Clearview Parkway LA 3152
Stage 0 Feasibility Study and Environmental Inventory

Public Information Meeting
Thursday, February 21, 2008
6:30 p.m., Eastbank Council Chambers,
Yenni Building
Project Sponsors

• Regional Planning Commission
  • Walter Brooks, Executive Director
  • Jeff Roesel, AICP, Principal Planner

• Jefferson Parish Government Department of Engineering
  • Jose’ Gonzales, Director

Project Team

BKI BURK-KLEINPETER, INC.
ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
PO Box 19087, New Orleans, 70119
Planning & Engineering Tasks, Project Management, Public Outreach, Document Preparation

Subconsultants
RC Lambert Consultants, LLC
Engineering
AIMS Group, Inc.
Engineering/GIS
PSI/Citywide Testing & Inspections
Environmental Data
TSM Alternative Development

State Project No. 736-36-0047
Federal Aid Project No. PL-0011 (030)
Project Overview

…to provide improved roadway capacity within a 3.20 mile section of Clearview Parkway (LA 3152 part), from south of Interstate 10 to just north of Jefferson Highway, and evaluate build alternatives to relieve congestion around the Clearview Parkway and Airline Drive intersection...
Preliminary Purpose

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

• Improving existing and future peak-hour traffic operations
• Maximizing use of available right-of-way to the extent possible to avoid displacements
• Addressing changes in traffic resulting from the construction of the Huey P. Long Bridge
Existing Traffic (2007)

- Traffic volumes continue to fluctuate (2004 to present)
- Currently, 3-6% heavy vehicles observed during peak
- Spikes in truck traffic post-AM peak associated with Elmwood based businesses
- Parish recorded 71,500 ADT on Clearview Parkway south of Earhart in 2006

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- Most intersections at LOS E/F during peak periods
- Extended queues of slow or stopped traffic common during peak periods in several areas:
  - Airline Drive
  - East Corporate Drive
  - Rouses’ Driveway
  - W. Metairie Avenue
Future Traffic (2027 NORTM Estimate)

- Some changes are likely in future traffic volumes
- Shows impact of other regional transportation investments
  - HP Long Bridge widening
  - Earhart @ Causeway interchange
  - Earhart extension (East-West Corridor)
- Peak-hour traffic remains LOS E/F conditions

Average Daily Traffic, projected 2027
Source: 2027 New Orleans Regional Transportation Model (NORTM)
NORTM maintained by Regional Planning Commission (RPC)
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Huey P. Long Bridge

• Widen existing bridge to a 6-lane span
• Reconstruct existing intersections
  – Jefferson Highway (EB)
  – LA 18 (WB)
• Construction complete and open to traffic by 2013

www.timedla.com/bridge

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Stage 0 Review:
The Program Development and Project Delivery System

Stage 0: Feasibility

Stage 1: Planning/Environmental

EIS or EA w/ FONSI

Stage 2: Funding Prioritization

Stage 3: Final Design Process

Stage 4: Letting

Stage 5: Construction

Stage 6: Operation


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Planning Process

- Schematic and Fatal Flaw Evaluation
  - Project Advisory Committee (Parish, RPC, DOTD)
    - Identify five (5) strongest alternatives
    - Evaluate five (5) alternatives (concept updates and traffic analysis)
  - Public Information Meeting (February 21, 2008)
    - FINAL RECOMMENDATION

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Initial Project Concepts

• Clearview Parkway and Airline Drive
  – Continuous flow intersection
  – At-grade improvements
  – Overpass (2 options)

• Additional travel lane on Clearview Parkway

• Clearview Parkway Transportation System Management (TSM) improvements

• Webb Street Extension (parallel to NOPBRR Trestle)

• Lead Street ramp (Citrus Ave to Earhart Expwy)

• No Build
Initial Evaluation

- Conduct initial review using the following criteria:

<table>
<thead>
<tr>
<th>Criteria Title</th>
<th>Evaluation Elements</th>
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</thead>
<tbody>
<tr>
<td>Initial Project Purpose</td>
<td>Current conditions</td>
</tr>
<tr>
<td>Community Context</td>
<td>Land use data</td>
</tr>
<tr>
<td>Programmed Improvements</td>
<td>Long-range plan, TIP, TIMED, RBI</td>
</tr>
<tr>
<td>Potential Displacements</td>
<td>Structures &amp; frontage areas potentially impacted</td>
</tr>
<tr>
<td>Potential Major Utility Impacts</td>
<td>Utilities data + site review</td>
</tr>
<tr>
<td>Potential Circulation &amp; Access Impacts</td>
<td>Street grid, Land Use data, Constructability</td>
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<tr>
<td>Potential Environmental Site Concerns</td>
<td>Environmental databases + corridor/site review</td>
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State Project No. 736-36-0047
Federal Aid Project No. PL-0011 (030)
Remaining Project Concepts

• Clearview Parkway and Airline Drive
  – Continuous flow intersection
  – At-grade improvements
  – Overpass (Airline Drive over Clearview Parkway)

• Clearview Parkway TSM Improvements

• Webb Street Extension (parallel to NOPBRR Trestle)

• Lead Street ramp (Citrus Ave to Earhart Expwy)
Continuous Flow Intersection, Airline at Clearview

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Federal Aid Project No. PL-0011 (030)
At-Grade Improvements, Airline at Clearview

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Federal Aid Project No. PL-0011 (030)
Overpass – Airline Over Clearview

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Federal Aid Project No. PL-0011 (030)
TSM Improvements, Clearview Parkway

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Federal Aid Project No. PL-0011 (030)
Webb Street Extension (Parallel to NOPBRR Trestle)

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Federal Aid Project No. PL-0011 (030)
Lead Street Ramp - Citrus Ave to Earhart Expwy

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Secondary Evaluation

• Updates by Project Advisory Committee prompted a second evaluation:

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<tr>
<td>Traffic Operations</td>
<td>Change in Level-of-Service or operations as compared to No-Build (existing and future)</td>
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</table>
### Results – Secondary Evaluation

<table>
<thead>
<tr>
<th>Conceptual Alternative (Title)</th>
<th>Initial Compatibility Matrix</th>
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<tbody>
<tr>
<td></td>
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<tr>
<td>Continuous Flow Intersection</td>
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<tr>
<td>Additional At-Grade Improvements</td>
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<td>Overpass Option #1</td>
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**Legend**
- ◼️ No Issues or Concerns
- ◼️ Possible Issue or Concern
- ◼️ Identified Issue or Concern
Initial Recommendation

• **Short-Term Program** (completed before 2013)
  – Projects appearing to be ready to go to design and construction
    • TSM Improvements

• **Mid-Term Program** (starting construction at 2013)
  – Projects requiring additional environmental clearance
    • Lead Street Ramp and/or Webb Street Extension

• **Long-Term Program** (in progress at 2013)
  – Projects requiring additional environmental clearance and community consensus
    • Airline at Clearview Improvements
      – Continuous Flow Intersection, Overpass or At-Grade Improvements

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Questions or Comments?

- We would like to hear your comments and questions....
  - Project Team members available to answer questions related to individual project concepts
  - Project Sponsor’s representatives available to answer specific questions
Information Station Review

Please take the next 20 minutes to review each station and ask questions of the project team.
Continuous Flow Intersection

Location: Airline Highway (US 61) at Siegen Lane/Sherwood Forest Boulevard, Baton Rouge, LA

Driving East on Airline Highway (US 61)

Looking East on Airline Highway (US 61)

Driving West on Airline Highway (US 61)

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Further Comments?

• Contact the Regional Planning Commission
  – Please use one of the supplied comment forms or direct your inquiries to:
    Regional Planning Commission
    1340 Poydras Street, Suite 2100
    New Orleans, LA 70112
    Attn: Jeff Roesel, AICP, Principal Planner

• All comments must be postmarked no later than 10 days following this meeting.
Project Team Contact Information

PO Box 19087 - NO, LA 70179
(504) 486-5901

Ed E. Elam, AICP, ......................Project Manager
Email: eelam@bkiusa.com
Thanks for your attendance!

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