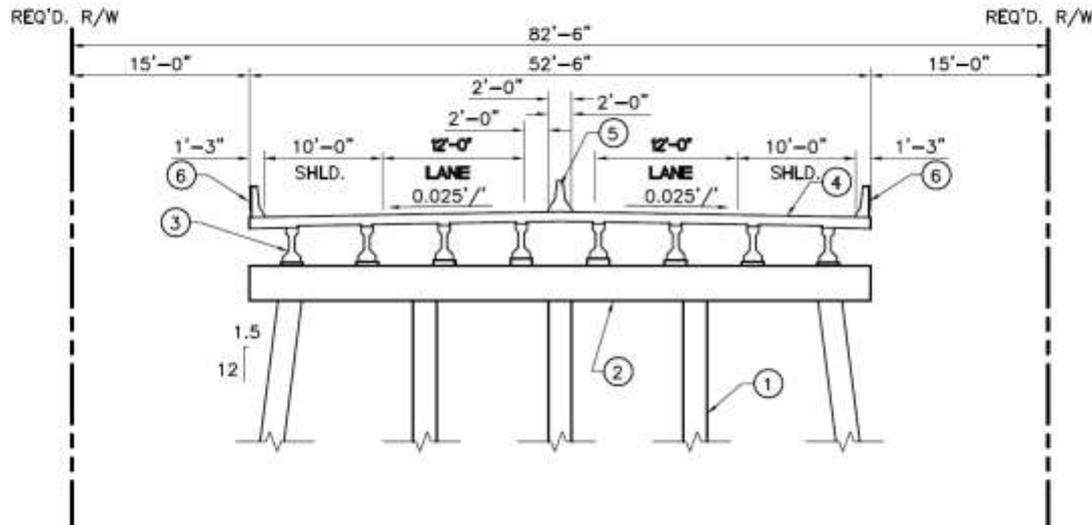


SHEET
TB-1
ENHANCED ACCESS BETWEEN US 61 IN RESERVE AND I-10
STAGE 1 - ENVIRONMENTAL IMPACT STATEMENT
BT. JOHN THE BAPTIST PARISH
S.P. No. 200461010
RFP PROJECT NO. P16.027
TYPICAL SECTION - CONNECTOR ROAD

WY ASSOCIATES, INC.
ENGINEERS • ARCHITECTS • PLANNERS
PROGRAM & PROJECT MANAGERS



TYPICAL SECTIONS



**PROPOSED ELEVATED TWO LANE CONNECTOR
END-ON CONSTRUCTION
ALTERNATIVE AP-6B AND ALTERNATIVE P-1**

LEGEND

- ① 24" PPC PILES
- ② CAST-IN-PLACE PILE CAP
- ③ TYPE II PRECAST PRESTRESSED CONCRETE GIRDERS
- ④ CAST-IN-PLACE CONCRETE SLAB (8" THICK)
- ⑤ 2' CONCRETE MEDIAN BARRIER RAIL
- ⑥ 1'-1" CONCRETE BARRIER RAIL

△ TO BE CONSTRUCTED FREE OF OBSTRUCTIONS



SCALE IN FEET

SHEET

TB-2

ENHANCED ACCESS BETWEEN US 61 IN RESERVE AND I-10
STAGE 1 - ENVIRONMENTAL IMPACT STATEMENT
ST. JOHN THE BAPTIST PARISH
S.P. No. 2016040108
TYPICAL SECTION - CONNECTOR ROAD ELEVATED

NY ASSOCIATES, INC.
ENGINEERS - ARCHITECTS - PLANNERS
PROGRAM & PROJECT MANAGERS



PREFERRED ALTERNATIVE

Source (Location) for 2022 as well as past imagery benefits.

This imagery was provided by the Louisiana Governor's Office of Homeland Security and Emergency Preparedness (OSHEEP) as the sole source owner, and is shared with Louisiana state government agencies in the interest of good government practices.

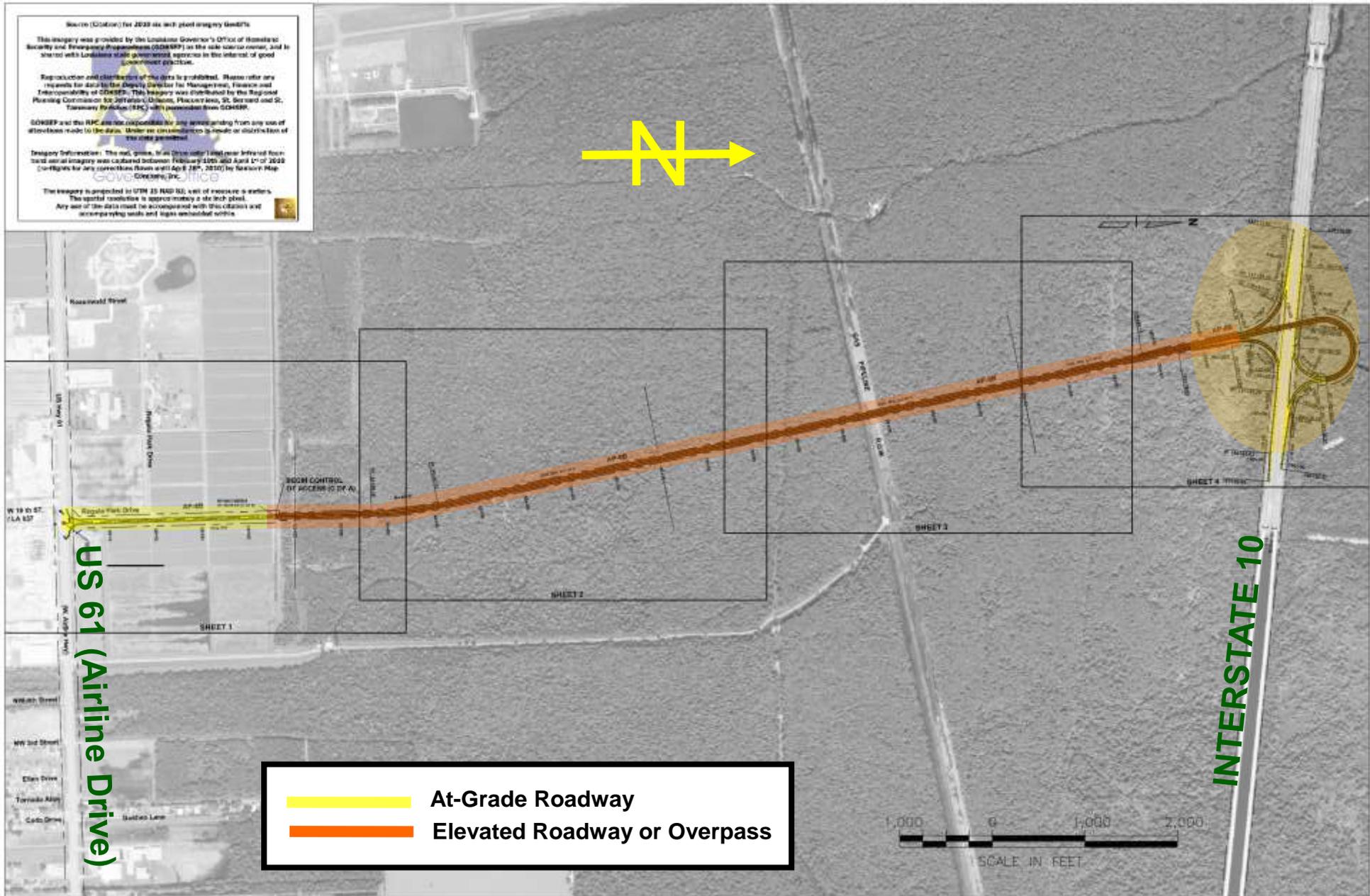
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Imagery Information: The met, geoid, Mean Ocean water (MOW) near infrared four-band aerial imagery was captured between February 2020 and April 1st of 2020 (copyright for any corrections flows until April 28th, 2020) by GeoSource Map.

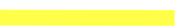
The imagery is provided in UTM 25 NAD 83, unit of measure is meters. The spatial resolution is approx. metric a 1/4 inch pixel.

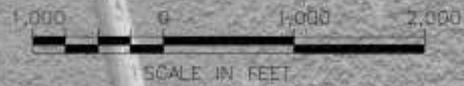
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US 61 (Airline Drive)

INTERSTATE 10

	At-Grade Roadway
	Elevated Roadway or Overpass



PREFERRED ALTERNATIVE 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**

PREFERRED ALTERNATIVE 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*)

LATEST TASKS

- Produced and distributed Draft Environmental Impact Statement document in March 2015
- Held Public Hearing in May 2015
- Received both Public and Agency Comments on the Draft EIS; addressed those comments
- Held Stakeholder Briefing with elected officials and Port of South Louisiana officials to brief them on project status and to discuss commitment to project.

NEXT TASK

- The Preferred Alternative requires a new I-10 interchange.
-
- An Interchange Justification Report (IJR) must be prepared concurrently with the preparation of the Final Environmental Impact Statement (FEIS) and receipt of a Record of Decision (ROD).

INTERCHANGE JUSTIFICATION REPORT

- **Required by the FHWA and LADOTD.**
- **Steps/procedures are laid out in LADOTD Traffic Engineering Manual, and generally include the following:**
 - **Traffic analyses not required for the EIS but required for the IJR will be performed or updated.**
 - **Alternative interchange designs will be prepared and evaluated for FHWA approval.**
 - **The IJR will be a stand-alone document, but the Executive Summary from the IJR will be included in the Final EIS.**

FUTURE STEPS

FOR ENVIRONMENTAL IMPACT STATEMENT PROCESS:

- Complete Interchange Justification Report (IJR)
- Revise the EIS based on the findings of the IJR and prepare the *Final Environmental Impact Statement* and announce *Proposed Action*.
- Once all items are addressed the FHWA will issue a *Record of Decision* which is its final action prior to design and construction.

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.

**ADDITIONAL
QUESTIONS OR
COMMENTS?**



THANK YOU!