Westbank
Transportation Road & Rail Subarea Analysis

Stage 0 Feasibility Study

H.972382.1 | RPC Contract No. A-3.21 JP | Jefferson Parish, Louisiana

Prepared for:
The Regional Planning Commission
Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes

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Acronyms

ACS: American Community Survey
AMTK: Amtrak
ATG: Alliance Transportation Group
BNSF: BNSF Railway
CN: Canadian National Railway Company
CSX: CSX Corporation (Railroad)
CTC: Centralized Traffic Control
DOTD/LADOTD: Louisiana Department of Transportation and Development
FRA: Federal Railroad Administration
HPL: Huey P. Long Bridge
IMTT: Intl-Matex Tank Terminals
JEDCO: Jefferson Economic Development Commission
JeT: Jefferson Transit
KCS: Kansas City Southern (Railroad)
LA: Louisiana
LOS: Level-of-Service
NOGC: New Orleans Gulf Coast Railroad
NOPB: New Orleans Public Belt Railroad
NORG: New Orleans Rail Gateway
NS: Norfolk Southern Railway
PAB: Planning Advisory Board
PMC: Project Management Committee
RPC: Regional Planning Commission
TIMED: Transportation Infrastructure Model for Economic Development
UNO: University of New Orleans
UP: Union Pacific Railroad

Data compiled by the American Community Survey (ACS) 5 Year Summary File (2015-2019) published in December 2020 by the U.S. Department of Commerce, Economic and Statistics Administration, US Census Bureau. Data received in text format and joined to spatial geography files by the New Orleans Regional Planning Commission (RPC). Specific tabular data relating to RPC activities formatted for mapping and analytical purposes. For further information please contact RPC, Lynn Dupont, GIS Manager.

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The full disclaimer for use of RPC geographic, tabular, analytical, and electronic data (including aerial photography) can be found in Appendix D.

Initial Findings

The Regional Planning Commission (RPC), in partnership with Jefferson Parish and other stakeholders, including DOTD and JEDCO, undertook this Stage 0 Feasibility Study to evaluate the relative feasibility of a series of improvements to road and rail access in the Avondale - Nine Mile Point - Westwego area of the west bank of Jefferson Parish. This study incorporated traffic data from the existing road and rail network, as well as items identified through database research following the Stage 0 Feasibility Study methodology. An extensive series of meetings was held with key stakeholders, including Parish departments, railroads, and representatives of Avondale Marine, to determine needs for capital improvements and the relative impediments to their implementation.

The organization for this document reflects the following sections:

- **Introduction** – describing the study area, purpose and need for this project, and a summary of the project management committee meeting process and activities undertaken with key stakeholders;
- **Site Investigation Data Collection and Analysis** – describing the process of data collection and review including meetings with the various Class I railroads, New Orleans Public Belt (NOPB) and Port of New Orleans;
- **Scenario Planning and Concept Design Development** – describing the potential effects associated with a future development of complementary industrial activity near the Avondale Marine campus, along with the construction of a rail connector between the current NOPB right-of-way and the Avondale Marine campus.

Highway Network

The study area highway network has benefited from the capacity projects added in support the Huey P. Long Bridge upgrades (completed under the TIMED program in 2013), as well as improvements to LA 18 to expand roadway capacity west to the current Avondale Marine. Review of key corridor intersections around the study area to anticipate the effects of future traffic indicate, given current demands with some future growth (background and development based), that most intersections will continue to operate below capacity for the foreseeable future. No highway transportation improvements were identified because of this study.

This finding should not be considered as a pass on the due diligence required through traffic impact reviews and studies. Sites developed in the future which require access to the DOTD state highway network would still be required to document their relative project-based impacts for individual site driveways and driveway access, as well as a potential to effect roadway and intersection level of service across the study area. Through our initial field observations in March and August 2021, the ATG team noted that several intersections in the study area appear to form “hot spots” or a nexus where more than one transportation mode interacts. Watching these locations as traffic increases beyond current and post-pandemic levels, will assure for timely decisions of any future upgrade in traffic control or traffic operations strategy. These locations include:

- **Nine Mile Point Road at the UP Railway** – Nine Mile Point Road is a heavily traveled connection between the US 90 B and US 90 corridors. Through the course of this project, it was discovered that the UP Railway has plans for a future double track of the existing east-west line in this area. Grade separating Nine Mile Point Road eliminates at-grade rail crossing leading into UP yard west of US 90 but warrants further review. The area has little or no adjacent development, but the project limits will interact with existing property access/driveways, and potentially one active business.
- **Seven Oaks Boulevard at LA 541/LA 18** – Seven Oaks Boulevard is a heavily traveled connection between the US 90 and LA 18 corridors. Through the course of this project, it was observed that trains serving the Nine Mile Point area could block this corridor, causing traffic to divert around the area using US 90/US 90B, or higher volumes on Seven Oaks Boulevard created longer queues of stopped traffic on LA 541. A future traffic study, completed as volumes increase, will help to determine the warrant for updates at this location.
- **LA 541 at LA 18 (Westwego)** – LA 541 at LA 18 is a major intersection on the eastern edge of the study area. This location is the gateway to the City of Westwego and is a pedestrian crossing from the historic downtown area to the Lazy River Landing and levee-top bicycle path. A future traffic study, completed as volumes increase, will help to determine the warrant for updates at this location.

Rail Network

The study area rail network is part of the larger New Orleans Rail gateway, responsible for aiding the flow of commodities and freight traffic across the United States. A central connector important to this network is the Huey P Long Bridge, a 4.35-mile double track bridge over the Mississippi River.

The maximum timetable track speed across this bridge is 20 mph. The track grades on the approaches are -1.25% and the bridge ends within the study area at approximately milepost 8.04. The bridge handles 15 to 18 trains per day through central dispatch offered by the UP Railroad. The UP schedules and dispatches trains remotely from Spring, TX. Alternating tracks are closed Tuesday and Thursday for 8 hours/day track windows for maintenance. Track windows are scheduled to minimize disruption to train movement. Universal crossovers allow for trains to utilize either track if one is out of service for maintenance.

UP Rail east of Avondale Garden Road

Discussions with the stakeholder concerning the conceptual ***new rail connection to the NOPB for direct rail access to Avondale Marine was noted as potentially adversely impacting rail operations and dispatching across the bridge.*** Track speed, rail operations, maintenance and overall rail system safety were the main objections. The conceptual rail connection from the NOPB for direct rail access to Avondale Marine, as shown in the report, can be designed within typical track geometry guidelines and parameters. However, the impact to rail service across the rail gateway bridge could be detrimental to rail operations through the gateway, would require significant modifications to the Centralized Traffic Control (CTC) railroad dispatching system, could impede continuous rail access during maintenance on the one of two track lanes remaining open on the bridge and would require a new at-grade crossing of LA18 and is therefore not recommended.

However, the Avondale Marine site has two existing public at-grade rail crossings over the LA 18 corridor which provide opportunities for rail access. One of these crossings (Crossing # 797884L) located mid-campus between the administrative building and the UNO Maritime Center, currently provides the primary rail access to the site (See picture to the right).

Crossing #797884L
LA 18 at Avondale Marine Campus

The other crossing (Crossing # 797885T) located on the western edge of the Avondale Marine campus, along the property line with Intl-Matex Tank Terminals (IMTT) crosses LA 18, but it is not currently used (See aerial photo from Google below). The project team's tour of the Avondale Marine campus in March 2021 included field review of the crossing and its connection to existing on-site rail. At that time, the Avondale Marine campus remained in active planning transition as a combination of site evaluation and preparation for future tenants continued. ***Further review of this rail location, in connection with future tenant needs at this facility, could warrant restoration of service through this existing crossing.***

Required upgrades to existing rails and warning devices/systems (in consultation with DOTD and rail operator) remain to completed. This would take place as part of the project design phase and include input from the railroads, DOTD, and incorporate the general master planning and prospect development activities at the Avondale Marine facility.

Appendix G includes a completed Stage 0 Checklist and Preliminary Scope and Budget Checklist for this location and potential rail crossing upgrade.

Crossing #797885T
LA 18 West side of Avondale Marine Campus

Introduction

This Stage 0 Feasibility Study, undertaken by the RPC and Jefferson Parish, evaluated the relative feasibility of a series of improvements to improve road and rail access in the Avondale-Nine Mile Point-Westwego area of the west bank of Jefferson Parish in the study area illustrated on Figures 1 and 2.

Study Area Description

The study area, as depicted on Figure 2, contains approximately 4,760 acres of mostly vacant land. The area's residential population, numbering approximately 4,350 according to Census estimates (2018 American Community Survey), is mostly minority and low income. Bisected by the US Highway 90 corridor, the study area also contains several active rail corridors maintained by Union Pacific Railroad, as well as several rail yards owned and managed by Union Pacific (UP) and Burlington Northern Santa Fe (BNSF).

At the center of this area is the Huey P. Long Bridge, which carries both the US 90 corridor and rail across the Mississippi River. This bridge, opened to traffic in 1935 as a 2-lane bridge, has been widened to six travel lanes as part of the DOTD Transportation Infrastructure Model

Figure 1: Project Vicinity Map, Jefferson Parish, LA

for Economic Development (TIMED) project. This project, as completed in 2013, included the additional travel lanes with elevated crossings of Jefferson Highway on the east bank of the Mississippi River and Bridge City Avenue/ Seven Oaks Boulevard on the west bank of the Mississippi River. According to data curated by the New Orleans

Public Belt Railway, the bridge's double track railway carries an average of 110 trains weekly.[1] Data maintained by DOTD indicates an average of 39,163 vehicles per day used the bridge in 2020 based upon available station data on the bridge's west bank approach.[2]

The greatest numbers of individuals living in the study area reside in the areas around these transportation corridors and rail facilities. The greatest concentration of residents in the area is found in the Nine Mile Point area along the Mississippi River under the Huey P. Long Bridge. In addition, residential development on the western edge of Westwego meets the eastern edge of the study area as well as following the existing Westbank Expressway (US 90 B)

Figure 2: Project Study Area

[1] Huey P. Long Bridge Fast Facts, https://www.railnola.com/info/huey-p-long-bridge.
[2] Location 222691, US 90 at MP 248.54, 2-way volume, as posted at https://ladotd.public.ms2soft.com/tcds /tsearch.asp?loc=ladotd.

corridor which forms the southern edge of the study area.

Project Purpose and Need

The purpose of this study is to analyze proposed and forecast industrial developments on the west bank of Jefferson Parish in support of a larger planning effort that includes the evaluation of multi-modal transportation, land use, utilities, and other infrastructure, and to identify strategic transportation investments that will complement and enhance planned development in the area.

The need for the study was derived by constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring or forecast to occur in the near term on the west bank of Jefferson Parish that could impact the area's transportation network, land use, and utilities if allowed to occur without appropriate management, oversight, and planning.

LA 18 Corridor, west of the LA 541/River Road intersection

Project Management Committee

A Project Management Committee (PMC) formed to provide input to the project and development of concepts and met a total of three times during the project. The PMC consisted of representatives from the RPC, Jefferson Parish (Council Office, Planning, Public Works, Engineering Departments), JEDCO, and The Louisiana Department of Transportation and Development (DOTD) District 02. Appendix A contains a record of the meetings held with the PMC during the project.

Project Coordination Meetings

As part of the project's outreach strategy, RPC conducted a series of project coordination meetings to supplement existing data with information on activities planned for the study area. These meetings included groups and interests across the study area with the purpose of gathering intelligence on plans for future developments and proposed infrastructure improvements funded by the Parish and State. The groups engaged in these meetings included Jefferson Parish (Parish President's Office, Offices of Councilman Deano Bonano and Councilman Byron Lee, Department of Engineering, Department of Public Works, Department of Planning, Division of Administration), JEDCO, and DOTD District 02. In addition, meetings conducted with representatives of Avondale Marine, the Port of New Orleans, UP, and BNSF allowed the RPC and ATG to understand plans for facilities they operate and own in the study area. Appendix B contains a record of these meetings.

Table 1: Demographic Characteristics, Study Area, Jefferson Parish, State of Louisiana

Demographic	Study Area[1]	Jefferson Parish	Louisiana
Total Population	**10,151**	**435,300**	**4,663,616**
% White	37.01%	62.81%	62.21%
% Black	41.44%	26.79%	32.23%
% Native American	0.65%	0.39%	0.56%
% Asian/Pacific Islander	2.22%	4.17%	1.70%
% Other	10.44%	0.01%	0.03%
% Multi-Racial	8.24%	3.67%	1.30%
% Hispanic/Latino[2]	19.24%	14.36%	1.96%
Total Housing Units[3]	**7,715**	**188,659**	**2,089,824**
Total Households	**6,264**	**168,895**	**1,736,021**
Median Household Income[4]	$30,725	$56,069	$51,073
Population in Poverty	4,616	66,696	878,394
% of Population in Poverty	26.92%	15.32%	18.83%
Total LEP Households	1,832	9,051	33,362
% Limited English-Speaking Households	17.25%	5.36%	1.92%
Other Indo-European	*759*	*4,887*	--
Asian/Pacific Islander	*317*	*4,467*	--
Other Languages	*25*	*1,748*	--
Population by Age, % 65 and Older	**15.52%**	**16.14%**	**14.51%**
Population by Age, % Under 5 Years of Age	**7.01%**	**6.38%**	**6.63%**

1 - Blend of data - Data for population shown for Census Tract 272 (Block Group 3), 276.01 (Block Group 1), 276.02 (Block Group 1, 2, 3), and 282 (Block Group 1, 2, 3) with includes population adjacent to and outside of the study area. Data for Housing Units, Household Income, Population in Poverty and Population by Age obtained from Census.gov available at tract level only, ACS Demographic and Housing 5-Year Estimate 2014-2018.

2 - Hispanic/Latino population may also be represented in the other racial categories.

3 - ACS Demographic and Housing Estimates, 1 Year Estimate, 2019 Table DP05.

4 - Income In The Past 12 Months (in 2019 Inflation Adjusted Dollars), 2019, table S1902. New Orleans Area ACS 5 Year Estimate (2014 - 2018) Demographics by Parish downloaded from www.norpc.org.

Site Investigation, Data Collection, and Analysis

Transportation Network Definition

ATG completed a field review of the study area in March 2021 to document existing land uses, pedestrian and bicycle activity patterns, and transportation network characteristics. Figure 3 below (Transportation Network) combined with Table 2 (Transportation Network Characteristics) provides the general characteristics of the major streets in the study area. The adopted functionally classified highway network map is shown in Figure 4 (Functionally Classified Roadway Network).[3]

During the field review, ATG observed pedestrians in the study area along Bridge City Avenue, Avondale Garden Road, Louisiana Street, and River Road (on the adjacent levee-top pedestrian and bicycle shared path). These observations were consistent with the presence of land uses which served as potential generators for activity, including residential areas, schools, recreation centers, neighborhood-oriented retail establishments, the post office, and churches. Observed traffic on the levee-top trail appeared to include a combination of individuals entering from the study area and several recreational users traveling through the study area.

US Highway 90 Corridor, South of Huey P. Long Bridge

Transit access to the study area remains available with Jefferson Transit (JeT)'s W-1 Avondale and W-10 Huey P. Long Routes. There is a transfer point between the W-1 route and the W-10 route within the study area at the intersection of Angela Street and Drake Avenue, near the Drake Playground, approximately 1 block west of Louisiana Street.

The Bikeway Map, as prepared by Jefferson Parish, has been included as part of the maps in Appendix D. The designated bike route follows the Mississippi River levee from Lazy River Landing in the City of Westwego on the eastern edge of the study area, around Nine Mile Point to the Avondale Marine facility on LA 541. At this location, it leaves the levee and follows the existing roadway network (LA 541 and LA 18) past Avondale Marine and the IMTT Terminal. This places cyclists into traffic past the Avondale Marine facility and the LA 18 frontage with its existing rail crossings, before joining the ramp to the path west of the IMTT Terminal.

[3] As found at: http://wwwsp.dotd.la.gov/Inside_LDOTD/Divisions/Multimodal/Data_Collection/Mapping/Proposed%20Urbanized%20Maps/New_Orleans.pdf.

Figure 3: Transportation Network

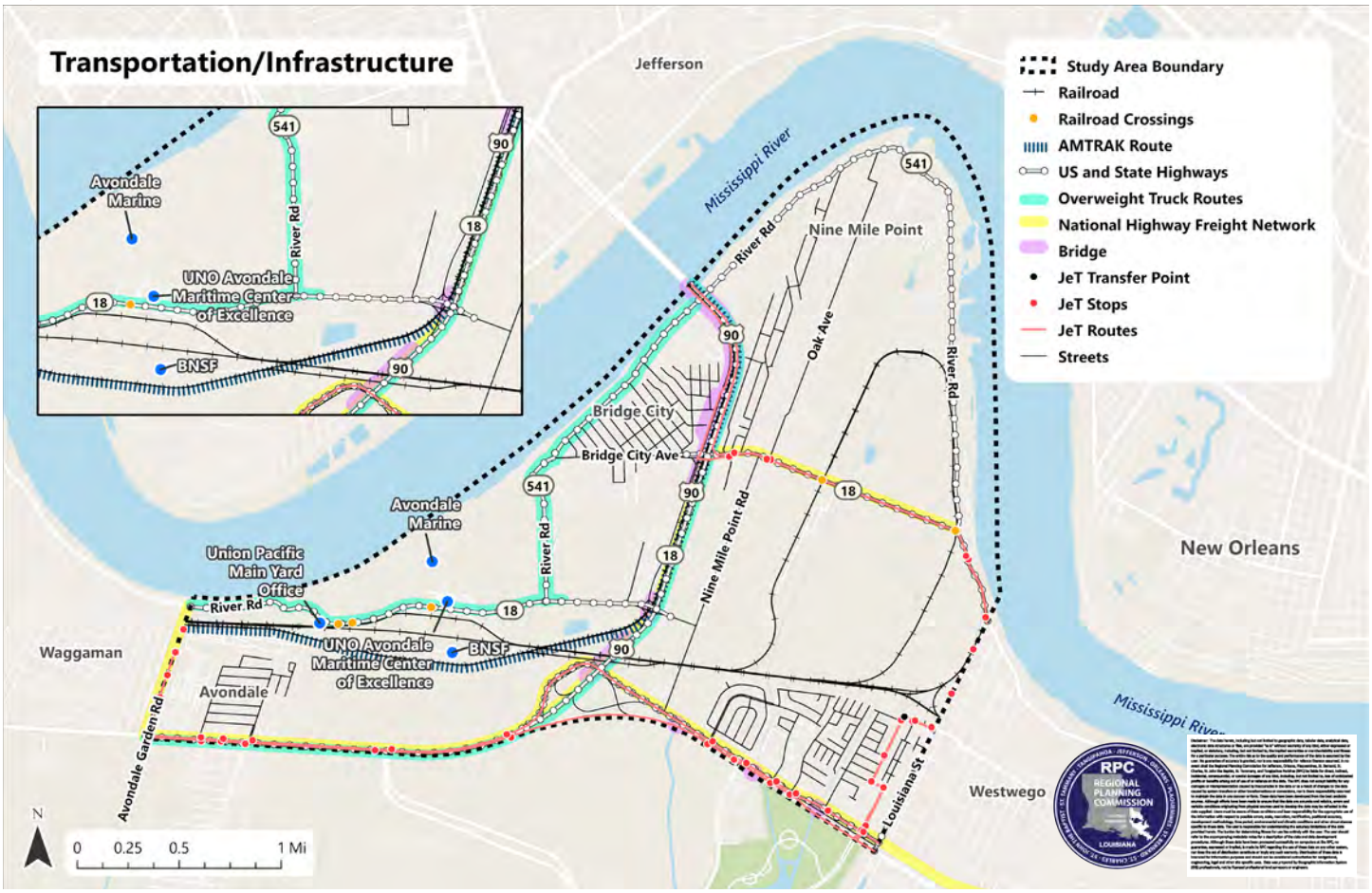

Figure 4: Functionally Classified Roadway Network

Table 2: Transportation Network Characteristics

Corridor (Start/End)	Characteristics				
	Class[1]	State Hwy	# of Lanes[2]	Speed Limit	Adjacent Land Uses
US Highway 90/US Highway 90 B Avondale Garden Rd. to Louisiana St.	PA	Y	4	45	Commercial, Undeveloped
LA Highway 18 Avondale Garden Rd to US Highway 90	MA	Y	2-4	35-40	Industrial, Agricultural
W. Nine Mile Point Road Nine Mile Point Road to US Highway 90	MC	N	2	35	Undeveloped
Bridge City Avenue River Road to US Highway 90	MA	Y	2	35	Residential, Commercial, Agricultural, Public
Seven Oaks Boulevard US Highway 90 to River Road	MA	Y	2	35-40	Residential, Commercial, Agricultural, Industrial
Avondale Gardens Lane US Highway 90 to River Road/LA 18	MnC	N	2	20	Residential, Commercial, Industrial
River Road/LA 541 Bridge City Av to Seven Oaks Blvd	MnC	Y	2	35	Residential, Commercial, Public, Agricultural, Industrial
River Road/LA 541 Bridge City Av to LA 18	MA	Y	2	35	Agricultural, Industrial
US Highway 90/HP Long Bridge Westbank Expwy to Mississippi River	PA	Y	6	45	Commercial, Public
Nine Mile Point Road Seven Oaks Blvd to WB Expwy	MC	N	2	35	Industrial, Undeveloped
Louisiana Street Seven Oaks Blvd to WB Expwy	MA	Y	2	30-35	Residential, Commercial, Public, Industrial

1 - Class = Functionally Classification: PA – Principal Arterial; MA – Minor Arterial; MC- Major Collector; MnC- Minor Collector. Functional Classification as reported on the LADOTD Functionally Classified Network Map for the New Orleans UZA.
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Data_Collection/Mapping/Proposed%20Urbanized%20Maps/New_Orleans.pdf

2 - Based upon field review completed in June 2021.

Table compiled by ATG, following field reviews in March and June 2021.

Daily Traffic Data Collection

National Data and Surveying (NDS) collected 3-day, 24-hour counts across the study area during March 2021 while area schools were in session. These counts were collected at seventeen locations, as shown in Figure 5. This process collected data by quarter hour, hour, day, and vehicle classification. Classification data followed the FHWA thirteen category vehicle classifications currently used for most reporting requirements and serve as the basis for most vehicle classification counting efforts

RPC received detailed data within a separate deliverable, (also included as Appendix F). Table 3 provides a breakdown of summary daily data as well as a three-day average.

LA Highway 18, west of River Road/LA Highway 541

Figure 5: Daily Traffic Counts & Peak-Hour Traffic Count Locations

Table 3: Average Daily Traffic Volumes

Counter Location	ADT Day 1	ADT Day 2	ADT Day 3	3-Day Average ADT[1]
US 90 Bus/Westbank Expressway btw. W Claiborne Pkwy & Beechgrove Blvd	44,045	43,322	47,350	**44,910**
US 90 0.25 miles East of Lapalco Blvd	33,228	32,306	35,665	**33,740**
US 90 0.25 miles West of Lapalco Blvd	35,562	34,413	37,524	**35,840**
LA 18 btw. LA 541 & US 90	10,625	9,779	10,978	**10,470**
LA 18/River Rd btw. IMTT Entrance-Gate 1 & Old US 90	11,513	11,168	11,744	**11,480**
LA 18/LA 541 btw. Seven Oaks Blvd & Louisiana St	15,290	14,521	16,024	**15,280**
LA 18/LA 541 1 Mile north of Seven Oaks Rd	1,636	1,634	1,733	**1,670**
LA 541/River Road btw. Bridge City Ave & Huey P. Long Bridge	1,357	1,288	1,508	**1,390**
LA 541/River Rd btw. Bridge City Ave & LA 18	1,332	1,470	1,555	**1,460**
Louisiana St btw. LA 18 & Canal St	4,430	4,206	4,841	**4,500**
Louisiana St btw. 5th St & Westbank Expwy	3,152	2,968	3,411	**3,180**
Bridge City Ave btw. River Rd & 7th St	1,556	1,561	1,641	**1,590**
LA 18/Seven Oaks Blvd btw. Nine Mile Point Rd & River Rd	14,648	14,166	16,174	**15,000**
Nine Mile Point Rd btw. West Nine Mile Point Rd & US 90 Bus	11,193	11,017	12,521	**11,580**
Nine Mile Point Rd btw. LA 18/Seven Oaks Rd & West Nine Mile Point Rd	1,957	2,087	2,308	**2,120**
W Nine Mile Point Rd btw. US 90 & Nine Mile Point Rd	9,617	9,314	10,061	**9,670**
Avondale Garden Rd btw. Gambino Rd & US 90	2,895	2,883	2,975	**2,920**

1 - Rounded to the closest 10. Data Source: NDS, 2021. 3-Day ADT Average tabulation by ATG, 2021.

Peak Hour Turning Movement Data Collection

NDS collected peak-hour turning movement data during April 2021 during the designated peak-hour windows of 7-9 am and 4-7 pm. Within these count windows, the actual peak hours of traffic were 7:15-8:15 am and 4:30-5:30 pm. Table 6 provides a summary of the peak-hour data provided to the RPC through the NDS deliverable attached to the data shared in Appendix F.

Peak Hour Traffic Operations

The Highway Capacity Manual 6th Edition[4] uses Level of Service (LOS) as the method by which the quality of traffic flow is described for either a roadway segment or an intersection. LOS breaks operational conditions into six levels, which are defined using the letters 'A' through 'F' based on the varying degrees of traffic flow quality, with 'A' representing free flow and 'F' representing forced flow.

For a roadway segment, LOS criteria are measured using speed and travel time, freedom to maneuver, traffic interruptions, comfort, convenience, and safety. LOS criteria for intersections are based on the average control delay per vehicle. Control delay is measured using deceleration and acceleration delay, queue move-up time, and stopped delay. These criteria are shown in Table 4.

Thus, if the average control delay for vehicles at an intersection is fifty-five seconds or less, the intersection is defined as operating at a LOS 'D' or better. Control delay of fifty-five through eighty seconds represents LOS 'E', and values greater than eighty seconds define LOS 'F.' For signalized intersection operation, LOS 'A' represents very low delay; most vehicles do not stop at all. With LOS 'B', more vehicles stop than LOS 'A', increasing the average delay. Under LOS 'C', the number of vehicles stopping is significant; however, many still pass through the intersection without stopping. LOS 'D' describes conditions where congestion is readily apparent with many vehicles stopping and individual cycle failures are noticeable. LOS 'E' generally describes operations with poor progression, long cycle lengths and frequent cycle failures. LOS 'F' describes unacceptable operations which include many cycle failures caused by arrival flow rates exceeding intersection capacity.

Table 4: LOS Criteria for Signalized and Stop-Controlled Intersections

LOS	Average Control Delay - Signalized Intersections (sec/veh)	Average Total Delay - Stop-Controlled Intersections (sec/veh)
A	< 10	< 10
B	> 10 and < 20	> 10 and < 15
C	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
E	> 55 and < 80	> 35 and < 50
F	> 80	> 50

[4] Highway Capacity Manual (HCM), Sixth Edition: A Guide for Multimodal Mobility Analysis, Transportation Research Board (TRB), 2016.

Stop-controlled intersections are analyzed in a similar manner; however, LOS is based on total delay per vehicle. The values that define LOS for stop-controlled intersections are more restrictive than those for signalized intersections. Total delay includes both stopped delay and time spent in the queue waiting to enter the intersection. Two-way stop-controlled intersections with a minor street average total delay greater than thirty-five seconds are considered to have an LOS of 'E' or worse.

The results for the study area intersections examined using the Highway Capacity Manual method and Highway Capacity Software (HCS) appear in Table 5. None of the individual intersections or their approaches appear to have experienced a peak-hour delay greater than LOS D.

Table 5: Current Peak-Hour Intersection Operations, by Location

Intersection	Control	Existing			
		AM LOS	AM Delay (sec)	PM LOS	PM Delay (sec)
Avondale Garden Rd & LA 18/River Rd	TWSC	B	14.2	C	15.1
Seven Oaks Blvd & Nine Mile Point Rd	TWSC	C	16.9	C	18.5
W Nine Mile Point Rd & Nine Mile Point Rd	AWSC	D	27.6	B	14.1
Louisiana St & LA 18 (4th St)	Signalized	B	17.4	B	15.0
US 90 SB & Bridge City Ave WB	Signalized	B	10.1	A	9.0
US 90 NB & Seven Oaks Blvd WB	Signalized	A	5.2	B	10.5
US 90 SB & Bridge City Ave EB	Signalized	B	12.9	B	15.0
US 90 NB & Seven Oaks Blvd EB	Signalized	A	4.7	A	3.8
US 90 SB & LA 18 WB	Signalized	C	25.3	C	25.4
US 90 NB & W Nine Mile Point WB	Signalized	C	29.6	C	29.8
US 90 SB & LA 18 EB	Signalized	C	26.7	C	23.4
US 90 NB & W Nine Mile Point EB	Signalized	C	27.6	C	22.4

Analysis completed by ATG using Highway Capacity Software with traffic signal timing data from DOTD, 2021.

Table 6: Existing Intersection Peak-Hour Traffic Volumes

AM Peak (7:15-8:15 am actual peak hour of traffic)

Intersection	Peak Hour	Northbound				Southbound				Eastbound				Westbound				Intersection Total
		L	T	R	U-Turn	L	T	R	U-Turn	L	T	R	U-Turn	L	T	R	U-Turn	
Avondale Garden Rd @ LA 18/River Rd	7:00-8:00 AM	13	0	8	0	0	0	0	0	0	643	19	0	6	200	0	0	889
US 90 SB @ Bridge City Ave	7:15-8:15 AM	0	0	0	0	405	457	117	0	0	246	73	0	31	148	0	0	1,477
US 90 NB @ Bridge City Ave	7:15-8:15 AM	74	258	73	0	0	0	0	0	179	472	0	0	0	105	784	0	1,945
Nine Mile Point Rd @ W Nine Mile Point Rd	7:15-8:15 AM	686	42	0	0	0	40	5	0	9	0	25	0	0	0	0	0	807
US 90 SB @ LA 18 EB	7:30-8:30 AM	0	0	0	0	29	2,352	148	0	0	376	160	0	13	63	0	0	3,141
US 90 NB @ LA 18	7:15-8:15 AM	46	1,976	5	0	0	0	0	0	410	29	0	0	0	23	664	0	3,153
Nine Mile Point Rd @ Seven Oaks Blvd	7:00-8:00 AM	36	0	23	0	0	0	0	0	0	505	42	0	13	757	0	0	1,376
Louisiana St @ 4th St/Short St	7:00-8:00 AM	8	46	42	0	79	48	11	0	4	32	19	0	27	20	100	0	436

PM Peak (4:30-5:30 pm actual peak hour of traffic)

Intersection	Peak Hour	Northbound				Southbound				Eastbound				Westbound				Intersection Total
		L	T	R	U-Turn	L	T	R	U-Turn	L	T	R	U-Turn	L	T	R	U-Turn	
Avondale Garden Rd @ LA 18/River Rd	4:00-5:00 PM	25	0	6	0	0	0	0	0	0	237	42	0	13	419	0	0	742
US 90 SB @ Bridge City Ave	4:30-5:30 PM	0	0	0	0	790	894	132	0	0	130	36	0	34	87	0	0	2,103
US 90 NB @ Bridge City Ave	4:30-5:30 PM	38	115	53	0	0	0	0	0	82	838	0	0	0	83	489	0	1,698
Nine Mile Point Rd @ W Nine Mile Point Rd	4:00-5:00 PM	509	58	0	0	0	114	9	0	3	0	55	0	0	0	0	0	748
US 90 SB @ LA 18 EB	4:30-5:30 PM	0	0	0	0	62	3,808	302	0	0	215	45	0	4	88	0	0	4,524
US 90 NB @ LA 18	4:00-5:00 PM	53	866	5	0	0	0	0	0	200	53	0	0	0	50	467	0	1,694
Nine Mile Point Rd @ Seven Oaks Blvd	4:30-5:30 PM	31	0	16	0	0	0	0	0	0	784	48	0	13	521	0	0	1,413
Louisiana St @ 4th St/Short St	4:00-5:00 PM	18	37	26	0	141	110	13	0	0	25	9	0	29	32	55	0	495

Data Source: NDS, 2021. Peak Hour tabulation by ATG, 2021.

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Existing Rail Network

Wilson & Company completed a review of the existing rail network as part of their scope to document existing conditions and identify project alternatives. Table 7 provides an overview of the various Class I railroads operating in the New Orleans area and characteristics of any facilities they own or manage in the study area.

Rail Corridor/Yard parallel to LA 18 west of Avondale Garden Lane

Railroads Operating in Study Area

The rail system in the study area is served by the NOPB from the Port of New Orleans. The NOPB connects to all six Class I railroads (BNSF, CN, CSX, KCS, NS, and UP) in New Orleans and provides industrial switching. The Huey P. Long Bridge is the NOPB rail gateway to the west bank as well as the corridor used by Amtrak's Sunset Limited which offers passenger rail service from New Orleans three days per week. The NOPB interchanges on the west bank with the UP and BNSF within their respective yards in Avondale. Both the UP and BNSF have cooperative agreements with Port NOLA, Jefferson Parish and NOPB to connect to the other Class I railroads. Several of the Class I railroads also have trackage rights to operate across the UP and BNSF.

Table 7: Rail Network Characteristics

Railroad	Characteristics		
	Abbreviation	Facilities in Study Area	General Location
Burlington Northern Santa Fe	BNSF	Yes	Rail Yard 29°55'00" N/90°11'20" W
Union Pacific	UP	Yes	Rail Yard/Avondale Works 29°55'06" N/90°11'14" W
New Orleans Public Belt	NOPB	Yes	HP Long Bridge 29°56'41" N / 90°10'08" W
Canadian Northern	CN	None	None
CSX Corporation	CSX		
Kansas City Southern	KCS		
Norfolk Southern	NS		
Amtrak	AMTK		

Data Source: General Location coordinates from Google Earth, 2021.

NEW ORLEANS RAIL GATEWAY

The study area includes the western end of the rail corridor called the New Orleans Rail Gateway. The New Orleans Rail Gateway (NORG) is a critical link in the nations and region's transportation system. The NORG serves freight rail traffic for six Class 1 railroads and passenger service for three Amtrak routes.

This gateway provides the passageway for rail traffic traveling to the Port of New Orleans, as well as through the region between ports on the West, Gulf, and East coasts of the US.

As discovered in conversations with UP, a range of 15-18 trains per day pass through the gateway, with a maximum capacity of upwards of 20 trains per day. The current operational schedule for the Huey P. Long Bridge includes weekly closures of one of two track lanes for 2 days of maintenance operations for 8 hours per day.[5]

To maintain traffic flow and operations during times when the bridge remains open to rail access, train trips planned over the bridge process through a central dispatch program managed under agreement by UP. Central management of train traffic was put into place to help flow of traffic and reduce congestion and travel time for cargo moving through the New Orleans Rail Gateway.[6]

Rail Approach, HP Long Bridge on Jefferson Parish West Bank

RAIL GATEWAY STUDIES

NORG has been the subject of ongoing study and improvement.[7] A chronology provided on the website of DOTD identified two studies of interest to this effort. These studies speak to the importance of the gateway in moving rail commerce through the New Orleans region, and the Huey P. Long Bridge's importance as the main east-west rail

Facts about New Orleans Rail Gateway (NORG):

- It is the fourth largest rail gateway in the country and is a key link in the national transportation system.
- The NORG stretches from Avondale via the Huey P. Long Bridge extending through the City of New Orleans.
- The system provides a vital link in the east/west distribution of freight rail traffic and allows access to Mexico and Canada.
- It services the Port of New Orleans and six of the seven national Class 1 railroads, NOPB and AMTRAK.
- Freight is exchanged between the carriers through the numerous rail yards throughout the Region.

As obtained from:
http://wwwsp.dotd.la.gov/Business/Projects/norg/Public%20Meeting%20Materials/NORG_Fact_Sheet_2014-01.pdf

[5] Schedule as provided by the New Orleans Public Belt Railroad.
[6] As discussed during a project meeting with UP, RPC, ATG, Wilson & Company, June 4, 2021. Coordination with LADOTD on the Rail Gateway project took place on February 10, 2021 (including representatives of LADOTD, Michael Baker International, RPC, ATG).
[7] http://www.apps.dotd.la.gov/administration/public_info/projects/home.aspx?key=50

gateway link for intracontinental traffic. The two studies are summarized as follows:

- A 2007 Infrastructure Feasibility Assessment (2007 Study) identified two feasible alternatives to reduce delay and improve rail service; by either improving the existing Back Belt through Old Metairie or creating and improving a new Middle Belt along the Earhart Expressway/I-10 Corridor.
- A 2011 Environmental Impact Statement (EIS) examined gateway operations using an updated set of assumptions for passenger rail growth, along with maintaining a projected growth in freight service as initially identified at the time of the 2007 assessment.

As a result of both the 2011 study and a subsequent pause on looking at rail relocation options in the gateway, there has been a concerted effort led by the industry to invest private sector dollars in key upgrades to improve coordination and traffic flow. One of these projects included a $20 million investment in the gateway's back belt during 2018 which introduced signal equipment and automated switches in the back belt's dark zone, allowing for centralized train control (CTC) by Union Pacific in this area.

AT-GRADE CROSSING DATA

There are 19 highway/rail crossings indicated on the FRA GIS map included in Figure 6: Rail Network and Crossing Inventory.[8] Of those crossings on the west bank, seven are grade-separated crossings under the Huey P. Long Bridge and three are listed as private crossings within a rail yard. The remaining nine are public at-grade crossings. At-grade crossings are generally considered detrimental to rail operations. The detriments come in several ways including shorter sidings or breaking trains to minimize blocking crossings and safety concerns due to the potential for vehicle/train accidents. The figure includes a summary of the nine at-grade crossing accident/incident data from the FRA database.

AT-GRADE CROSSINGS ON LA 18

Field review of the area completed in March 2021 allowed the RPC and project team (ATG and Wilson) to identify rail crossings over LA 18 between Avondale Gardens and LA 541. There are three crossings in total, all providing access to industrial sites north of LA 18 from the UP rail yard. One serves the IMTT bulk fluids terminal west of the Avondale Marine site. It appears on Figure 6 as public at-grade crossing number 4.

Two additional crossings provide rail service into the Avondale Marine campus. One of these, identified on Figure 6 as public at-grade crossing number 5, remains available for access but is currently not in use. Field review at the Avondale Marine campus completed in March 2021 indicates the line entering the campus at this location would provide access to the western edge of the facility and follow the existing wharfs continuing north and east on the campus toward LA 541. The other rail crossing, identified on Figure 6 as public at-grade crossing number 6 remains active and provides the entry for rail service into the Avondale Marine campus. Visual inspection completed during the March 2021 field review indicates this location has been upgraded to include new crossbucks and lights, as well as upgraded crossing materials. Rail lines emanating from this crossing enter the eastern manufacturing area of the campus and establish stacking tracks parallel to the main machine shops on the campus.

[8] FRA GIS database https://fragis.fra.dot.gov/gisfrasafety/

RAIL COORDINATION - NOPB

Meetings with the New Orleans Public Belt (NOPB) railroad took place to identify critical coordination steps in concept development and to discuss plans for future capital improvements in the area. NOPB, a subsidiary of the Port of New Orleans, serves a critical function offering transfer and switching services between the various Class I railroads serving the port with facilities across the Metro New Orleans area.

At the present, NOPB reported no plans for any significant capital improvements to their facilities in the study area.[9] Information on property ownership shared by the NOPB allowed the project to identify the location for the connection between the rail link to the Avondale Marine facility and the NOPB's Huey P. Long Bridge tracks southeast of LA 18.

New Orleans Public Belt Railroad (NOPB)

NO and Gulf Coast (NOGC) Railroad

RAIL COORDINATION - NOGC

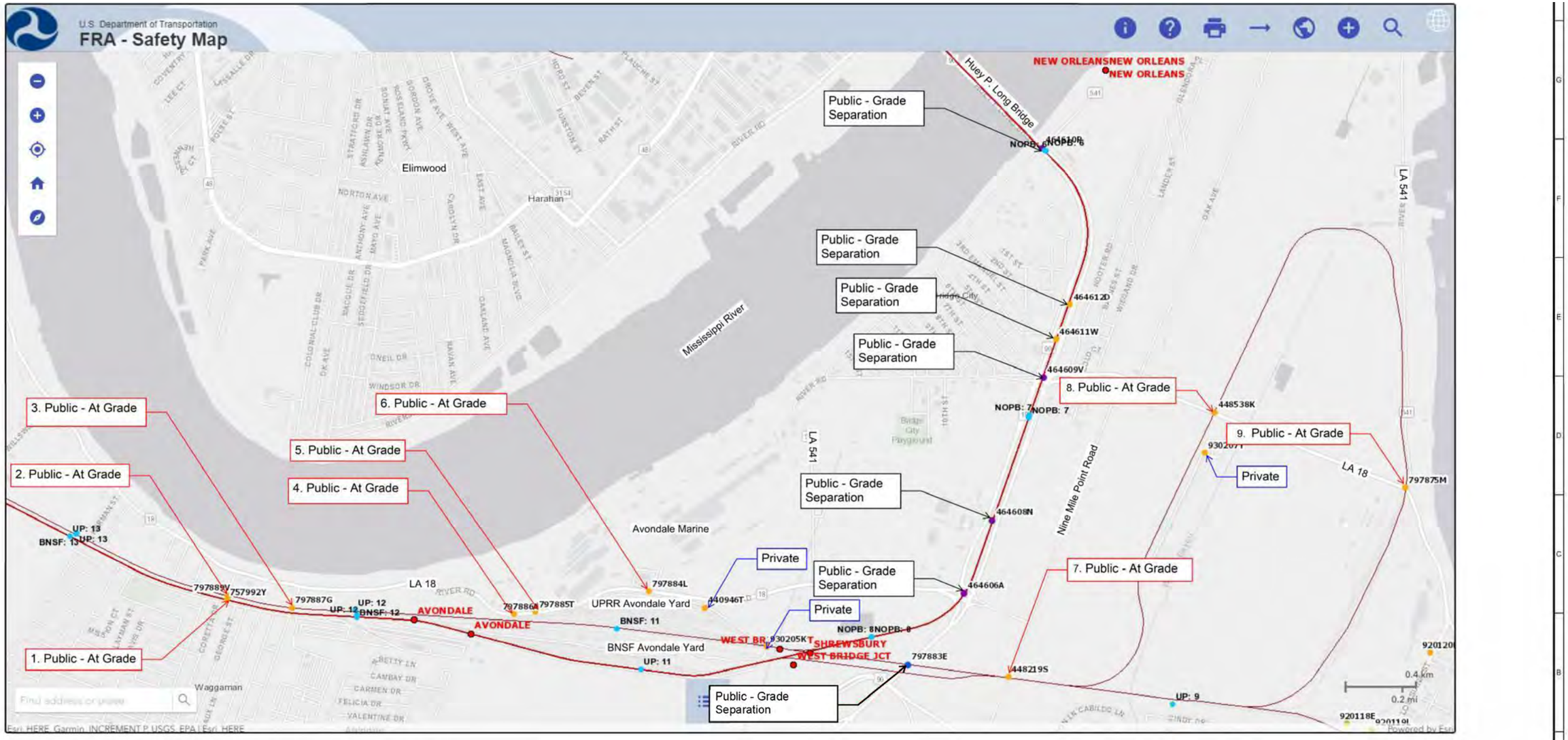
The Westwego-Gretna rail roadway confluence along 4th Street is a major transit point between the various yards in the study area and active industrial sites along the Mississippi River. This rail also continues to serve active industrial sites and facilities on the west bank of the Mississippi River in Plaquemines Parish. This rail corridor follows LA 18, traversing the City of Gretna and then turning east and south to follow LA Highway 23 past Belle Chasse, LA.

A 2020 award of $8.26 million in Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funds will provide upgrades to this corridor. According to data provided by the New Orleans Gulf Coast (NOGC) Railway, the railroad upgrade project can be divided into four elements:[10]

- Install 20,000 ties over the whole rail line.
- Upgrade 4th St. line in Gretna which includes new ties and new rail.
- Fund major work on the two lift bridges—the Harvey Canal lift bridge and the Belle Chasse lift bridge over the Intercoastal Canal.
- Fund a double track installation west of the Harvey Canal to the UP connection at Westwego.

[9] As discussed, meetings between representatives of the NOPB, Port of NO, RPC, ATG, Wilson & Company, April 16, 2021, and May 27, 2021.
[10] As provided to the RPC by representatives of the NOGC Railway, July 12, 2021.

Figure 6: Rail Network and Crossing Inventory



Summary of FRA database Highway-Rail Grade Crossing Inventory and Accident/Incident Report data, as of July 2021

Ref no.	Crossing ID	Railroad	MP	Road	Accident Reports	Reports w/Injuries	Reports w/Deaths	Max Timetable Speed (MPH)	Daily Train Crossings	Years
1	797889V	BNSF	12.25	George St	9	2	0	49	12	1978-1989
2	757992Y	UP	12.43	George St	5	3	0	35	33	1977-1990
3	797887G	UP	12.21	Avondale Garden Rd	5	1	0	60	44	1978-1993
4	797886A	UP	11.39	LA 18	8	2	0	10	2	1981-2020
5	797885T	UP	11.308	LA 18	8	4	0	10	1	1979-1998
6	797884L	UP	10.878	LA 18	5	4	0	10	2	1983-2001
7	448219S	UP	9.73	Nine Mile Point Rd	1	0	0	10	16	2012
8	448538K	UP	8.2	LA 18	1	0	0	10	4	2000
9	797875M	UP	7.8	LA 18	data not available			10	8	
									*1 train per week	

NOTE:
Track data obtained from FRA as of June 2021;
http://fragis.fra.dot.gov/GISFRASafety

1600 0 1600 3200
SCALE IN FEET

- PRELIMINARY -
NOT FOR CONSTRUCTION

RPC REGIONAL PLANNING COMMISSION LOUISIANA
ATG ALLIANCE TRANSPORTATION GROUP
WILSON & COMPANY

WESTBANK TRANSPORTATION
ROAD AND RAIL
WESTBANK GRADE CROSSING INVENTORY

DATE: 07-22-2021
SCALE:
DWG NO: EXHIBIT 3
REV:

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RAIL COORDINATION - UP

As noted on the rail corridors map, there are many UP assets present in the study area. A coordination meeting with representatives of UP identified several ongoing capital projects in advanced stages which will add to the capacity of existing trackage parallel to the west bank Expressway. UP will construct a new siding parallel to US 90 which will effectively double track a portion of existing rail near the current UP/West Nine Mile Point Road intersection.[11]

In discussing their plans for the double track, UP suggested that relocating Nine Mile Point Road to a different alignment or constructing a grade separation of the road at their current track location would benefit both road and rail operations at this location.

Grade separation would eliminate trains from blocking the road and support efforts by UP to add track capacity in this area. As shown in Figure 6, 16 trains use this at-grade crossing daily. This item is noted in this study to identify this potential grade separation as a critical infrastructure need for future study and consideration. As shown in Table 3, approximately 11,600 vehicles cross this location per day.

Finally, UP owns and manages several large tracts of land which, along with rail and road access, provide opportunities for additional development activities in the study area. It is recommended that RPC, Jefferson Parish, JEDCO, and other interested stakeholders follow-up with UP to discuss their plans and explore this opportunity.

New Orleans Public Belt Railroad (NOPB)

Nine Mile Point Road crossing (V4482195) at Union Pacific Railroad (UP)

[11] As discussed in a meeting between representatives of UP, RPC, ATG and Wilson & Company, June 4, 2021.

RAIL COORDINATION - BNSF

Coordination with BNSF took place with a project briefing to discuss potential rail-based project recommendations for the study area. BNSF currently owns an intermodal yard (Avondale Yard) south of the current UP yard adjacent to LA 18 and maintains another yard (New Orleans Yard) near Westwego. BNSF uses its Avondale Yard for rail car set out, while its New Orleans Yard remains dormant due to lack of rail business. BNSF continues to be open to new opportunities to re-active and expand its New Orleans Yard. In addition, their Avondale Yard remains available to serve customers in the area, but it is currently landlocked by the combination of UP facilities on its north (UP's rail yard) and south (UP's rail line).

LAND USE AND UTILITY INFORMATION

ATG obtained land use and zoning data files from Jefferson Parish to document current data within the study area's unincorporated areas. Most of this data, provided with Land Based Classification System (LBCS) data points, required additional updates in the Bridge City and Nine-Mile Point neighborhoods. These data points included many apparently residential properties in the area's interior off main streets, including state highways and Parish thoroughfares. Generally, the Parish's protocol for updating this data, as discussed with the Planning Department, will be to assign field checks as part of their on-going zoning study program in the study area.[12]

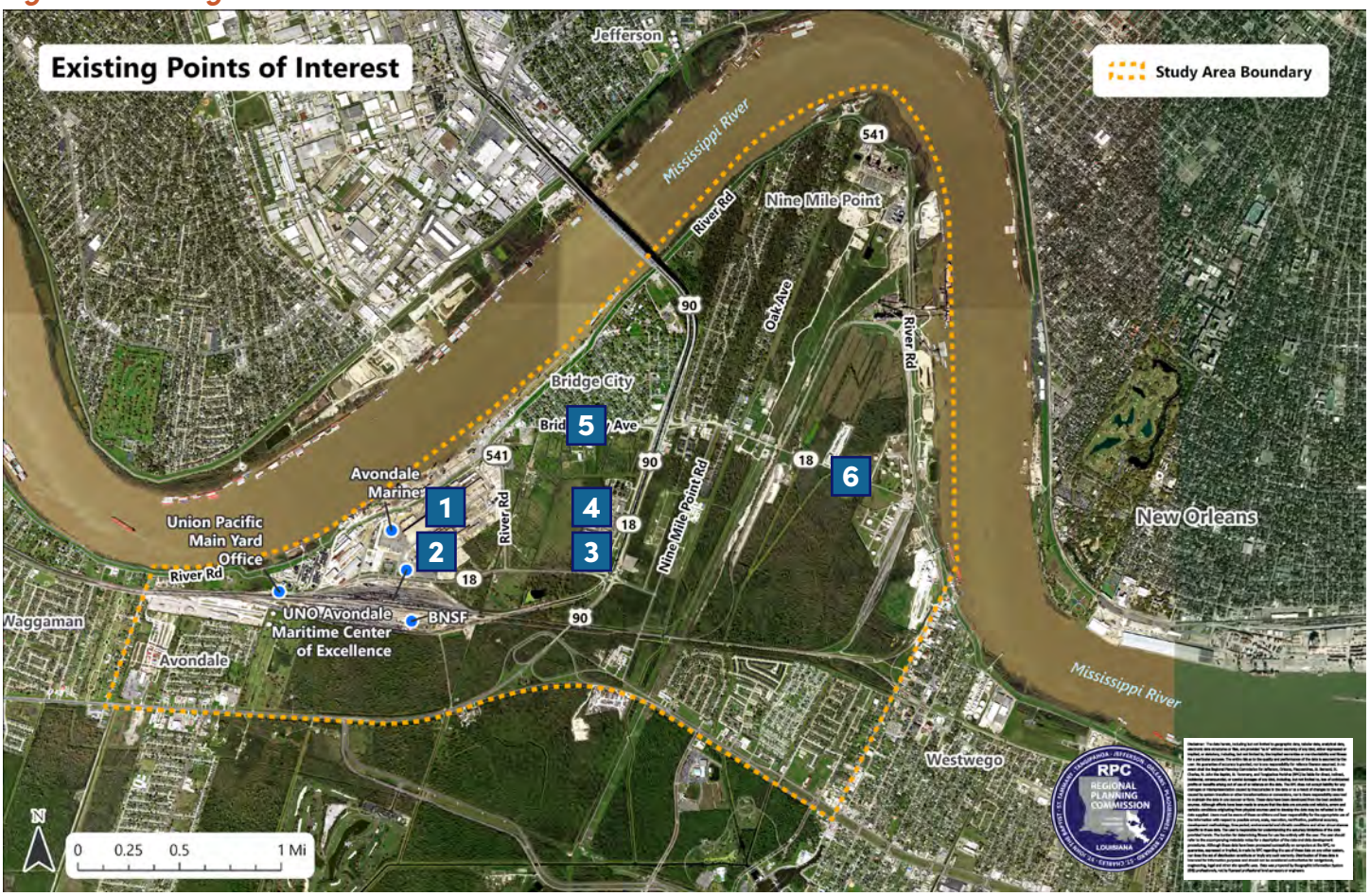
Burlington Northern Santa-Fe (BNSF)

POINTS OF INTEREST

The study area contains several large, points of interest which have the potential to generate additional demand for traffic, both road and rail, depending on their final development plans and overall tenant occupancy. These locations, as shown in Figure 7, include several sites owned privately, as well as several sites owned by the Parish and State.

[12] As discussed during a meeting with Jefferson Parish Planning Department, RPC, and ATG, March 1, 2021.

Figure 7: Existing Points of Interest



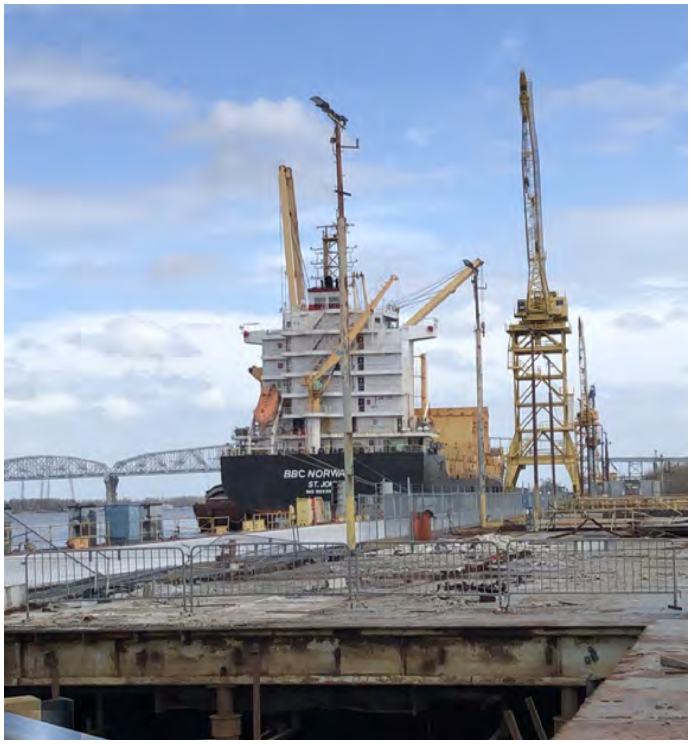
LOCATION 1: AVONDALE MARINE

A 219-acre site adjacent to the Mississippi River west of the Huey P. Long Bridge and home to the former Avondale Shipyard, this facility's owner/manager markets it as ready for build-to-suit occupancy, as well as conversion to use for a variety of manufacturing, warehousing, storage, and laydown facilities.

This site is served by the UP railroad, connecting it to other Class I railroads serving New Orleans. The site's roadway frontage along LA 18 includes four driveways, which allow traffic to connect to the US 90 corridor. From there, traffic can opt to cross the Mississippi River over the Huey P. Long Bridge and the Interstate 10 corridor. Additionally, traveling east on US Highway 90 will eventually lead to Downtown New Orleans, Interstate 10, Interstate 610, and Port of New Orleans facilities. Traveling west on US 90 takes traffic toward St. Charles Parish and Interstate 310 or to the US 90/Interstate 49 industrial corridor connecting Houma, Morgan City, and Lafayette, LA.

A site visit to this area conducted during March 2021 allowed representatives of the project team to review the site's existing layout and discuss plans for creating business-ready sites on the campus for future commercial tenants. The facility currently has approximately 7,400 feet of riverfront with four active berths capable of serving Panamax ships, as well as vessels with a draft range of 32-47 feet.

Avondale Marine Facility, HOST Terminal



HOST Terminal Riverfront

LOCATION 2: UNO MARITIME CENTER

Adjacent to the Avondale Marine site is the UNO Maritime Center.[13] This multi-story office building contains the School of Naval Architecture and Marine Engineering. The facility contains a specialized laboratory which includes:

- A 128 ft long towing tank with a 15 ft x 7 ft cross section for model tests of 8-12 ft long model ships and offshore structures in calm water and in waves, as well as in shallow water with currents.
- A model shop for projects and for towing tank models and experimental manufacturing.
- The UNO Structural Test System, a 20 ft long x 20 ft wide and 10 ft high space frame with computer controlled hydraulic actuators for testing aluminum, steel, and composite ship structural components.
- A Computer-Aided Ship Design Laboratory with an array of software packages for marine design and analysis.
- The Linux High-Performance Computing Cluster - a modern 82 processor parallel computer for numerical analysis and simulation.
- A Marine Engineering Laboratory with programs on ship safety, operations, reliability, maintenance, and performance simulation of propulsion systems.

UNO Maritime Center at Avondale Marine

Bridge City Wastewater Treatment Plant

[13] As obtained from NAME Facilities | The University of New Orleans (uno.edu), July 2021.

LOCATION 3: JEFFERSON PARISH FACILITIES

The Jefferson Parish government maintains two facilities along US Highway 90 that provide a base for service delivery to parish residents.

The first (top right) is the wastewater treatment plant along US 90 near the southwest corner of US 90 at Bridge City Avenue. This facility provides sewage treatment services to the Parish's existing Westbank customers. This 12.4-acre site sits north of an existing DOTD District 02 office and accompanying work yard.

The second (bottom right) is the Parish's public works yard and adjacent engineering building. This site, sitting on the northwest corner of the LA 18 and US 90 intersection, includes a multi-story office building on a 24.8-acre site.

Jefferson Parish Engineering Department

LOCATION 4: DOTD DISTRICT 02 OFFICE AND WORK YARD

DOTD maintains its District 02 office and work yard adjacent to US 90 between the intersections with Bridge City Avenue and LA 18 (pictured to the left). This 18.3-acre site includes administrative offices, workshops, staging yard, and associated storage areas.

LADOTD District 02 Bridge City Facility

LOCATION 5: BRIDGE CITY AVENUE, LA 541 TO US 90

Bridge City Avenue, the 0.73-mile-long, 2-lane minor arterial roadway, is part of the LA 18 corridor. Within this area, adjacent land uses include a combination of residential, commercial, institutional, public, and agricultural uses. Although this corridor provides direct access to the western gates of the Avondale Marine facility, its diversity of land use makes it a main destination for area residents.

The center of the corridor includes a parish elementary school, US post office, area health clinic, parish recreation center with a park, and two churches with sanctuaries and accompanying assembly facilities. The businesses found along the corridor offer services (auto mechanics, auto service) along with a limited portfolio of retail outlets (a variety of stores, food, and beverage outlets).

Bridge City Avenue, Bridge City, LA

LOCATION 6: SEVEN OAKS BOULEVARD, US 90 TO LA 541

Seven Oaks Boulevard, the 1.28-mile-long, 2-lane minor arterial roadway, is part of the LA 18 corridor. Within this area, adjacent land uses include a combination of residential, commercial, industrial, and agricultural uses. Crossed twice by the UP-rail loop serving Entergy's Nine Mile Point Power Station and the Cargill Grain Elevators along the Mississippi River, this corridor provides direct access to the City of Westwego and the Parish's development sites along the river in Marrero.

Seven Oaks Boulevard, Bridge City, LA

As shown in the table data included on Figure 5, four trains per day cross this corridor near Nine Mile Point Road, while as many as eight trains per day cross the intersection of Seven Oaks Boulevard at River Road. Train crossing activities in this area include deliveries to adjacent sites as well as trains loading cargo from the various grain elevators located in Nine Mile Point.

UTILITIES AND DRAINAGE

ATG also obtained a master map of major utilities in the study area which generally confirmed the presence of underground lines for water and sewer along all streets. In addition, the study area contains a wastewater treatment plant along US 90 near its intersection with Bridge City Avenue. An electrical substation, east of the Avondale Marine facility, is also fed by overhead lines which cross the area. There is a dedicated power line right-of-way in the study area, which connects the major transmission lines to the existing Entergy Power Plant on River Road in the Nine Mile Point area. All this information has been incorporated into the checklist review documented within this feasibility study.

Additionally, the Parish has commenced a review of drainage needs for the study area as part of a separate study funded through the district council office. This study includes adjustments in the existing drainage ditch systems east of the Avondale Marine site, as well as future recommendations for improving subsurface systems across the study area. RPC, Jefferson Parish, and ATG conducted a coordination meeting with the team preparing this study.[14] This meeting allowed ATG to document their proposed scope, schedule, and initial project concepts as part of the general coordination process documented in Appendix B.

[14] As discussed during the a meeting with Jefferson Parish, BBEC, RPC, and ATG, May 14, 2021.

REVIEW OF EXISTING PLANS

ATG obtained copies of current plans for the area which covered a broad range of elements including land use, transportation, infrastructure, and economic development. The sources of these plans include the Regional Planning Commission, Jefferson Parish, JEDCO, and Port of New Orleans. Table 8 provides an overview of these documents as well as their relevant findings for the study area. A complete literature review appears in Appendix C.

Table 8: List of Existing Plans Reviewed

Title	Date	Type	Summary
Jefferson Edge 2025	2020	Strategic Plan	Economic development strategy for Parish
Envision Jefferson 2040 The Jefferson Parish Comprehensive Plan	2019	Comprehensive Plan Update	Long-range guide for land use development in Parish
Churchill Park Master Plan	2019	Sector Plan	Guide for future regional business park development on west bank
State Transportation Improvement Plan	2018	TIP	Statewide transportation improvement program (TIP)
Port NOLA Forward	2018	Strategic Plan	Development strategy for Port facilities
Fairfield Strategic Plan	2015	Sector Plan	Guide for development of neighborhood-oriented land use adjacent to study area

Scenario Planning and Concept Design Development

ATG examined the potential for introducing localized and study-area wide impacts to the population, existing land use, traffic (road and/or rail), and community facilities created because of new industrial development in the study area. Input to this process came from the Project Management Committee, as well as incorporating the resources below. Coordination activities generally consisted of meetings and project-level conversations which have been documented in Appendix B.

- Study Area Field Review – RPC, ATG, and Wilson & Company completed a field review on March 10, 2021, which provided a point of reference for general traffic and land use patterns in place at the start of the study. This field review included a review of the Avondale Marine facility with representatives of HOST to discuss ongoing site development activities, active plans to recruit tenants and develop facilities to suit tenant needs, and ongoing tenant activities served by current water, rail, and road networks.

- JEDCO Coordination – RPC and ATG met with representatives of JEDCO to understand their ongoing activities and initiatives to promote sustainable economic development in the parish and study area. These discussions included a review of their ongoing brownfields initiative in the study area, occurring in partnership with the RPC and the Louisiana Department of Environmental Quality; implementation of the Jefferson Edge plan; and activities of the Westbank Port Task Force to encourage maritime commerce along the parish's Mississippi Riverfront.
- Coordination with Key Partners – RPC, ATG, and Wilson & Company met with the Port of New Orleans, NOPB, DOTD, and the various Class I railroads operating in the study area to understand existing commitments for capital improvements, facility expansions, operational issues for rail infrastructure in the study area, and the New Orleans Rail Gateway.
- Jefferson Parish Coordination – RPC, ATG, and Wilson & Company met with the office of Councilman Bonano and various departments inside of the Parish (Planning, Public Works, and Engineering) to understand their current plans for the area's infrastructure (road, bicycle, drainage, sewer, water, and community facilities), as well as the critical issues reported by many of the study area's neighborhood associations and community groups regarding existing needs and future development.

ATG consulted the following resource documents within the process of site evaluation in addition to gathering input and concurrence from the Project Management Committee during their June 2, 2021, meeting:

- Parish Zoning Ordinance – The Parish's current zoning ordinance includes a Euclidian format for permitted uses, buffering, screening, and setbacks.[15]
- Jefferson Edge – JEDCO's economic development strategy identified the key sectors targeted for future growth, specifically around key nodes, and cluster areas, including maritime and rail.

[15] As noted by the Parish on July 7, 2021, an ongoing study of industrial zoning will be completed later in 2022. This will change the method by which the Parish regulates industrial zoning. Please see project DVD for staff reports as downloaded at time of PAB and Parish Council review and approval from https://www.jeffparish.net/departments/planning/staff-reports/council-staff-reports.

Development Typology Definition

Input from the Project Management Committee meetings helped to define a typical development site typology which they deemed could best utilize the available highway and rail infrastructure within the study area, in addition to leveraging the various synergies present with the longer-term future development plans for the Avondale Marine site.

The development type chosen was a distribution center, defined in the ITE Trip Generation Manual 10th Edition as Code 155, High Cube Fulfillment Center-Warehouse.[16] ATG conducted a review of developed warehouse sites in several communities in Georgia. Texas, and Louisiana[17] to catalogue several common site qualities that helped to define the size of site required in the study area to support this development typology. This review indicated that many of these sites were up to 100 acres in total size, with more than one driveway entrance on both adjacent arterial and collector roads, provided for on-site parking of vehicles and trucks, as well as loading dock and marshalling facilities for trucks and trailers on-site.

Using information from ITE's Trip Generation Manual formulas, given the site size of approximately 100 acres, ATG determined a potential warehouse facility of 700,000 square feet may be possible, which would include offices, loading docks, truck marshalling areas, on-site parking, multiple driveways, as well as landscaping with buffer and stormwater detention features. Documentation of the trip generation appears in Table 9, which includes potential future site generated trips for the attributed site developments for the AM and PM peak hour(s). No internal capture or pass-by trips were anticipated for the site and most of the truck traffic generated by the site is expected to affect off-peak hours. Size of the proposed site is based on industry research in determining the size of developments with similar land uses. ATG completed a review of comparable developments to confirm the initial feasibility of all assumptions including the potential for trip generation, distribution, and scheduled site activity.

Site Screening

To aid in identifying potential development sites for consideration during the scenario analysis, ATG

Table 9: ITE Trip Generation Characteristics, High Cube Fulfillment Center/Warehouse

ITE Code	Description	Quantity	ADT	AM Peak		PM Peak	
				Enter	Exit	Enter	Exit
155	High-Cube Fulfillment Center Warehouse	670 KSF	5,482	251	144	441	477
		Total	**5,482**	**251**	**144**	**441**	**477**

Calculated by ATG using the ITE Trip Generation Manual, 10th Edition.

[16] Institute of Transportation Engineers, 10th Edition, September 2017.

[17] Sites included in this review were warehousing facilities in Newman, GA; Pflugerville, TX, West Baton Rouge Parish, LA, Jefferson Parish (Elmwood), LA; St. Charles Parish, LA with site reviews conducted between August 1 and September 30, 2021.

turned to the current inventory of business-ready and business markets sites curated by JEDCO[18] as well as other vacant or partially developed sites in the study area marketed for commercial/industrial development. Incorporating JEDCO's inventory brought in available business sites, both land and land with structures across Jefferson Parish. ATG combed through this list and limited our search to sites within the immediate study area.

ATG used this information to pull together a list of sites and then screened them using the following criteria to determine which sites had fewer known constraints to allow for their development. These criteria, developed with input from the RPC and the Stage 0 checklist process, as shown in Table 11 included both natural features as well as existing infrastructure:

- **Site Size** - Having at-least 85-100 acres of acreage available for development, both in total and through property subdivision;
- **Adjacent Utilities** - Having the presence of power, water, sewer, drainage, and telecommunications present within a dedicated easement on or adjacent to the site;
- **Planning Consistency** - Having the designation as a future industrial development area in the Parish's current Comprehensive Plan as well as other identified area specific planning documents;
- **Site Zoning** - Having designation under Parish zoning to allow industrial activities compatible with the typology identified;[19]
- **Rail Access** - Being adjacent to/in proximity of rail facilities or presence of a rail siding on site;
- **Potential Wetlands** - Having confirmed information on the indication of site wetlands based upon data supplied from the National Wetlands Inventory (NWI).

Using these criteria allowed ATG to look at a total of four sites in the study area as potential scenario development sites, as shown in Table 10. From these four sites, the two chosen for the scenario review are the Bridgeview Park site east of US 90-and the MMC Site #1, east of the Avondale Marine facility (See Figure 8). Both are consistent with the current land uses in the area and proposed future land use and accompanying zoning. In addition, both have proximity to the necessary network of hard infrastructure (road, rail, telecommunications, water, sewer, drainage) required to support overall site development.

To determine the potential effect of new development at these sites on the existing traffic network, ATG undertook a review of project area intersections providing access to each site with the addition of trips created by the site plus a 10-year growth in background traffic. The result of this review appears in Tables 11 and 12 and indicates that the network's overall capacity appears sufficient to handle the additional traffic which could be added because of the site development, given the application of the typology outlined above. Results should be considered for planning purposes only, as completion of a full traffic study would be required to determine the full need for site-based improvements as well as any capacity updates for the regional network.

[18] JEDCO Site Intelligence Tool, https://buildingsandsites.com/jedco/.

[19] As noted during the project management committee meetings, Jefferson Parish is currently updating their industrial zoning categories as part of stand-alone study being completed during 2021-2022. Zoning information shown for each site is based on the zoning ordinance as amended through September 2021.

Table 10: Potential Scenario Planning Development Sites Screened

Site Name Address	Site Size	Adjacent Utilities	Planning Consistency	Zoning	Rail Access	Potential Wetlands TL Acres and % of TL
Vacant Land at KM's Seven Oaks Terminal 106 Bridge City Avenue	82 Acres	Y	Future Industrial Area	Industrial (LI)	Adjacent	6.65 acres 8.07%
Bridgeview Park 536 Bridge City Avenue	115 Acres	Y	Future Industrial Area	Industrial (LI)	Adjacent	4.35 acres 4.50%
UP LA Hwy 541 LA Highway 541	312.17 Acres	Y	Future Industrial Area	Industrial (LI)	Adjacent	291.87 acres 89.85%
MMC Site #1 LA 18 near LA 541	76.09 Acres	Y	Future Industrial Area	Industrial (LI)	Within 1 mile	N/A

Source: JEDCO Site Intelligence Tool, https://buildingsandsites.com/jedco/, as provided as part of the project resources, November 2021.

Figure 8: Location Map of Proposed Scenario Development Sites

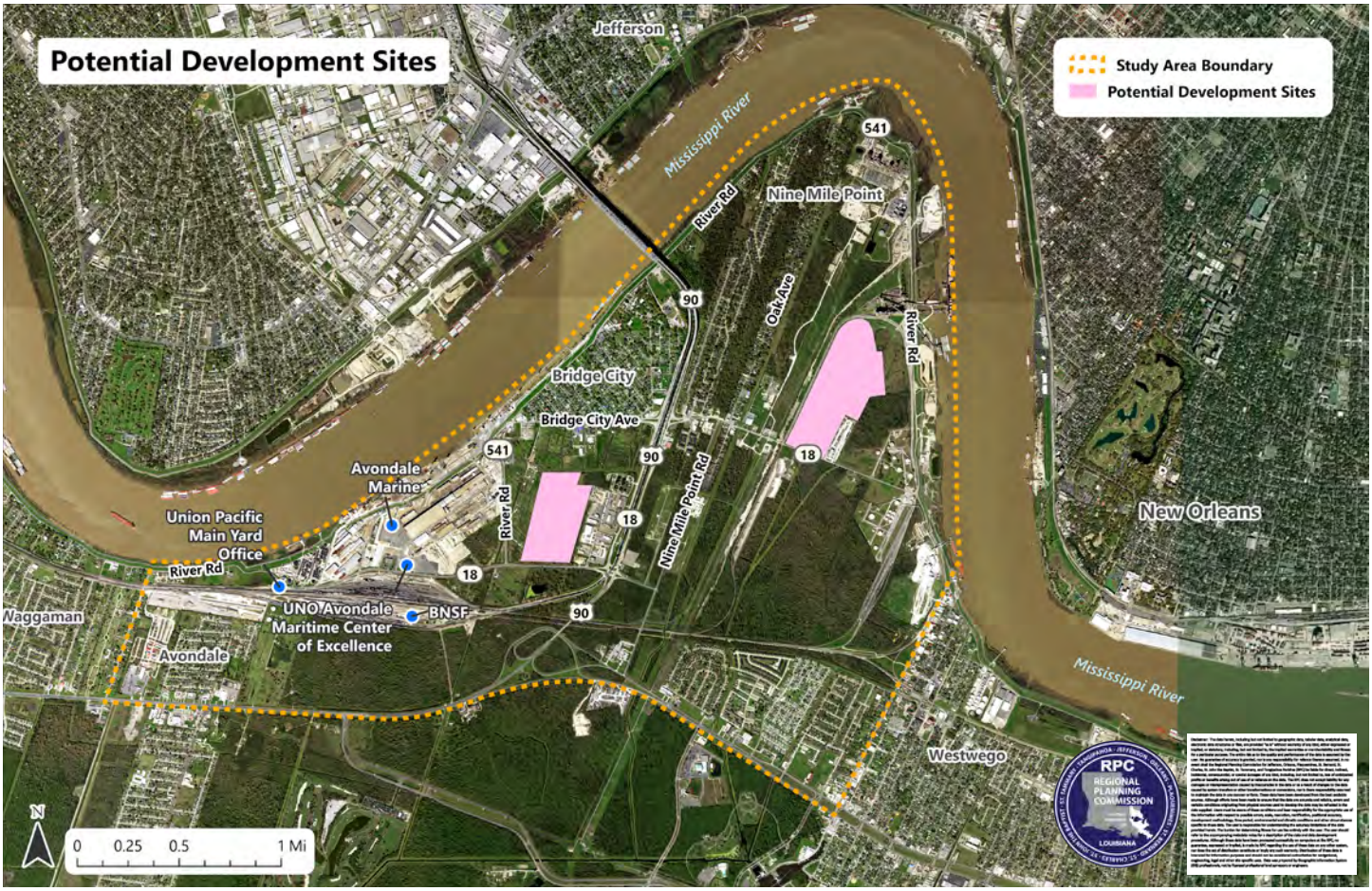


Figure 9: Location Map of Proposed Scenario Development Site #1 (Bridgeview Park)

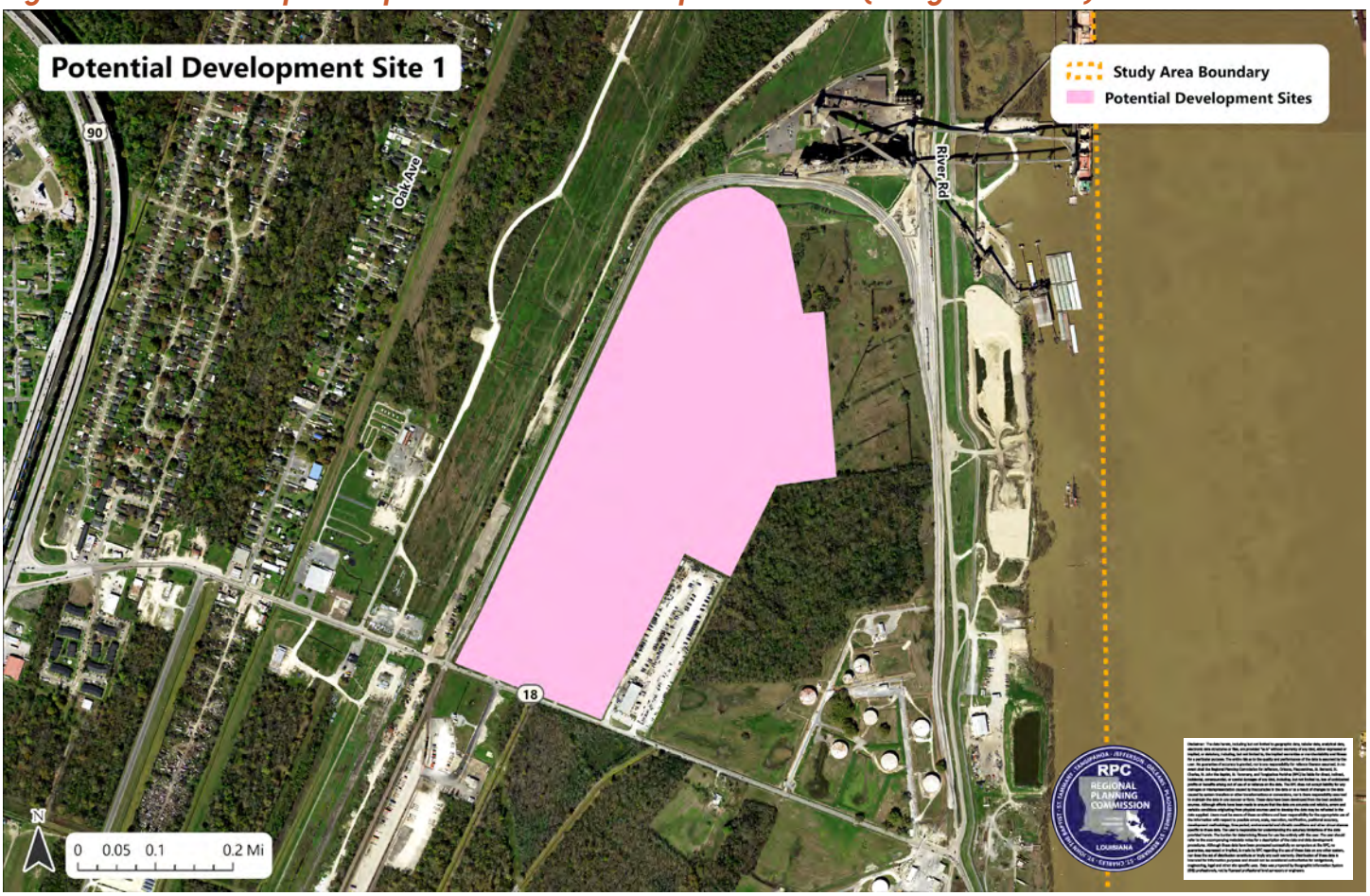


Table 11: Potential Development Site #1 Detailed Description

Development Site #1	Bridgeview Park, 536 Bridge City Avenue
Site Size	115 Acres, with a maximum of 124 acres available and subdividable
Site Description	Site is a Louisiana Economic Development Certified Site. It has frontage on Seven Oaks Boulevard and extends approximately 3,400 feet (deep) east to the existing UP railway parallel to LA 541. Site consists of 1 lot of record within existing 3 lot plat. This lot has a proposed wastewater treatment plan proposed along its LA 541 frontage. Full lot plat with description available from JEDCO.[20]
Current Land Uses observed at site	Industrial, Undeveloped, Agricultural, no residential land use apparent on site at time of field review in March and August 2021.
Future Land Use Envision Jefferson 2040	PDR – Production, Distribution, and Repair (a range of light industrial uses which are at an intensity that is generally compatible with adjacent or nearby land uses).
Existing Zoning (2021)	M-1 Industrial District, with no zoning overlay
Adjacent Transportation Network	Seven Oaks Boulevard (LA 541); Jefferson Transit Route W-10
Distance to Rail Facilities	Within 3 miles of the UP and BNSF Rail Yards; adjacent to an existing UP rail line connecting to the Entergy Nine Mile Power Plant.
Distance to Mississippi River access	Within 0.5 miles of Mississippi River; within 3 miles of Avondale Marine and 9 miles of the Port of New Orleans (driving distance)
Distance to US 90	Within 1 mile of the Seven Oaks Boulevard and US 90 intersection
Distance to I-10	Within 4 miles of the I-10 at Clearview Parkway Interchange

[20] https://buildingsandsites.com/jedco/Property/Detail/4270/Bridgeview-Park

Table 12: Future Peak-Hour Intersection Operations with Development Site #1
Existing Traffic + Future Development Site Generated Traffic at Development Site 1

Intersection	Control	Existing			
		AM LOS	AM Delay (sec)	PM LOS	PM Delay (sec)
Avondale Garden Rd & LA 18/River Rd	TWSC	B	15.0	C	16.4
Seven Oaks Blvd & Nine Mile Point Rd	TWSC	C	17.7	C	20.1
W Nine Mile Point Rd & Nine Mile Point Rd	AWSC	D	34.0	C	16.1
Louisiana St & LA 18 (4th St)	Signalized	B	17.4	B	15.0
US 90 SB & Bridge City Ave WB	Signalized	B	10.3	A	9.9
US 90 NB & Seven Oaks Blvd WB	Signalized	A	5.4	B	10.6
US 90 SB & Bridge City Ave EB	Signalized	B	12.3	B	14.0
US 90 NB & Seven Oaks Blvd EB	Signalized	A	4.8	A	4.0
US 90 SB & LA 18 WB	Signalized	C	26.1	C	26.8
US 90 NB & W Nine Mile Point WB	Signalized	C	29.8	C	30.1
US 90 SB & LA 18 EB	Signalized	C	29.1	C	27.8
US 90 NB & W Nine Mile Point EB	Signalized	C	28.7	C	24.2

Determined using Highway Capacity Software (HCS), analyses performed by ATG 2021.

Figure 10: Location Map of Proposed Scenario Development Site #2 (MMC Site #1)

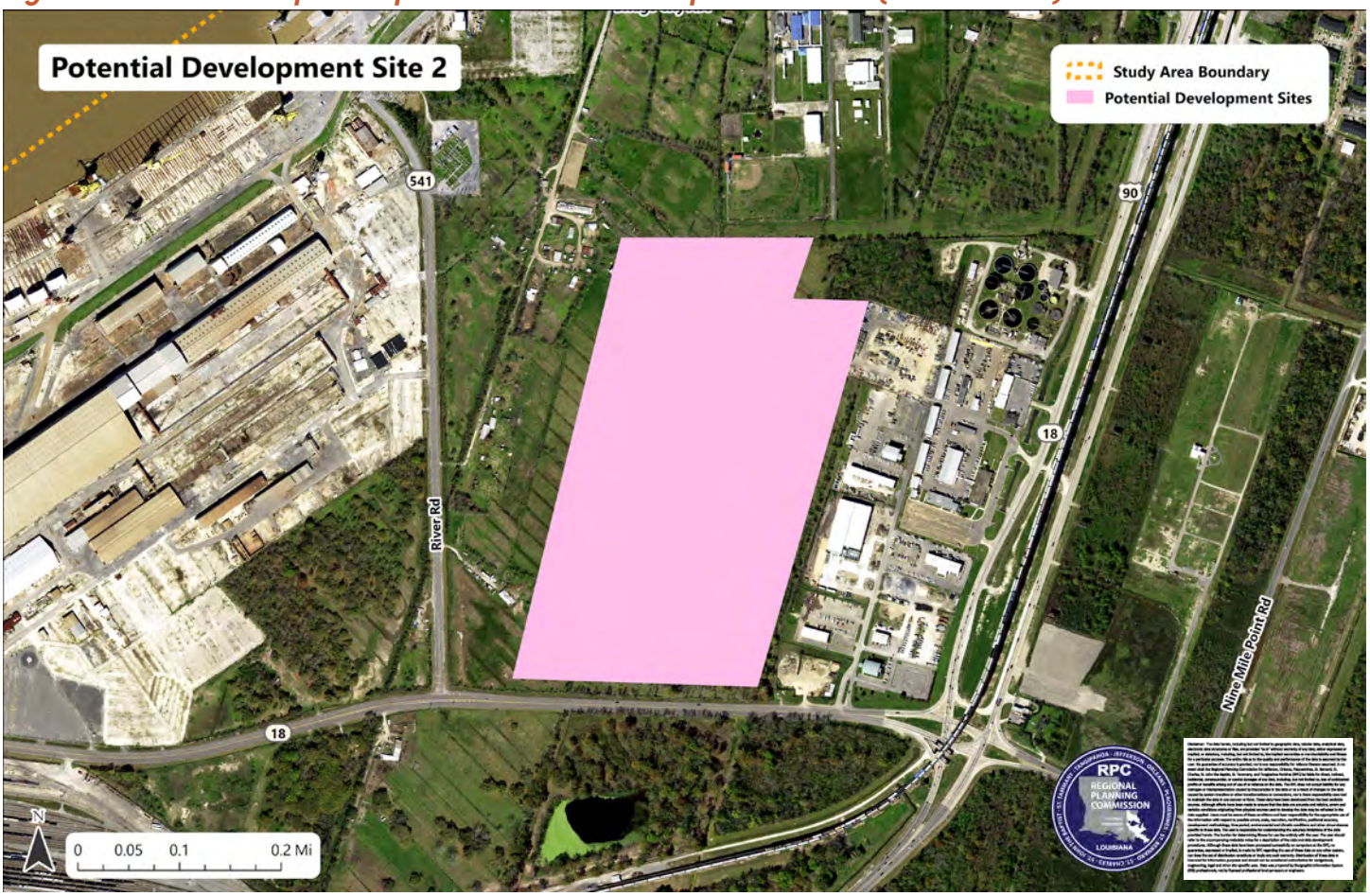


Table 13: Potential Development Site #2 Detailed Description

Development Site #2	MMC Site #1, LA 18, east of LA 541
Site Size	76 Acres
Site Description	Site has frontage on LA 18 and extends approximately 740 feet deep to an existing property line along a power line right of way. Site consists of 1 lot of record.
Current Land Uses observed at site	Undeveloped, Agricultural, no residential land use apparent on site at time of field review in March and August 2021.
Future Land Use Envision Jefferson 2040	PDR – Production, Distribution, and Repair (a range of light industrial uses which are at an intensity that is generally compatible with adjacent or nearby land uses).
Existing Zoning (2021)	M-1 Industrial District, with no zoning overlay
Adjacent Transportation Network	LA 18; within 2 miles of Jefferson Transit Route W-1 (at Avondale Gardens)
Distance to Rail Facilities	Within 0.5 miles of the UP and BNSF Rail Yards.
Distance to Mississippi River access	Within 0.4 miles of Mississippi River; within 1 mile of Avondale Marine and 10 miles of the Port of New Orleans (driving distance)
Distance to US 90	Within 0.5 mile of the LA 18 and US 90 intersection
Distance to I-10	Within 10 miles of the I-10 at Clearview Parkway Interchange

Table 14: Future Peak-Hour Intersection Operations with Development Site #2
Existing Traffic + Future Development Site Generated Traffic at Development Site 2

Intersection	Control	Existing			
		AM LOS	AM Delay (sec)	PM LOS	PM Delay (sec)
Avondale Garden Rd & LA 18/River Rd	TWSC	B	14.9	C	16.3
Seven Oaks Blvd & Nine Mile Point Rd	TWSC	C	18.6	D	31.2
W Nine Mile Point Rd & Nine Mile Point Rd	AWSC	D	34.8	C	16.1
Louisiana St & LA 18 (4th St)	Signalized	B	17.4	B	15.2
US 90 SB & Bridge City Ave WB	Signalized	B	10.1	B	12.0
US 90 NB & Seven Oaks Blvd WB	Signalized	A	5.6	B	11.1
US 90 SB & Bridge City Ave EB	Signalized	B	13.1	B	19.5
US 90 NB & Seven Oaks Blvd EB	Signalized	A	4.7	A	4.1
US 90 SB & LA 18 WB	Signalized	C	25.4	C	25.7
US 90 NB & W Nine Mile Point WB	Signalized	C	29.8	C	30.2
US 90 SB & LA 18 EB	Signalized	C	27.6	C	26.9
US 90 NB & W Nine Mile Point EB	Signalized	C	28.5	C	23.1

Determined using Highway Capacity Software (HCS), analyses performed by ATG 2021.

Rail Corridor Concept Development

Wilson & Company, at the direction of the Project Management Committee, completed development of a conceptual rail alignment to directly connect the NOPB railway from its right-of-way at the Huey P. Long Bridge across LA 18 and into the Avondale Marine campus.

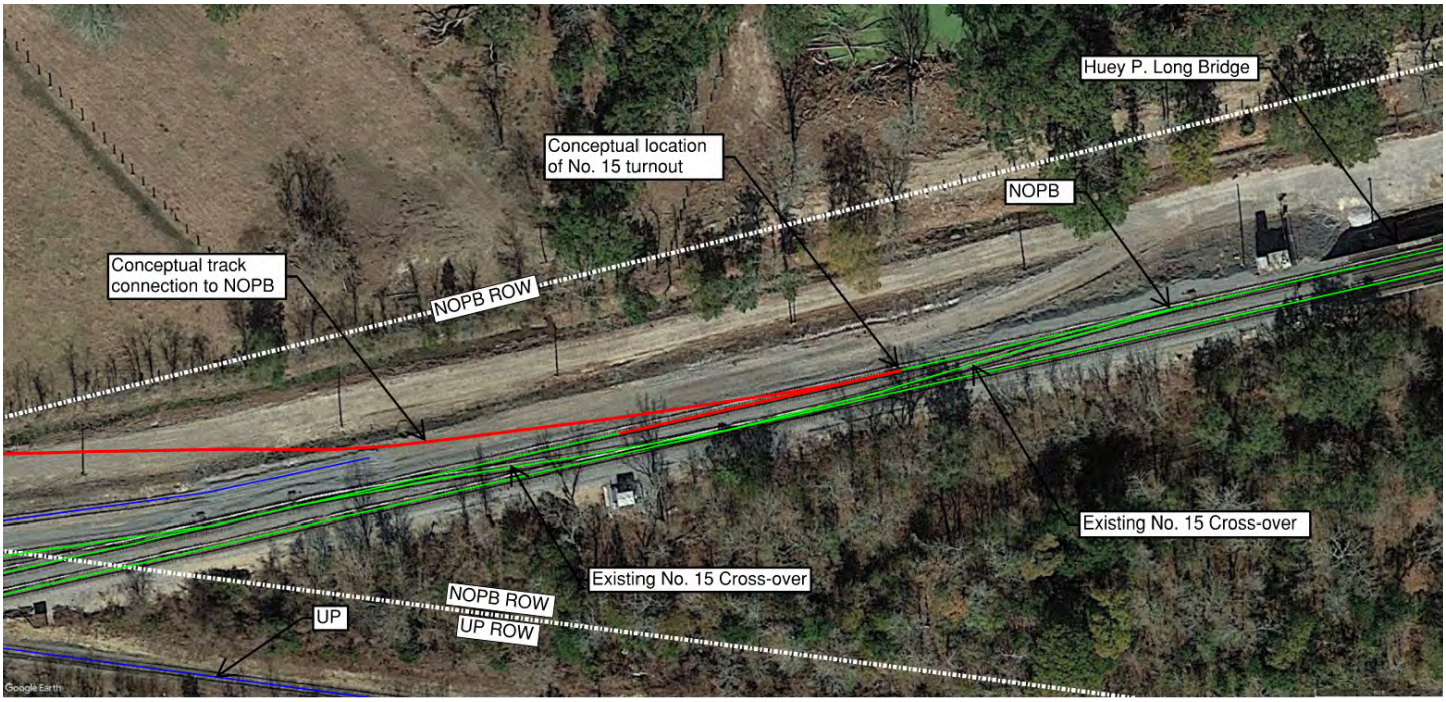
Discussions with stakeholders concerning the conceptual new rail connection to the NOPB for direct rail access to Avondale Marine was noted in a review with railroads operating in the area as potentially adverse to existing rail operations and dispatching activities in the New Orleans Rail Gateway across the bridge. The conceptual rail connection can be designed within typical track geometry guidelines and parameters. Wilson & Company's complete report on the concept appears in Appendix E.

NOPB to Avondale Marine Track Connection

The Huey P. Long Bridge is 4.35 miles long double track, spanning the Mississippi River. The bridge was constructed to accommodate river vessels with a clearance of 153'. The maximum timetable track speed is 20 mph. The track grades on the approaches are -1.25%. The bridge ends within the study area at approximately New Orleans Public Belt (NOPB) Mile Post 8.04 (see Figure 11). Beyond the end of the bridge the double track is 136lb welded rail, open ballast track on wooden ties. The track is straight at a constant -1.25% grade for several hundred feet. Two sets of No. 15 powered crossovers (universal crossover) are located just beyond the end of the bridge the distance between the crossovers is approximately 240' from long tie to long tie.

The conceptual direct track connection from the NOPB to Avondale Marine was developed using a No. 15 right-hand turnout which is approximately 180' from point of switch to long tie. This turnout could be installed near NOPB MP 8.08 and fit between the existing crossovers, matching the -1.25% grade. The track would curve to the right using 6-degree horizontal curves, with 0.75" of elevation on the outside rail, as it makes its way approximately 2,400' across LA 18 (see Figure 12).

Figure 11: Universal Crossovers, Near NOPB, Mile Post 8, Westbank HPL Approach



Prepared by Wilson & Company, 2021

Two conceptual vertical track profiles were developed. The first concept was a grade separation over LA 18. This alignment went from the existing -1.25% grade to a +1.5% grade to get over LA 18 to obtain vertical clearance over the roadway surface. There were several issues with the conceptual grade separated vertical profile:

- **Clearance over roadway from bottom of bridge:** Does not meet criteria.
  - Required clearance 16'-6"
  - Estimated available clearance 14'
- **Vertical grades and curves:** Not practical for rail operations.
  - -1.25% grade off of HPLB, 300' sag curve, +1.5% over LA 18 with 250' crest curve and -1.5% grade down to Avondale Marine; trains will be in both tension and compression at the same time and the track would still be elevated as it crossed into Avondale Marine.
  - It is desirable to have trains fully in tension or compression for safe operations due to the forces on the couplers and locomotive braking, acceleration, and traction.
- **Distance of elevated track within Avondale Marine:** Excessive distance within the site.
  - The track would be elevated above existing ground for approximately 1,500' within the Avondale Marine Terminal.

This conceptual profile does not meet the criteria for typical track geometry. The finding was that a grade separation was not feasible due to insufficient distance between the NOPB and LA 18, nor enough distance beyond LA 18 for a grade separation (see Figure 13, Conceptual Elevated Profile).

The second vertical concept was to consider an at-grade crossing of LA 18. The track profile would again come off on the NOPB at -1.25% and transition into a nearly flat track to LA 18, crossing at-grade. The track distance between the NOPB and the LA 18 ROW (right of way) is approximately 2,280 TF (track feet). The track profile is elevated at the NOPB approximately 12', using a -1.25% grade it will utilize 600 TF to become flat. Assuming 250' of setback on each end to park rail cars and allow room for braking and acceleration, the resulting clear distance is 1,180 TF which will hold 1 - 75' locomotive and 18 – 60' rail cars in the clear. Although the conceptual vertical profile for an at-grade crossing of LA 18 does meet criteria for typical track geometry it will be limiting for rail operations due to the restricted space for longer trains and rail operations.

New Track Connection Considerations

A new track connection from the NOPB to Avondale Marine appears to be technically feasible. Both the horizontal and vertical geometry could be designed and constructed within acceptable parameters assuming a new at-grade crossing of LA 18. There are non-technical issues to consider including operations and safety.

- **Limited Access: Rail Operation Risk** - The orientation of the universal crossovers would not allow trains to use both double tracks, only the Northern NOPB track could be utilized. This would be an issue during periods of maintenance or when both tracks are being utilized by other trains.

- **Train Speeds: Rail Operations and Safety Risk -** It should be noted that a 1.25% grade is considered relatively steep for most railroads in non-mountainous terrain. Trains coming down grade will be in compression and need to control their speed and have sufficient braking capacity as they operate through the turnout and horizontal curve. As loaded trains depart going up grade at 1.25% they could have difficulty getting up to speed or require more horsepower as they enter the NOPB. In both cases rail traffic on the Huey P. Long Bridge could be impacted.
- **Short Trains: Rail Operations Risk -** The track geometry beyond LA 18 into Avondale Marine was not developed. However, it appears that if a long switching lead is constructed within Avondale Marine with head room to avoid switching across LA 18 while still providing access to the conceptual connection, both receiving and departing train lengths could be limited. The maximum length of train that could be held between the NOPB and LA 18 is approximately 1,180' with no room for switching. High utilization of the HPLB is critical to maintaining the gateway capacity. Short trains would need to be scheduled and dispatched across the HPLB and occupy space and time that could be utilized more efficiently by longer trains; resulting in less capacity across the HPLB.
- **At-Grade Crossing: Safety Risk -** New at-grade crossings are a risk for train/vehicle conflicts and are typically avoided if possible. In most cases the serving railroad will require 3 or 4 existing at-grade crossings to be closed to install a new at-grade crossing.
- **Centralized Traffic Control (CTC) Modifications: Rail Operations Risk -** Installation of the No. 15 powered turnout would require adjustments to the existing CTC system. The CTC modification could have impacts to rail operation beyond the local signals; requiring an analysis of the system from the East bank through to the West bank. New investments in the CTC would likely cost several million dollars and involve coordination and agreement between several of the of the Class I railroads.
- **Alternative Rail Access:** Avondale Marine is connected to the UP through one active and one inactive at-grade crossing of LA 18; crossings 797884L and 797885T. UP alone serves the site at this time until reciprocal agreements for addtional rail company services are negotiated with UP.[21] An additional at-grade track connection across LA 18 from the NOPB to Avondale Marine will be costly, increases vehicle/train conflict, and is anticipated to have negative impacts to the rail operations across the Huey P. Long Bridge if the existing service is adequate.

[21] As updated following a review phone call between Host Terminals (Jeff Keever) and RPC (Karen Parsons), February 10, 2022.

Figure 12: Conceptual Rail Connection to NOPB Across LA 18 Near Avondale Marine

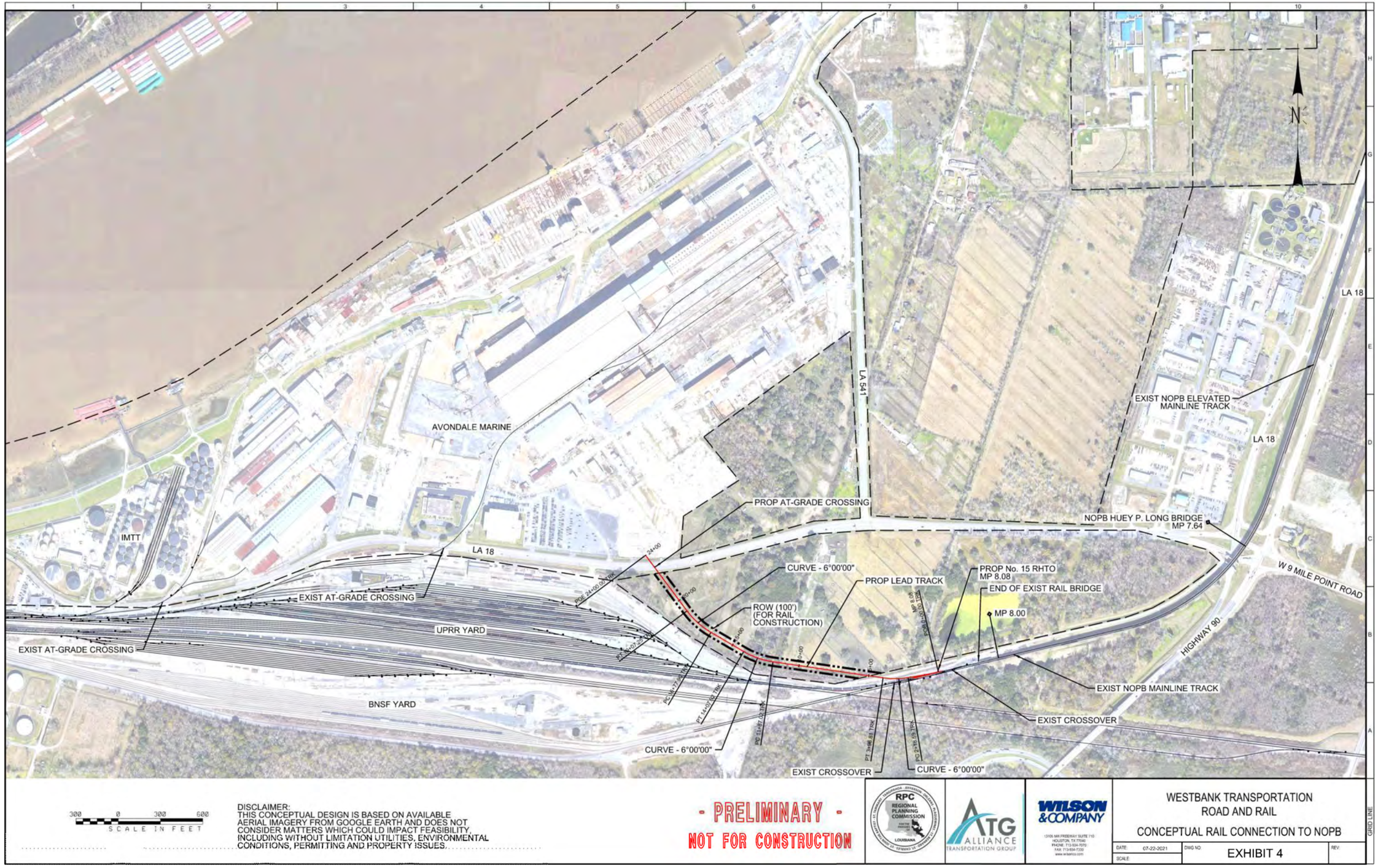
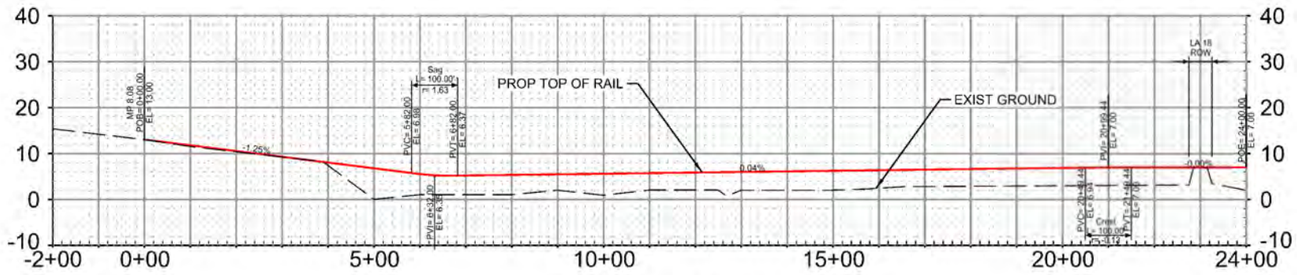
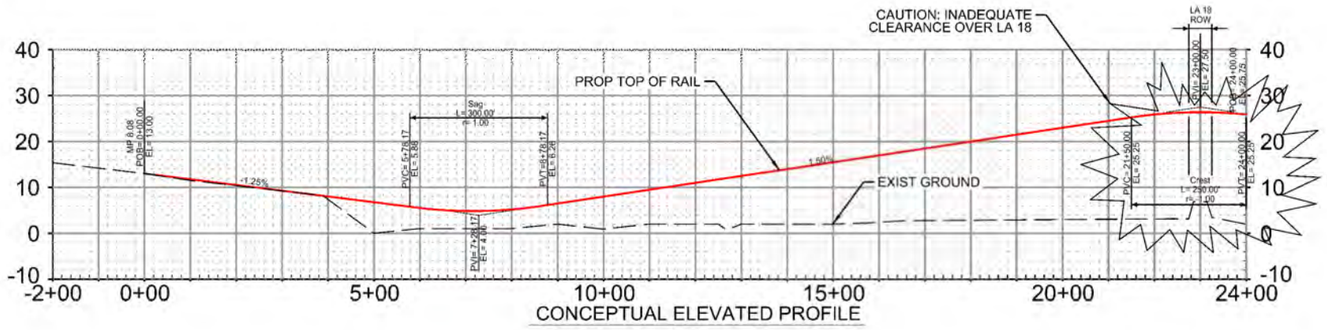


Figure 13: Conceptual Profile for Rail Connection to NOPB Across LA 18 Near Avondale Marine



CONCEPTUAL AT-GRADE PROFILE



CONCEPTUAL ELEVATED PROFILE

300 0 300 600
SCALE IN FEET

DISCLAIMER:
THIS CONCEPTUAL DESIGN IS BASED ON AVAILABLE PROFILE DATA FROM GOOGLE EARTH AND DOES NOT CONSIDER MATTERS WHICH COULD IMPACT FEASIBILITY, INCLUDING WITHOUT LIMITATION UTILITIES, ENVIRONMENTAL CONDITIONS, PERMITTING AND PROPERTY ISSUES.

- PRELIMINARY -
NOT FOR CONSTRUCTION

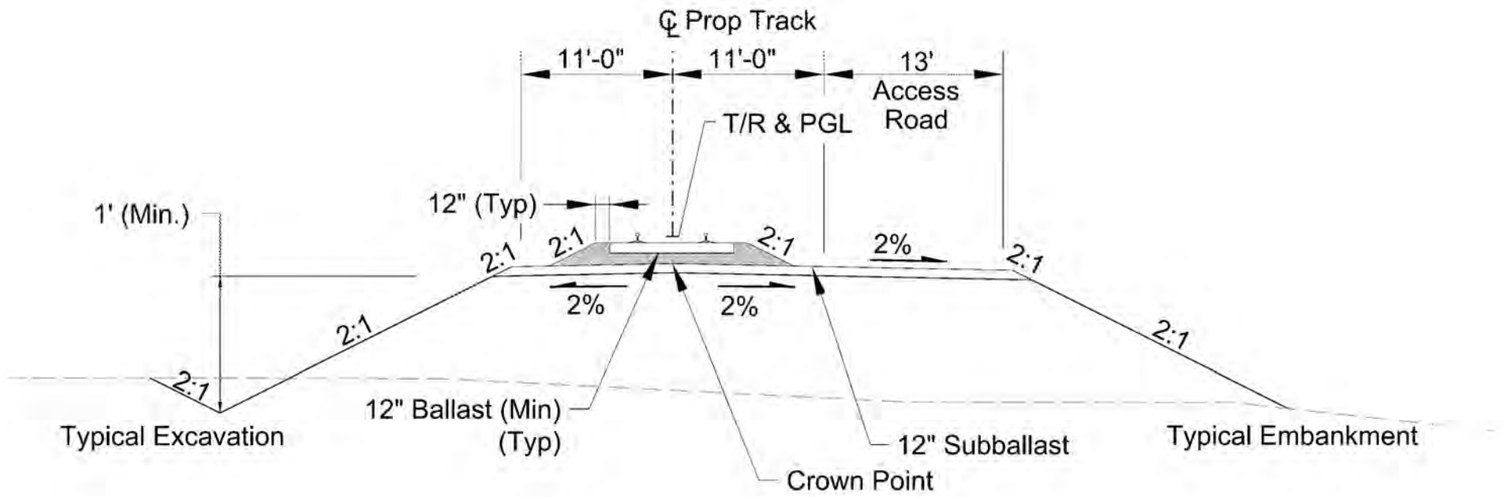
RPC REGIONAL PLANNING COMMISSION LOUISIANA
ATG ALLIANCE TRANSPORTATION GROUP
WILSON & COMPANY

WESTBANK TRANSPORTATION
ROAD AND RAIL
CONCEPTUAL RAIL CONNECTION TO NOPB
PROFILE

DATE: 07-22-2021
DWG NO: EXHIBIT 2
REV
SCALE:

18

Figure 14: Conceptual Cross Section for Rail Connection



TYPICAL SECTION

- PRELIMINARY -
NOT FOR CONSTRUCTION

RPC REGIONAL PLANNING COMMISSION LOUISIANA

ATG ALLIANCE TRANSPORTATION GROUP

WILSON & COMPANY

WESTBANK TRANSPORTATION
ROAD AND RAIL
TYPICAL SECTION

DATE: 07-23-2021 | DWG NO: EXHIBIT 6 | REV:

SCALE:

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Class 5 Cost Estimate

The NOPB to Avondale Marine concept was developed using existing aerial imagery and terrain data. The accuracy of the horizontal and vertical alignments is conceptual in nature. The major construction items and quantities are provided for information only. DOTD unit bid prices were reviewed and used where applicable. The grade separated concept was not considered feasible, therefore no opinion of estimated cost was developed. The construction cost for the NOPB to Avondale Marine track connection with an at-grade crossing at LA 18 is estimated to range from $5 to $8 million, not including right-of-way acquisition or CTC modifications. The track typical section with access road is provided in Table 15.

Table 15: Engineer's Opinion of Probable Construction Cost, NOPB to Avondale Marine Lead Track Station 0+00 - 24+00 with a Crossing of LA 18

Description	Total Cost
Site (Mobilization, Site Development Work)	$2,485,300
Construction (Track, at-grade Rail Crossing, Associated Improvements)	$2,117,200
Engineering (Permitting, Material Testing, Construction Related Services)	$782,425
TOTAL	**$5,394,925[1]**

1 - Estimate does not include cost of right-of-way acquisition or modification to the CTC system. Please see rail report in Appendix F for more detail, including description of estimate class and range of potential variation ($5 to $8 million), based upon further site review and investigation.

Source: Wilson & Company, 2021.

Stage 0 Environmental Checklist and Preliminary Scope and Budget Worksheet

The Stage 0 Environmental Checklist completed for the study area allowed for the mapping of data to the study area for reference during future planning phases. This data appears on the maps contained in Appendix E.

No sites or areas of concern were identified using the Stage 0 Environmental Checklist and accompanying database search. In addition, JEDCO has received grant funds to address brownfield sites across a substantial portion of the industrialized west bank, including locations in this study area. The results of that review, coordinated through the RPC and Louisiana Department of Environmental Quality, are likely to provide additional data and findings which need to be paired with the results of the Stage 0 review in future project development.

Appendix G contains a Stage 0 and Project Scope and Budget checklist for improvements at existing rail Crossing # 797885T located on the western edge of the Avondale Marine campus, along the property line with IMTT. Further review of this rail location, in connection with future tenant needs at this facility, could warrant restoration of service through this existing crossing. Required upgrades to existing rails and warning devices/systems (in consultation with DOTD and rail operator) remain to completed. This would take place as part of the project design phase and include input from the railroads, DOTD, and incorporate the general master planning and prospect development activities at the Avondale Marine facility.

References and Resources

JEDCO. Churchill Technology & Business Park Master Plan. February 2019.

Jefferson Parish Code of Ordinances. Chapter 25, Article 6, Comprehensive Plan.

Jefferson Parish Code of Ordinances. Chapter 33, Unified Development Code.

Jefferson Parish. Envision Jefferson 2040. August 6, 2003 (Ordinance No. 21939).

Louisiana DOTD. State of Louisiana Transportation Improvement Program (TIP), STIP Version 2019, STIP Adoption date 10/01/2018.

Louisiana DOTD. Stage 0 Manual of Standard Practice. January 2007, as updated through January 2020.

New Orleans Regional Planning Commission. Jefferson Parish. Fairfield Sub Area Master Plan. August 2015.

New Orleans Regional Planning Commission. Jefferson Parish. Jefferson Parish Bicycle Master Plan, December 2013.

New Orleans Regional Planning Commission. Metropolitan Transportation Plan (MTP) for the New Orleans Urbanized Area, Volume 1, Report. February 2021.

New Orleans Regional Planning Commission. Metropolitan Transportation Plan (MTP) for the New Orleans Urbanized Area, Volume 2, Project List. February 2021.

New Orleans Regional Planning Commission. Transportation Improvement Program, New Orleans Urbanized area, Fiscal Years 2019-2022, May 2018.

Port of New Orleans. Port NOLA Forward. A Strategic Master Plan to Exceed the Needs of Tomorrow. May 2018.

TIP Strategies. Jefferson Edge, Strategic Economic Development Plan 2025. February 2021.

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Appendix A

Project Management Committee Meetings

This appendix contains documentation of all Project Management Committee meetings held during the project. These meetings took place:

- February 25, 2021
- June 2, 2021
- October 22, 2021

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	February 25, 2021
TIME:	3:00 PM
LOCATION:	TEAMS Meeting
INVITED	
RPC	Jeff Roesel, Karen Parsons, Lynn Dupont, Leslie Couvillion
Jefferson Parish	Councilman Deano Bonano, Councilman Byron Lee, Angela Callias, Mark Drewes, Angela Desoto, Terri Wilkinson, Juliette Cassagne, Brooke Tolbert, Walter Brooks, Jerry Bologna, Annalisa Kelley, Jose Gonzales
DOTD District 02	Bao Long Le
ATG	Ed Elam, Jim Harvey, Jory Dille, Lauren Osborne, Emma Martinez
Wilson & Company	Jimmy Anderson
NDS	Gustavo Clavijo
ATTENDED	
RPC	Jeff Roesel, Karen Parsons, Lynn Dupont
Jefferson Parish	Councilman Deano Bonano, Angela Callias, Mark Drewes, Angela Desoto, Terri Wilkinson, Juliette Cassagne, Brooke Tolbert, Walter Brooks, Jerry Bologna, Annalisa Kelley, Jose Gonzales
ATG	Ed Elam, Jim Harvey, Jory Dille, Lauren Osborne, Emma Martinez
Wilson & Company	Jimmy Anderson
NDS	Gustavo Clavijo
PURPOSE:	The purpose of this meeting was to kick-off the project with the client. An agenda was distributed prior to the meeting and has been used to organize comments.

Minutes

Our meeting started at 3:00 pm CST. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC and Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics. A copy of the presentation shared with the group is included as an attachment, along with the meeting agenda provided by the RPC (Karen Parsons).

I. Introductions

A list of all attendees is provided as part of the meeting details listed above. Each person in attendance introduced themselves to the group and offered a review of their connection to the project.

II. Scope Review

The RPC and ATG reviewed the project scope in general terms, as well as introduced the project team roles and key personnel using the organizational chart from the project proposal.

III. Area of Study

ATG provided a map of the study area, bounded by Avondale Garden Road, Mississippi River, Louisiana Avenue (Westwego) and US 90. This area includes Avondale Shipyard (south of the river) as well as several railroad facilities in the area.

RPC has also set up a site review for March 10 to look at rail issues and access to the HOST terminal and introduce consultant to the study area. This field review will include a review of the intersections in the area, as well as key development parcels. There will be a meeting of the Jefferson Parish Port Task Force on March 11 (8:30) which would allow the project consultant team to present on the project and listen in to the Task Force's challenges and opportunities.

IV. Project Schedule

ATG provided an overview of the project schedule and will provide a copy of the current iteration as part of the kickoff project meeting report. The project contract ends September 30, 2021. The final product will include an Environmental Checklist and Stage 0 Preliminary Scope and Budget Worksheet for a single alternative to adhere to eligibility guidelines for federal funding.

V. Status Report; Items pending

ATG provided a review of the status of data collection efforts based upon the items required for the Stage 0 Feasibility Study Checklist. To date, ATG has supplied RPC (Karen Parsons) with an initial list of data items needed and RPC is reviewing it internally. At this point, the group discussion transitioned into a review of specific data elements which each of the meeting attendees could provide to the project:

- The scope requires a list of projects in the study area from the Parish's bond program – Mark Drewes will provide information related to those projects to the project team following the meeting. There are several bike route projects in the area, including bike route around Avondale. (Status. On-hold presently, ready for construction in about a year; project has federal funds).
- Parish was asked if they have maps of water lines and sewer lines available, and it was confirmed this information could be made available (also from Mark Drewes).
- Energy and fiber utility information must be requested from the local electric provider (Entergy).
- ATG will receive available vehicle, pedestrian, and bicycle crash data from RPC (Karen Parsons).
- ATG has started downloading available plans from the Parish and JEDCO. Other plans to cover the area (beyond those listed in the scope) include the Parish's Economic Development Strategy, Churchill Park Master Plan (JEDCO Campus Development); from Jefferson Parish the Fairfield Sub Area Plan, updates on the Parish's industrial zoning study; from the RPC, the TIP, Metropolitan Transportation Plan, New Links Transit Study, any applicable Bicycle and Pedestrian access plans and projects.
- ATG will double check the list of data being collected, along with supplemental reports to determine any further needs for the data collection effort.
- ATG will supply a GIS shp file of the study area to the Parish and RPC in conjunction with data collection meeting March 1 to help ensure all data provided is covering the area of study.
- ATG will also email RPC following this meeting to discuss the start of the project's traffic counting program which includes both corridor-based and intersection counts. This data collection effort will commence as soon as possible, given current school schedules.

VI. Important dates:

- **March 10** – Project Area Site Visit. Consultant team will be introduced to the area and look at intersections of interest. Hard hats / vests will be available for the team, just need a list of names so they can be checked in upon arrival.
- **March 11 –** meeting at Jefferson Parish with the Parish Port Task Force, project consultant team can be present to provide an overview of the project and work which is forthcoming through the RPC effort.
- **March 1** – ATG, RPC and Jefferson Parish will meet to review data needs for the project and discuss the origins of data already collected by ATG.

VII. Other Items for Discussion or Comments

- Project Management Committee in-person meetings – a brief discussion was held on the opportunity for in-person meetings in the future, which will depend on the number of people and the capacity of the room. ATG is comfortable with in person or virtual, just need advance notice, of any in-person meetings and an option for virtual participation.
- Jefferson Parish noted the Port of New Orleans recently updated their plan, which covers Jefferson parish and several surrounding parishes. A copy of this plan needs to be added to the review list.
- Jefferson Parish has planned public improvements between River Road and 4th Street.
- Some parts of the study area may be rezoned to industrial – the meeting on the 10th will give insight as to how likely that is to happen.
- Jose Gonzales already has a hard copy of the utility information. Much of that info will also be in the ArcGIS online map that ATG will gain access to this information from the Parish.
- Lynn Dupont has a contact that has some storage tank data that she may be able to get – it may be difficult to obtain. She will send contact information for the tank data to ATG.
- Walter Brooks noted that he wants to make sure we do due diligence to look at the rail volume / future rail volumes, rail connections. The New Orleans Public Belt Railroad (a subsidiary of the Port of New Orleans) can help us find out what that rail volume will be. Can confirm this during the March 10th meeting.

VIII. Adjourn

Follow-ups

- ATG will send out meeting notes and a project calendar (with RPC scope);
- NDS will arrange for the start of the collection of the traffic collection data;
- Any questions from the Management Committee can be provided to the RPC (Jeff and Karen) for passage to ATG (Ed)
- Upcoming project meetings: March 1, March 10, March 11

Virtual/Microsoft Teams
West Bank Road and Rail Sub-Area Analysis
Project Kick-off Meeting
Thursday, February 25, 2021
3:00 p.m.

AGENDA

I. Introductions

II. Scope Review

III. Area of Study

IV. Project Schedule

V. Status Report; Items pending

VI. Other Items for Discussion or Comments

VII. Adjourn

Ed Elam

Subject: West Bank Road & Rail Sub Area Analysis kick-off meeting
Location: Virtual Microsoft Teams Meeting

Start: Thu 2/25/2021 3:00 PM
End: Thu 2/25/2021 4:30 PM

Recurrence: (none)

Meeting Status: Accepted

Organizer: Karen Parsons
Required Attendees DeanoBonano@JeffParish.net; JCassagne@jeffparish.net; MDrewes@jeffparish.net; ADeSoto@jeffparish.net; TerriWilkinson@jeffparish.net; WBrooks@jeffparish.net; JGonzalez@jeffparish.net; Jeff Roesel; kparsons@norpc.org; Jeff.Keever@tparkerhost.com; jbologna@jedco.org; Ed Elam; Colethia Kent; ByronLee@JeffParish.net; Bao Le; akelly@jedco.org
Optional Attendees: Lynn Dupont; Jerry Bologna; Anderson, Jimmy J.; Jory Dille; Gustavo Clavijo; Lauren Osborne; Deano Bonano; Ryan Brown

You are invited to a virtual project kick-off meeting for the Westbank Road and Rail Sub Area Analysis project being facilitated by the Regional Planning Commission on behalf of Jefferson Parish. The Project Management Committee meeting will take place on Thursday, February 25, 2021 at 3:00 p.m. An agenda is attached. Please forward the invitation to your staff as needed. **You will find the links and information to join the Microsoft Teams meeting at the bottom of this email.**

The project will analyze current land use for future industrial economic development potential and ascertain traffic impacts on the roadway network on the West Bank of Jefferson Parish between the following boundaries: Avondale Garden Rd to the west and LA 18 (Louisiana & Westwego Rds) to the east, and the Mississippi River on the north and US90B/WB Expressway to the south. It will also evaluate rail accessibility into the Avondale T. Parker Host Terminal site.

The lead project consultants are Alliance Transportation Group. Subconsultants include Wilson and Company specializing in rail engineering and National Data and Surveying Inc. specializing in traffic data collection.

To further their understanding of challenges and opportunities in the study area the project team will conduct a field review March 10th and participate in the WB Port Task Force meeting on March 11th.

We look forward to seeing you on February 25th.

Karen Parsons
Principal Planner
Regional Planning Commission
504-483-8511 Office
504-615-8782 Cell

Microsoft Teams meeting

Join on your computer or mobile app

Click here to join the meeting

Or call in (audio only)

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WESTBANK TRANSPORTATION
ROAD & RAIL SUBAREA ANALYSIS

PROJECT KICKOFF MEETING
FEBRUARY 25TH, 2021

STATE PROJECT NO. H.972382

1

AGENDA

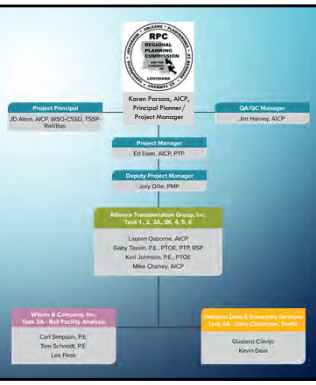
I. Introductions & Welcome
II. Scope Review
III. Area of Study
IV. Project Schedule
V. Status Report
VI. Items Pending
VII. Other Discussion Items
VIII. Thank You/Adjourn

2

SCOPE REVIEW

- Notice to proceed data
- Key project staff

PROJECT SCOPE



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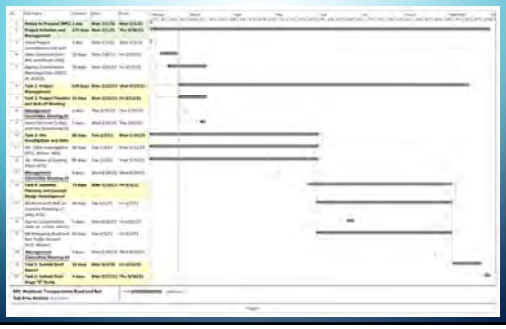
AREA OF STUDY

4

PROJECT SCHEDULE



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STATUS REPORT

- Review/coordination with existing plans
- Site investigation and facilities review
- Data collection
  - Crash data (road, rail, non-motorized)
  - Rail movement data
  - Land use
  - Utilities
  - Environmental
  - Traffic data
- Traffic counting
- Scenario planning/concept design
- Study area environmental screening
- Stage 0 environmental checklist

6

ITEMS PENDING FROM RPC/JEFFERSON PARISH

- Data
- Confirmed stakeholder list
- Any additional documents to be included in the plan review

7

OTHER DISCUSSION ITEMS

8

THANK YOU

- Meeting adjourned

ATG ALLIANCE TRANSPORTATION GROUP

WILSON &COMPANY

NDS National Data & Surveying Services

9

REGIONAL PLANNING COMMISSION
Westbank Transportation Road and Rail
Sub-area Analysis
Jefferson Parish
Stage 0 Feasibility Study
(Task A-3.21JP; FY 21 UPWP)

INTRODUCTION

Jefferson Parish is evaluating industrial redevelopment and expansion opportunities on the West Bank of the Mississippi River by internally inventorying available land and industrial zoning in the Avondale, Bridge City and Nine Mile Point area near the Huey P Long Bridge. This work pursues continued economic development for Jefferson Parish along the West Bank riverfront and corresponding employment opportunities for the parish and the region. In support of a robust evaluation, the RPC, in partnership with Jefferson Parish and JEDCO, will evaluate transportation limitations and opportunities within the study area for existing businesses and any potential impact of future industrial expansion on traffic growth on existing roadway infrastructure in downriver Jefferson Parish.

The project will consist of stakeholder outreach, transportation planning, infrastructure assessments, and cost estimates to develop a conceptual plan that has the support of the public, stakeholders, and agencies with interests in the study area. Data collected and analyzed during the study will include, but not be limited to:

- Land Use characteristics for areas of Industrial Development, primarily along the Mississippi Riverfront in the study area
- Potential multi-modal terminal access and products distribution facilities
- Public Infrastructure Utilities and Servitudes, including drainage, water and sewerage infrastructure
- Roadway Average Daily Traffic and vehicle classification counts and forecasts using differing methodologies
- Turning Movement Counts at selected intersections as identified by stakeholders, the parish and RPC.
- Trip Generation characteristics of disparate land uses and activity generators, both existing and forecast, in the study area

PURPOSE AND NEED:

The purpose of the study is to analyze proposed and forecast industrial developments on the west bank of Jefferson Parish in support of a larger planning effort that includes multi-modal transportation, land use, utility and other infrastructure evaluations, and to identify strategic transportation investments that will complement and enhance planned development in the area as described below.

The need for the study was derived by constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring or forecast to occur in the near term on the westbank of Jefferson Parish that could impact the area's transportation network, land use, and utilities if allowed to occur without appropriate management, oversight and planning.

STUDY AREA:

The geographic parameters of the study area are as follow:

Mississippi River to the north
US 90B/Westbank Expressway to the South
Avondale Garden Road to the West
LA 18 (Louisiana St. Westwego) to the East
Up to three locations targeted for economic redevelopment selected by PMC within the study area

TASK 1: PROJECT MANAGEMENT COMMITTEE

The Consultant will assist the RPC in establishing and supporting the Project Management Committee (PMC) to oversee the work in progress, review inventory findings, and assist in the development of recommended transportation improvements (highway, rail, bike/ped and related landscaping) for inclusion in the conceptual design plan. Land use and transportation subcommittees may be established to review these areas.

The PMC will include representatives from the Westbank Task Force as constituted by JEDCO, Jefferson Parish Council Districts 2 and 3, and other organizations as deemed appropriate. The Consultant will provide all necessary agendas, handouts and exhibits in advance of the PMC's meetings for RPC review and approval and prepare summary minutes of the meetings. The PMC will meet four times during the course of the study effort: at the kick-off meeting, to review data inventory findings, to discuss alternative concepts, and to review project costs and phasing recommendations.

The Consultant will assist the RPC by attending meetings with elected officials and other local leaders and organizations in the area to discuss the project's purpose and need and project-related opportunities and concerns as necessary. The Consultant will receive approval from RPC prior to initiating these contacts and prepare summary meeting minutes for review and discussion with the PMC. It is anticipated that project findings may reveal the need for further engineering analysis through LADOTD and/or RPC prior to consideration for advancement into project implementation.

Task 1 Deliverable: Development of PMC and requisite meeting agendas, summary meeting minutes of same in technical memorandum format.

TASK 2: PROJECT TIMELINE & KICK-OFF MEETING

The Consultant will prepare a draft project schedule in Gantt chart format including major milestones (including, at a minimum: project initiation and conclusion dates, tasks and subtasks as per this scope, technical meetings, site visits, draft submittal and final submittal dates). The timeline will be submitted at a project kick-off meeting that will include: the consultant team, the Project Management Committee, and other stakeholders as needed. The project kick-off meeting will take place within two (2) weeks of the Notice to Proceed.

Task 2 Deliverable: Project Schedule in GANTT chart format, including major milestones and identification of PMC decision points

TASK 3: SITE INVESTIGATION AND DATA COLLECTION

3A: DATA COLLECTION

A comprehensive site investigation and data collection effort will be made at study area intersections and roadways to allow an accurate assessment of the traffic and physical characteristics of the site. The consultant will compile other land use, utility, transportation, and crash data for the area. This will include traffic counts from all available sources and for all modes; adjacent land uses (from Jefferson Parish); posted/actual speeds; crash data (to be provided by RPC); and forecast volumes on roadways in the study are for traffic (to be provided by RPC).

Roadway Volumes and Vehicle Classification

Roadways for Analysis Inventory:

1) Ground level US 90B (btw Louisiana St. and US 90)
2) US 90 (btw US 90B and Lapalco)
3) US 90 (btw Lapalco and Avondale Garden Rd.)
4) LA 18 (btw US 90 to LA 541 River Road)
5) LA 18 River Road (btw LA 541 River Rd. and Avondale Garden Road)
6) LA 541 (btw Louisiana St. to Seven Oaks Rd)
7) LA 541 (btw Seven Oaks Rd to Oak Dr)
8) LA 541 (btw Oak Dr to Bridge City Avenue).
9) LA 541 (btw Bridge City Avenue to LA 18
10) Louisiana St. (btw LA 18 4th Street to LA 541 -River Rd
11) Louisiana St. (btw US 90B and 4th Street)
12) Bridge City Avenue (btw US 90 to LA 541)
13) LA 18 Seven Oak Between US 90 and LA 541)
14) Nine Mile Point Rd. (btw US 90B to W. Nine Mile Point Rd)
15) Nine Mile Point Rd. (btw W. Nine Mile Point Rd to LA 18-Seven Oaks Rd)
16) W. Nine Mile Point Rd (btw US 90 to Nine Mile Point Rd.)
17) Avondale Garden Rd (btw LA 18- River Rd to US 90)

Counts will be undertaken during three consecutive, non-holiday weekdays and averaged to a single 24 hour period. Vehicle classifications using FHWA's 13 category methodology will be used. Consultant will use the data collected to discern the weekday AM and PM peak periods. Consultant will prepare a memo for RPC review that documents the count locations, data collected, vehicle classifications.

Turning Movement Counts:

Consultant will undertake AM (7-9A) and PM (4-7P) peak hour turning movement counts in the study area, at the following intersections.

LA 18 (4th Street) at Louisiana St. Westwego
LA 18 at US 90 (HP Long Bridge)
US 90 Off ramps at Bridge City Avenue
Seven Oaks Blvd at Nine Mile Point Road
W. Nine Mile Point Road at Nine Mile Point Road

LA 18 at Avondale Garden River Rd.

Using the above collected data, existing Levels of Service for each intersection will be determined using latest HCM criteria.

Rail Analysis

Working with the PMC and local stakeholders, the Consultant will examine rail access connectivity needs and opportunities for improved site access into and out of the Avondale and Nine Mile Point study area, including conceptual opportunities for future inter-modal terminal development, identifying riverside cargo transfer areas, needed highway and rail access points, internal circulation and transportation-related on-site cargo storage areas and distribution center facilities, including apparent rights-of-way within the study area.

Daily rail traffic movements will also be collected from existing sources including the number of trains, train lengths and corresponding average roadway traffic stop times at rail/highway crossings within the study area by West Bank carriers (Union Pacific UP, Burlington Northern Santa Fe BNSF and New Orleans Gulf Coast Railroad (NOGC) and New Orleans Public Belt Railroad (NOPB).

The Westwego-Gretna rail/roadway confluence along 4th street will be described and any planned investment by the NOGC Railroad in the study area through the recent CRISI grant award will be noted. In addition, rail crossing safety work planned or in progress in the study area by Jefferson Parish or DOTD will be described. Remaining gaps in safety measures will be evaluated and recommendations made.

Land Use

Consultant will coordinate with the Jefferson Parish Planning Department to obtain relevant land use and zoning data. Available data will be shown as shape files and include the following: 1) existing land use parcels with lot lines; 2) existing zoning parcel data; and 3) future land use map file(s). Maps legends will display land use categories/classifications with written descriptions obtained from the Planning Department. The Consultant will need to calculate approximate land use acreage by category for Trip Generation purposes.

Utility Information

Utility information (drainage, water, sewer, electrical, gas and communication) as provided by Jefferson Parish in a geospatial database format that will be used by the Consultant in coordination with Jefferson Parish's Department of Public Works to identify existing and/or planned utility extensions to serve the study area, including potential conflicts with proposed changes to the transportation network as appropriate.

3B. REVIEW OF EXISTING PLANS

The Consultant shall review and make use of the relevant land use and economic development studies found on Jefferson Parish's website, specifically, *Envision Jefferson 2040 (November, 2019) which is the Parish's comprehensive plan and Jefferson EDGE 2020 (July, 2009)* which is currently being updated by JEDCO and is the Parish's long-term economic strategic plan. The consultant will consult with the Jefferson Parish Planning Department and JEDCO regarding any other reports or planning studies taking place within the study area.

Using these data, consultant will develop a trip generation forecast for various roadways in the study area in subsequent tasks. Current West Bank projects in the RPC Transportation Improvement Program and Long-Range Plan will be accounted for in the effort.

Deliverable: Task 3
A technical memorandum detailing and documenting existing traffic conditions for roadway and rail modes in the study area that will be based upon current, observed traffic data and counts. Existing land use and utility information will be compiled and documented for the study area.

TASK 4 – SCENARIO PLANNING AND CONCEPT DESIGN DEVELOPMENT

Task 4A: Based on data collection from Task 3, consultant will coordinate with the PMC to undertake 2 land use, utility and surface transportation scenarios that incorporates the development of currently undeveloped areas and the redevelopment of currently vacant or underutilized properties as identified by the Parish and JEDCO. The planning horizon for this effort will be ten years. Trip generation estimates will be developed for each, particularly for specific sites identified by the PMC, and assignments of estimated volumes assigned to the transportation (roadway and rail) network. Consultant will coordinate with RPC for study area background growth rates. Forecasts of volumes (i.e. number of trains) from railroads and stakeholders in the area will be discerned and documented for inclusion in the scenario planning work effort.

Consultant will submit the planning scenarios to the PMC for review and discussion. Based on PMC approval, consultant will develop feasible options that foster and support economic growth and development; improve/enhance operational efficiency and safety for all modes; and eliminate conflicts among modes where opportunities exist to do so. This will include but not be limited to examining the feasibility of implementing various access management techniques at select locations; three-laning all or part of the corridor; turn lanes, roundabouts, minor roadway widening; rail spurs or connections to facilitate site access and development; and other potential capacity improvements where warranted. This analysis shall address safety accommodations of new rail crossings and potential conflicts at at-grade crossings. Consideration shall be given to pedestrian access and complete streets in improved corridors with corresponding conceptual layouts for alternatives promulgated.

Task 4B: The consultant will make recommendations based on technical findings about how to manage roadway and rail traffic growth over time. Recommendations should be proffered for lower cost solutions such as Transportation System Management TSM techniques, signalization modifications and access management to new or developing industrial sites or facilities, including already committed project improvements through the Jefferson Parish Local Bond Program and RPC TIP and MTP projects. The consultant will identify long term problem areas and suggest future study parameters where potential large-scale problems are identified. These recommendations will be forwarded to PMC for review. Pending PMC concurrence and/ or modification, consultant will provide an opinion of probable cost.

Deliverable: Task 4: Submittal of technical memorandum for recommended transportation improvements based upon two land use and supporting transportation development scenarios in the study area. Specific Improvements in the corridor, including concept level cost estimates (opinions of probable cost) and a list of required permits shall be included. The consultant will work with Jefferson Parish Public Works to discern utility costs related to proposed transportation improvements.

TASK 5 - SUBMIT DRAFT REPORT

The consultant will distribute the draft report with proposed design concepts (ten copies) to the PMC membership and call a final review meeting, if necessary. An electronic version of the draft plan shall also be provided in Microsoft Word format. The draft plan will include cost estimates and quantities with an opinion of probable costs for the PMC recommended land use and transportation development scenario. The plan will identify future phased improvements based on the study's ten-year time horizon that could be advanced into engineering design, including other long-term recommendations which may require additional study and/or follow-on analysis.

Task 5 Deliverable: Distribution of Draft report to PMC members, coordination through RPC PM

TASK 6 – SUBMIT FINAL STAGE "0" STUDY

Consultant shall finalize alternatives and prepare/submit the Stage 0 Feasibility Study, documenting the information and analysis described above.

All studied alternative(s) will be described in the Stage 0 Report.

The Stage 0 Report will include completed Stage 0 checklists (ref. LA DOTD Program Development and Project Delivery System Manual, Chapter 4: Stage 0 Standard Operating Procedure, Checklist for Stage 0-Preliminary Scope and Budget Worksheet, and Stage 0 Environmental Checklist) for a single alternative to be prepared at the discretion of RPC.

Ten printed copies of the report and 5 PDF and an editable Microsoft Word version, as well as digital versions of all maps and visualizations, saved on three USB drives.

Deliverables will be submitted by the Consultant to the RPC for distribution. All analysis work products and electronic files (including` SYNCHRO files) will be submitted to the RPC. All data collected as part of this effort will be provided to the RPC in formats designated by RPC staff. Submittals accomplished in CAD and/or *.shp file format will be consistent w/ RPC standards.

The Consultant will prepare overall visualizations and "meeting-ready" graphics of the proposed improvements to be used in outreach efforts conducted by the Parish at its discretion to help the community understand the design intent by using before and after graphics in plan-view for the corridor and key destinations. The Consultant will be responsible for the development of estimated quantities and costs for proposed improvements.

Budget: $105,000

Timeline: 8 months

METAIRIE OFFICE
One Galleria Boulevard, Suite 1900
Metairie, LA 70001
Phone: 504.217.5836
Phone: 504.812.6347
LPELS Firm Registration No. 2678

RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	June 2, 2021
TIME:	2:00 pm
LOCATION:	Teams Meeting
INVITED	
Regional Planning Commission (RPC)	Karen Parsons, Jeff Roesel
Jefferson Parish	Councilman Deano Bonano, Councilman Byron Lee, Walter Brooks, Ryan Brown, Juliette Cassagne, Mark Drewes, Angela DeSoto, Jose Gonzales, Dwayne Munch, Pamela Watson, Terri Wilkinson, Jerry Bologna, Annalisa Kelly
Others	Jeff Keevers (T Parker Host); Bao Long Lee (DOTD District 02)
ATG	Ed Elam, Jory Dille Lauren Osborne
Wilson & Co.	Jimmy Anderson
ATTENDED	
Regional Planning Commission (RPC)	Karen Parsons, Jeff Roesel
Jefferson Parish	Councilman Deano Bonano, Juliette Cassagne, Mark Drewes, Angela DeSoto, Annalisa Kelly
LADOTD District 02	Bao Long Lee
Others	Jeff Keevers (T Parker Host) – Virtual
ATG	Ed Elam – in-person, Jory Dille Lauren Osborne – Virtual
Wilson & Co.	Jimmy Anderson - Virtual
PURPOSE:	The purpose of this meeting was to review the project progress with the Project Management Committee. This was meeting #2 of this group. An agenda was provided to the group prior to the meeting. A copy of the same, along with the meeting presentation has attached to this summary for everyone's information.

Minutes

Our meeting started at 2:15 pm. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

I. Introduction and Scope Review
- Karen Parsons (RPC) called the meeting to order. Attendees introduced themselves to the group, and Ed Elam (ATG) provided an overview of the agenda. Karen started with an overview of the project scope and project area.

II. Coordination Update
- Karen provided an overview of the coordination efforts of the project team both internally and with external entities. A list of meeting dates and groups appeared in the meeting presentation (see attached).

III. Analysis of Study Area - Update

- Ed Elam (ATG) provided a review of the Stage 0 Checklist process. This was supplemented with a review of key data items presented at the study area level by Lauren Osborne (ATG). Lauren provided a study area review based on existing data requested in the Stage 0 Checklist.
- The group provided comments for the maps include adding the Parish's bicycle network to the transportation map, updating the facility labels for Avondale Shipyards and HOST on the maps to Avondale Marine. Also, Councilman Bonano and Juliette Cassagne suggested further refinement on data maps reflecting block groups for minority, poverty, and Limited English Proficiency (LEP) that include large tracts of non-residential land beyond the populated areas. They suggested using indicators such as land use, zoning, and the roadway network to call out the residential areas with population within the block groups.

IV. Transportation Improvement – Conceptual Alternative

- Ed provided an overview of the traffic counts collected on the corridors. Peak-Hour intersection counts have also been collected in accord with the contact before the end of April.
- Jory Dille (ATG) and Ed discussed key transportation network areas and opportunities in the study area as outlined on the attached presentation. In addition, ATG is aware of the proposed truck gate for the Avondale Host facility to be located on LA 541.
- Based on the field review and data collected Jimmy Anderson (Wilson & Company) described the proposed rail improvements and alignment for proposed rail extension to reach the Avondale Marine site
- Jimmy described the conceptual profile of the alignment based on the feasibility assessment of at-grade and elevated crossings. He noted a grade separated crossing of LA 18 presents safety concerns, rail operating challenges with trains having both slack cars and compression cars as a train travels down grade and then upgrade over the grade separation. A grade separation is not feasible due to insufficient clearance at LA18 based on the maximum track grade of 1.5%. The horizontal alignment using a 6-degree curve would require approx. 1" of elevation for a 20-mph track speed
- Bao Long Lee (DOTD District 02) noted they have two projects in development in the study area – a median project on US 90 between Lapalco and Avondale Garden and a stop light in the cloverleaf between US 90 B and US 90.
- A discussion ensued about the volumes as shown and % of heavy vehicles appearing in the traffic stream (possibly 14% in some areas, given proximity to existing truck-based facilities along US 90 or due to construction in the area – this needs to be documented in the report). DOTD noted they have some traffic counts from the study area as well to share with the project.

V. Scenario Analysis Sites Discussion

- Ed provided an overview of the proposed scenario development sites including the methodology for the review of these locations.
- Two sites have been identified adjacent to the intersection of LA 541 and LA 18:
    a. The first site, northeast of the intersection, is a large parcel currently undergoing a re-subdivision and rezoning with the Parish (to be presented to the Planning Advisory Board on June 10). Assumptions are this area will likely develop into a land use complementary to the activities associated with the Avondale Marine site.
    b. The second site, southwest of the intersection, is being crossed by the proposed rail extension into the Avondale Marine site. Like the previous site, the current assumption is this site will develop into a land use complementary to the activities associated with the Avondale Marine site. Discussion ensued of the information presented, including a need to involve Jefferson Parish Planning and JEDCO in the discussion of land use assumptions at both sites.
- Key issues with the scenario analysis include considering development phasing of these sites, changes in the drainage canal crossing the site (currently called for in the drainage study for the area), as well as market/development prospect conditions which make these attractive for development.

- Additionally, a third site identified on the slide will be removed from call-out to remain consistent with current plans for the area. Prior to release of the presentation, this development site slide will be updated to delete this location and note need to consult plans.

VI. Project Schedule/Remaining Tasks

- Ed provided an overview of the remaining tasks and project schedule. The next meeting of the Project Management Committee is scheduled tentatively for August 18.

VII. Other Items for Discussion or Comments

- No other comments or questions discussed. It was noted that the next meeting will include a presentation of results from Scenario Planning, along with initial recommendations for transportation improvements.

VIII. Adjourn

- Meeting was adjourned at 3:20 pm

Follow-up Items

Action Items	Responsible Party
Provide exhibits for group information	ATG
Update presentation and provide to group for information	ATG
Meetings with JEDCO, Jefferson Parish, RPC to discuss Scenario planning assumptions	ATG

Westbank Road and Rail Sub-Area Analysis
Project Management Committee Meeting #2
Wednesday, June 2, 2021
2:00 pm
Parish President's Conference Room

WORKING AGENDA

I. Introduction and Scope Review

II. Coordination Update

III. Analysis of Study Area - Update

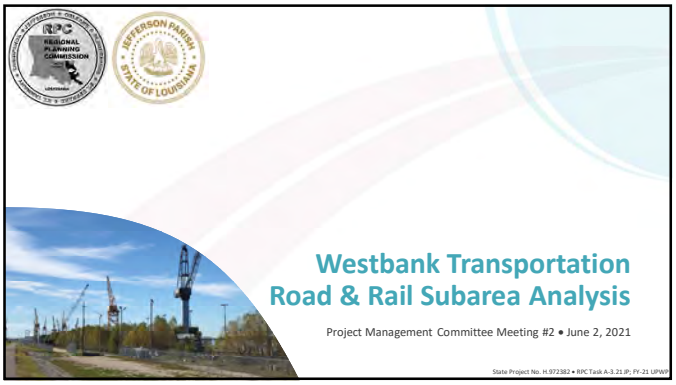
IV. Transportation Improvement – Conceptual Alternative

V. Scenario Analysis Sites Discussion

VI. Project Schedule/Remaining Tasks

VII. Other Items for Discussion or Comments

VIII. Adjourn



Westbank Transportation Road & Rail Subarea Analysis

Project Management Committee Meeting #2 • June 2, 2021

State Project No. H.972382 • RPC Task A-3.21 JP; FY-21 UPWP

1

Meeting Agenda

I. Introductions and Scope Review
II. Coordination Update
III. Analysis of Study Area
IV. Transportation Improvement – Conceptual Alternatives
V. Scenario Analysis Sites Discussion
VI. Project Schedule/Remaining Tasks
VII. Other Items for Discussion or Comments
VIII. Adjourn

2

Scope Review

- **Stage 0 Feasibility Study**
  - Project Purpose - analyze proposed and forecast industrial developments to identify strategic transportation investments that will complement and enhance planned development in the study area
  - Project Need - constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring that could impact the study area
- **Initial screening of project concepts and ideas using environmental indicators and data to determine initial/potential impacts**
- **Work complete by September 30, 2021**

3

4

Analysis of Study Area

Project Management Committee Meeting #2 • June 2, 2021

5

Stage 0 Checklist Review

- **Screen Study Area for Key Indicators**
  - Manmade Features – Land Use, Historic Structures, Community Facilities, Schools, Cemeteries, Churches, Parks, Brownfields, Hazardous Materials, Utilities, Transportation Infrastructure, Plan Reviews
  - Population Characteristics – Ethnicity, Income/Poverty, Limited English Proficiency
  - Natural Environment – Potential Wetlands, Vegetation/Trees, Threatened and Endangered Species
- **Utilize existing Census Data, databases maintained by Federal and State Agencies, supplemented by RPC and Jefferson Parish data**
- **Results – Initial indicators found in advance of Stage 1 evaluation (field work, verification)**

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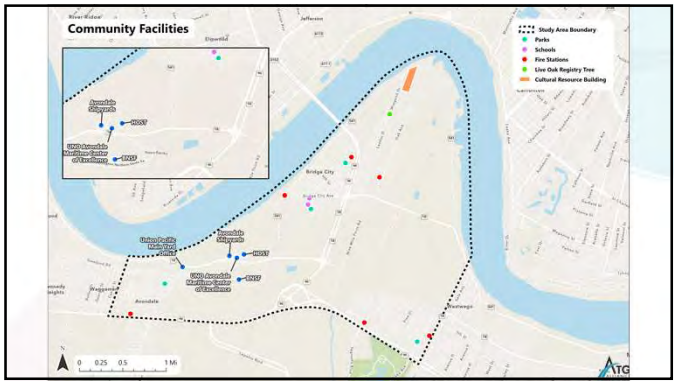
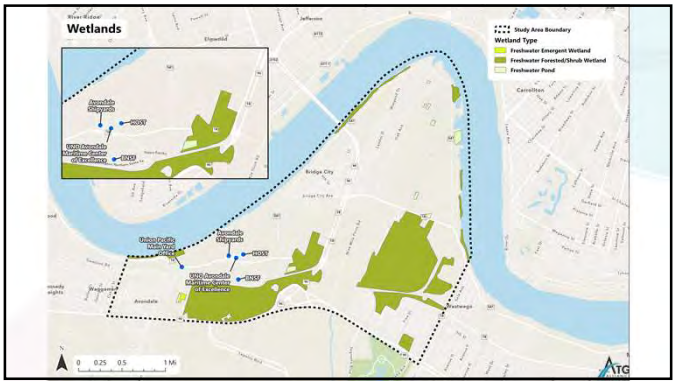
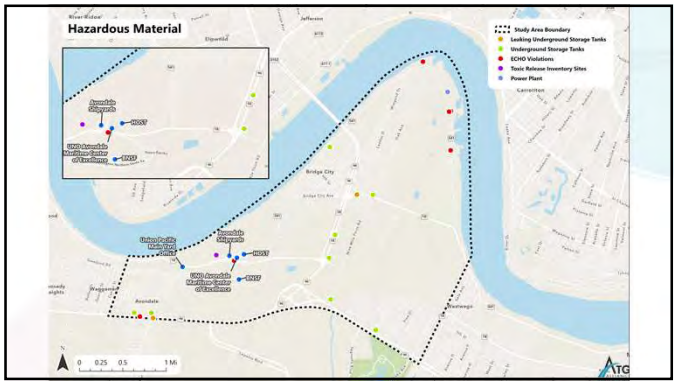

Community Facilities
Study Area Boundary
Parks
Schools
Fire Stations
Live Oak Registry Tree
Cultural Resource Building

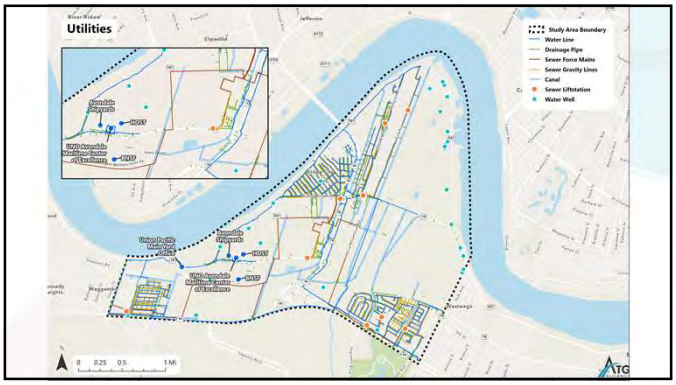
7


Wetlands
Study Area Boundary
Wetland Type
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond

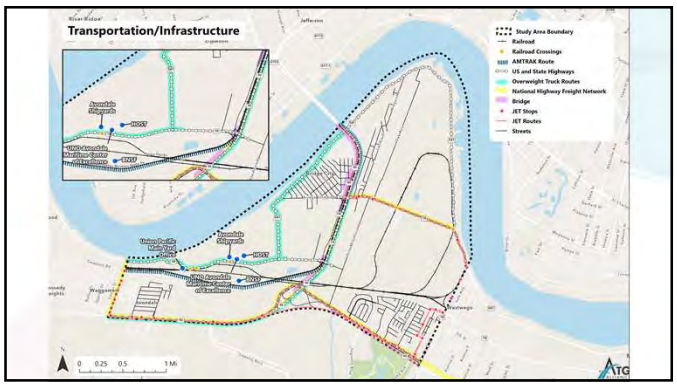
8


Hazardous Material
Study Area Boundary
Leaking Underground Storage Tanks
Underground Storage Tanks
ECHO Violations
Toxic Release Inventory Sites
Power Plant

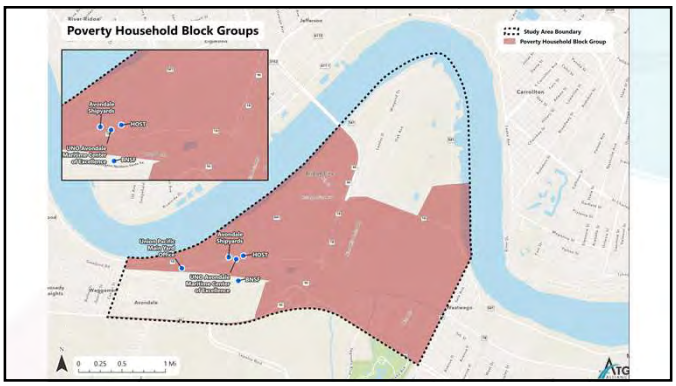
9


Utilities
Study Area Boundary
Water Line
Drainage Pipe
Sewer Force Mains
Sewer Gravity Lines
Canal
Sewer Lift Station
Water Well

10


Transportation/Infrastructure
Study Area Boundary
Railroad
Railroad Crossings
AMTRAK Route
US and State Highways
Overweight Truck Routes
National Highway Freight Network
Bridge
JET Stops
JET Routes
Streets

11


Poverty Household Block Groups
Study Area Boundary
Poverty Household Block Group

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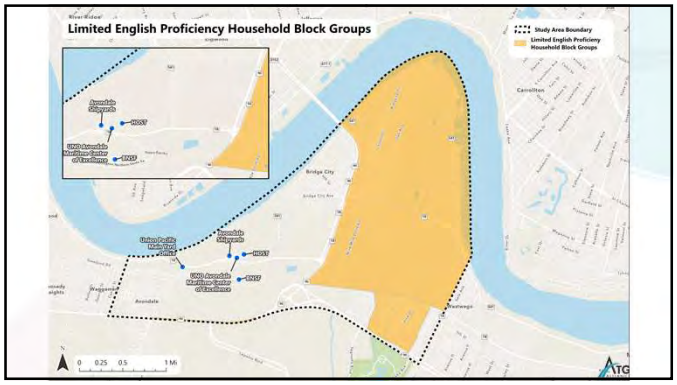

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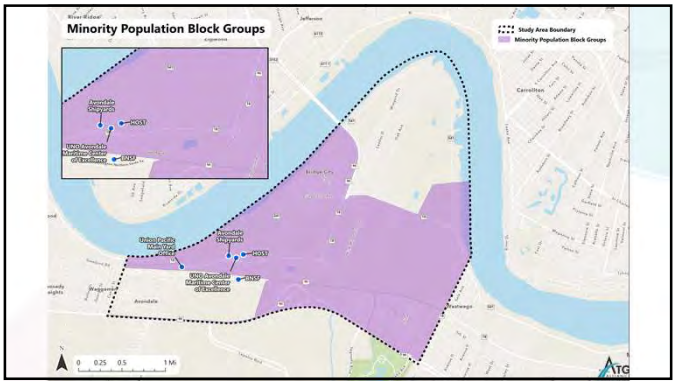

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Date	Groups	Discussion Topics
February 10	DOTD Rail and Michael Baker (for the E-W Gateway)	Coordination with Gateway Project
February 25	**PMC Meeting #1 (RPC, Jefferson Parish, DOTD)**	**Project Kick-off Meeting**
March 1	Jefferson Parish and RPC	Data Coordination Meeting
March 10	Field Review with RPC	Field Review/Tour of Avondale Marine
March 11	Westbank Port Task Force	Project Introduction
March 23	JEDCO and RPC	Brownfields, Ongoing Development Initiatives
April 1	Councilman Bonano	Scenario Planning Site Identification
April 12	NOPB Railroad, Port of NO, JEDCO, RPC	Discussion of Rail Ownership/Options
April 16	NOPB Railroad, RPC	Discussion of Rail Ownership/Options
May 5	Jefferson Parish, RPC	Land Use in Nine Mile Point, Westwego
May 13	Westbank Port Task Force	RPC Update-Briefing
May 14	Jefferson Parish, RPC	Drainage Study Briefing
May 27	NOPB Railroad, RPC	Discussion of Rail Alternative/Limitations
May 28	Jefferson Parish, RPC	Review of Project Outcomes/Data Analysis
June 2	**PMC Meeting #2 (RPC, Jefferson Parish, DOTD)**	**Project Update – Data Analysis Outcomes**
June 4	RPC, UP Railroad	Discussion of Rail Alternative/Limitations
To be Scheduled	Marrero Land, RPC, Jefferson Parish	Input to the Scenario Planning Task (Task 4)

Coordination Meetings, as of June 2

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Key Areas/Opportunities

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Rail Improvements

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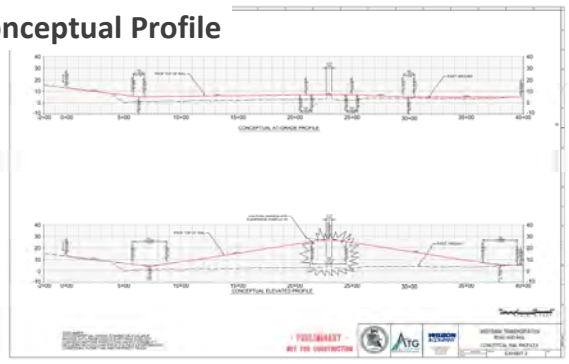
Conceptual Profile



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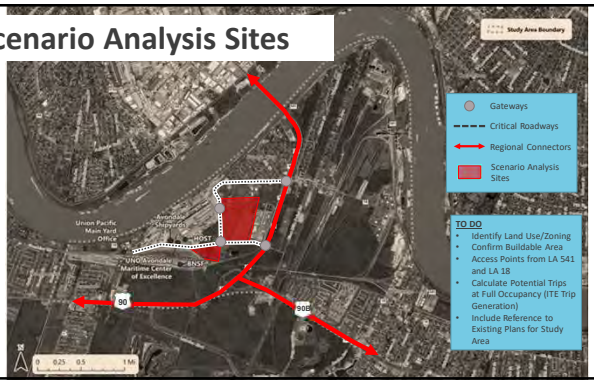
Scenario Analysis Sites



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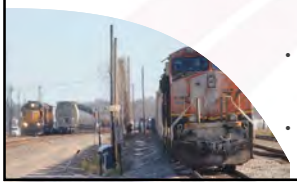
Remaining Tasks

- **Coordination Meetings**
  - Union Pacific Railroad and Marrero Land
  - Jefferson Parish Planning (Ongoing)
  - Remaining Council Office Briefings
- **Complete Transportation Analysis**
  - Existing Conditions – Traffic Operations
  - Existing + Committed/Future – Traffic Operations
  - Define rail improvement scenario costs
- **Scenario Development**
  - Planning Scenario to determine "what if?"
  - Timing/sequence for development not guaranteed, subject to Parish approvals
- **Documentation**
  - Complete Stage 0 Checklist
  - Complete MPO Checklist



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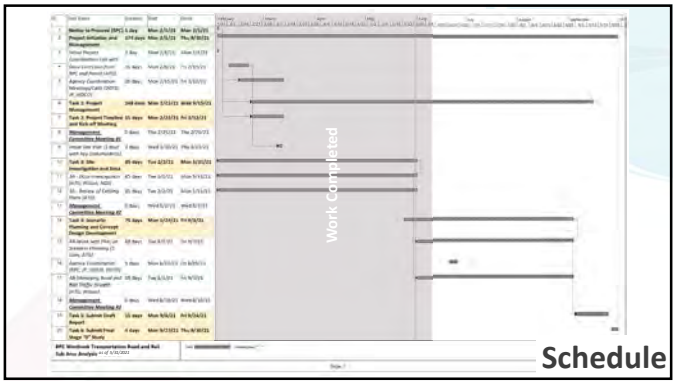

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Thank you!

Westbank Transportation
Road & Rail Subarea Analysis

Project Management Committee Meeting #2 • June 2, 2021

State Project No. H.972382 • RPC Task A-3.21.JP; FY-21 UPWP

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LPELS Firm Registration No. 2678

RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	October 26, 2021
TIME:	1:30 pm
LOCATION:	Jefferson Parish, President's Conference Room, Teams Meeting
INVITED	
Regional Planning Commission (RPC)	Karen Parsons, Jeff Roesel
Jefferson Parish	Councilman Deano Bonano, Councilman Byron Lee, Ryan Brown, Juliette Cassagne, Bess Renfrow, Mark Drewes, Angela DeSoto, Jose Gonzales, Dwayne Munch, Pamela Watson, Jerry Bologna, Annalisa Kelly
Others	Jeff Keevers (T Parker Host); Bao Long Le (DOTD District 02)
ATG	Ed Elam, Jory Dille
Wilson & Co.	Jimmy Anderson
ATTENDED	
Regional Planning Commission (RPC)	Karen Parsons, Jeff Roesel
Jefferson Parish	Juliette Cassagne, Mark Drewes, Matt Zeringue, Bess Renfrow, Brooke Tolbert, Janet Galati
LADOTD District 02	Bao Long Le
ATG	Ed Elam – in-person
Wilson & Co.	Jimmy Anderson - Virtual
PURPOSE:	The purpose of this meeting was to review the project progress with the Project Management Committee. This was the final meeting for this group. An agenda was provided to the group prior to the meeting. A copy of the same, along with the meeting presentation has attached to this summary for everyone's information.

Minutes

Our meeting started at 1:30 pm. The meeting started with a review of the project progress by Karen Parsons. The meeting was chaired by Karen Parsons for the RPC. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

I. Introduction, Scope Review and Project Update
- Karen Parsons (RPC) called the meeting to order. Karen started with an overview of the project scope and project area, including a review of work completed to date.

II. Transportation Alternatives
- Jimmy Anderson (Wilson & Co) and Ed Elam (ATG) commenced with a review of the transportation alternatives, rail, and road, identified for the study area. Before the start of the discussion, each of the attendees was asked for a brief introduction to confirm the meeting attendees.

- Jimmy Anderson (Wilson & Co) commenced with a description of the rail alternative (as shown on PPT slide 8). This concept depicts the location for a connecting rail from the HP Long Bridge to the Avondale Marine site. Karen Parsons and Ed Elam also helped contribute to the discussion.
  - The discussion which followed detailed the operational expectations of this connector, including the potential that up to 2,000 linear feet of area could be created for holding trains as they pass from the bridge onto the site. This space could hold up to 20 rail cars.
  - Given the transition in elevation between the HP Long Bridge and this crossing, trains would be low speed moving across LA 18 and onto the Avondale Marine site. Additional trackage on the Avondale Marine site would be required to help with rail car storage and train assembly.
  - Slow moving trains would effectively close LA 18 to vehicle travel while trains are passing to and from the Avondale Marine site.
  - An option for a grade separated rail bridge from the HP Long to Avondale Marine was examined, but limitations on available vertical space required to create a bridge structure over LA 18 with the distance available between the two (plus the up/down from the bridge to the grade separation) make a grade separation physically and operationally prohibitive.
  - Trains leaving the Avondale site to access the HP Long would also be slow moving (blocking LA 18) and encounter the upslope elevation which would put strain on engines, rail car couplers and knuckles.
  - Input from the Class I railroads and Port of NO (through the Public Belt) indicated all were not receptive the concept of creating an additional rail spur from the existing bridge. Concerns documented included whether this new rail line, which creates an additional rail crossover on the HP Long Bridge, could introduce slow moving or switching trains on the HP Long Bridge headed to or coming from the Avondale Marine campus. Having either of these conditions is perceived as disruptive to current bridge and gateway operations which are viewed as being at or near capacity. Any actions having the potential to create more congestion on the HP Long Bridge and potentially interrupt traffic flow through the NO Gateway (over the HP Long Bridge) would increase travel time for commerce and place the area at an economic disadvantage. The discussion of perceived constraints followed along with the documentation of meetings with each of the area railroads (as included in the plan document).
  - Functionally, the concept works with an at-grade crossing at LA 18, but operationally there are challenges to providing the new rail (including train speeds, storage lengths, elevation, coordination with the existing Gateway operations, configuration of rail on Avondale Marine, potential closure of other at-grade crossings as per the 3:1 ratio which is the act of closing 3 existing at-grade rail crossings for the opening of 1 new rail at-grade crossing).

III. Scenario Development Review

- After Ed Elam (ATG) presented the results of the traffic data collected and intersection Level of Service findings he shared ATG's development scenario analyses efforts. The discussion followed the slides shown the group and included questions from the group.
  - Two sites in the study area were initially identified for scenario development review using available information from the JEDCO business ready sites inventory, as well as sites within proximity of the Avondale Marine site. Karen Parsons (RPC) indicated the sites selected for analysis utilized specific criteria (site size, information on potential wetlands, infrastructure, adjacency to the major arterial/rail network, zoning, adjacent land use).
  - A review of a likely development concept and the analysis of generated site-based traffic/future development potential followed. The concept is for a high-cube fulfillment center warehouse using a typology developed from current industry trends found applied in other communities.
  - Janet Galati (JEDCO) indicated the site #2 (Westwego) is one of JEDCO's LED certified sites and is ready for business. Additionally, the typology used was generally consistent with the types of prospects in the area.
  - The forthcoming industrial zoning study, under development by the Parish, will likely inform all final site designs/development characteristics.

- Initial traffic assumptions and level of service information with the addition of development sites to the network indicate no loss of performance in those intersections analyzed. There is a minimal increase in delay by no change in the overall level-of-service. Existing capacity of the network appears unaffected with the addition of development-based traffic from either of these sites. One potential reason is that the major roadways appear to have more capacity than current traffic volumes need. Roadways in the area were widened (LA 18/US 90) and intersections improved on US 90 to address traffic demand associated with the former Avondale Shipyard operations at the Avondale Marine site.

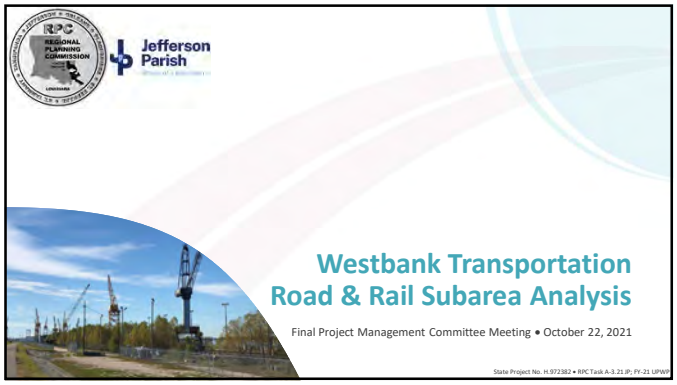
- Given the combination of network reviews and distribution of traffic across the network, ATG identified three additional "hot spots" which warrant additional review as future development is approved/permitted for the study area:
  i. Nine Mile Point Road at UP Railway – future (no defined timetable) includes potential double-track of the rail corridor in this area. Grade separating the road eliminates this at-grade crossing of the rail leading into the UP yard west of 90.
     - *Comments* – Mark Drewes noted that a grade separation may present a challenge to adjacent property access and the driveways of the existing truck stop at the corner of Nine Mile Point Road and US 90. It was noted that the area remains relatively undeveloped, and this may create opportunities for service road development to retain adjacent site access.
  i. Seven Oaks Boulevard at LA 541/LA 18 – this location is the confluence of rail/railroad crossings east of potential development site #2. As development takes place in the area and traffic volumes increase, a future traffic study may be necessary to determine warrant for updates.
     - *Comments* – The presence of the levee and rail create constraints on specific improvements – it was noted after the meeting that DOTD District 02 has evaluated this location for a potential round-about installation, with the rail crossing retained (through the center).
  ii. LA 541 at LA 18- this location is the intersection of River Road with LA 18 and the pedestrian crossing for the Riverboat landing on the MS River. As development takes place in the area and traffic volumes increase, a future traffic study may be necessary to determine warrant for updates.
     - *Comments* – Janet Galati (JEDCO) noted there is a business prospect looking at a development site at this intersection which may increase traffic in this area. It was noted by Bao Long Le (DOTD) that existing study resulted in the eastbound right turn lane (to LA 18 south) at this location. Following the meeting, it was noted that DOTD District 02 has evaluated this location for a potential round-about installation as well.
  iii. Other improvements – Bao Long Le (DOTD) reminded the group of other improvements programmed to help improve traffic flow at the US 90/US 90 B interchange. These were mentioned in previous meetings and need to be documented in the plan. (ATG to coordinate with DOTD to make sure final list compiled for the document).

IV. Other Items for Discussion or Comments
- No other comments or questions discussed.

V. Adjourn
- Meeting was adjourned at 2:40 pm

Follow-up Items

Action Items	Responsible Party
Provide exhibits for group information	ATG
Coordinate with Councilman Bonano's office regarding questions on the project and outcomes	Jefferson Parish Planning (with ATG and RPC)
Incorporate meeting comments into the final report	ATG


Jefferson Parish
Westbank Transportation
Road & Rail Subarea Analysis
Final Project Management Committee Meeting • October 22, 2021
State Project No. H.972382 • RPC Task A-3.21 JP; FY-21 UPWP

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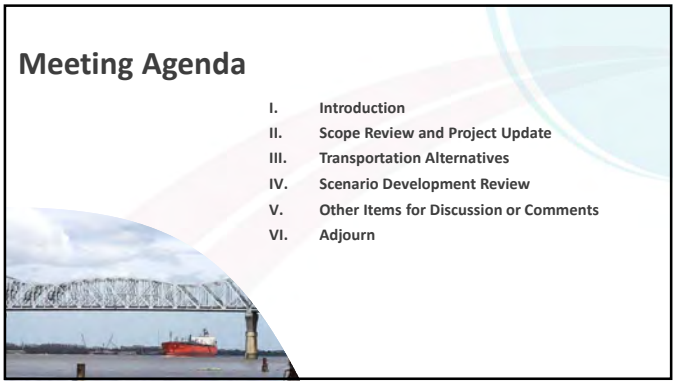
Meeting Agenda
I. Introduction
II. Scope Review and Project Update
III. Transportation Alternatives
IV. Scenario Development Review
V. Other Items for Discussion or Comments
VI. Adjourn

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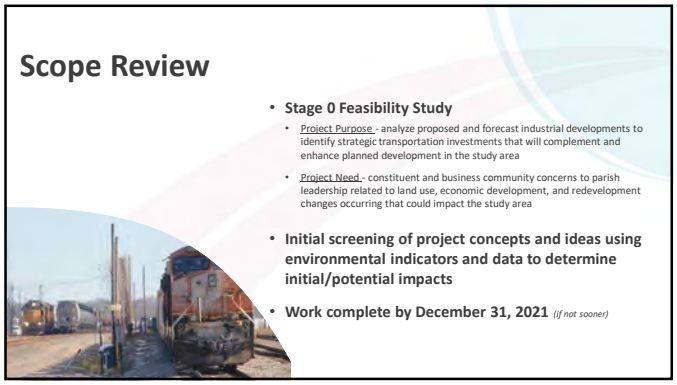
Scope Review
Stage 0 Feasibility Study
Project Purpose - analyze proposed and forecast industrial developments to identify strategic transportation investments that will complement and enhance planned development in the study area
Project Need - constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring that could impact the study area
Initial screening of project concepts and ideas using environmental indicators and data to determine initial/potential impacts
Work complete by December 31, 2021 (if not sooner)

3


Project Study Area
Study Area Boundary
Union Pacific Main Yard UPRR
BNSF
0 0.25 0.5 1 Mi

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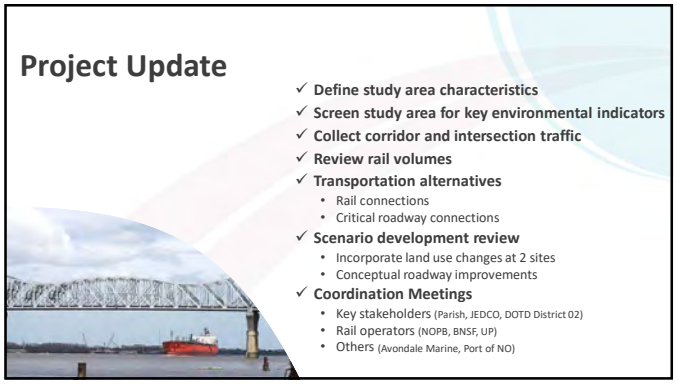
Project Update
Define study area characteristics
Screen study area for key environmental indicators
Collect corridor and intersection traffic
Review rail volumes
Transportation alternatives
Rail connections
Critical roadway connections
Scenario development review
Incorporate land use changes at 2 sites
Conceptual roadway improvements
Coordination Meetings
Key stakeholders (Parish, JEDCO, DOTD District 02)
Rail operators (NOPB, BNSF, UP)
Others (Avondale Marine, Port of NO)

5


Jefferson Parish
Transportation Alternatives

6

Rail Connections

- ✓ **Document existing rail operations**
  - Document rail lines and facilities
  - Document existing at-grade crossings
  - Review FRA data
  - Collect Information on CRISI grant
- ✓ **Identify Rail Alternatives**
- ✓ **Conduct Rail Coordination Meetings**

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Rail Improvements

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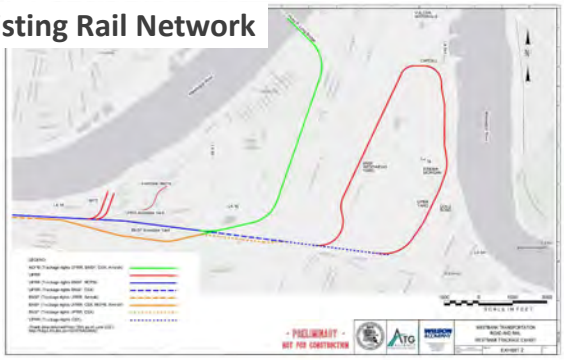
Existing Rail Network



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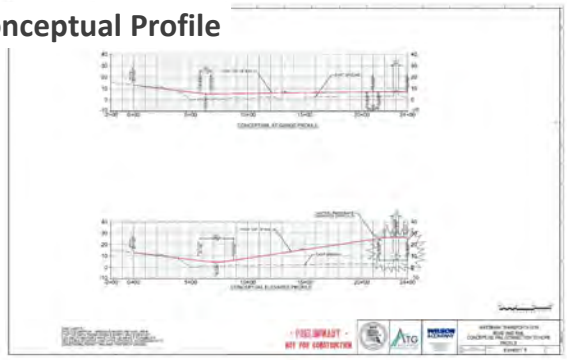
Conceptual Profile



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NO Rail Gateway

- ✓ **Six Class I railroads serve the gateway**
  - $20 M in private investment made to improve travel times and traffic coordination
- ✓ **NO Public Belt offers switching over HP Long Bridge**
- ✓ **Perceived constraints**
  - Existing train traffic crossing bridge
  - Scheduling of trains across bridge
  - Maintenance operations schedule
- ✓ **Operational constraints at new LA 18 at-grade crossing**
  - Train speed and length
  - Potential affect on train operations (Speed/Torque)
- ✓ **CRISI project on NOGC Railway**

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Coordination Meetings

Date	Groups
February 10	DOTD Rail and Michael Baker (for the E-W Gateway)
April 12	NOPB Railroad, Port of NO, JEDCO, RPC
April 16	NOPB Railroad, RPC
May 27	NOPB Railroad, RPC
June 4	RPC, UP Railroad
August 12	RPC, BNSF Railroad

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Jefferson Parish

Scenario Development Review

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Development Assumptions

- ✓ **Warehouse development**
  - Site qualities
    - 75-100 acres with arterial frontage
    - Potential for minimal wetland and neighborhood impacts
    - Availability of utilities/infrastructure
    - M-1 – Industrial (zoning as of 10/6/21)
  - Scenario assumption
    - +/- 700,000 sf
    - Distribution warehouse
    - Offices, loading docks, truck marshalling areas
    - On-site vehicle parking
    - Multiple driveways
    - Landscaping/retention structures
  - ITE land use code 155
    - High-Cube Fulfillment Center Warehouse

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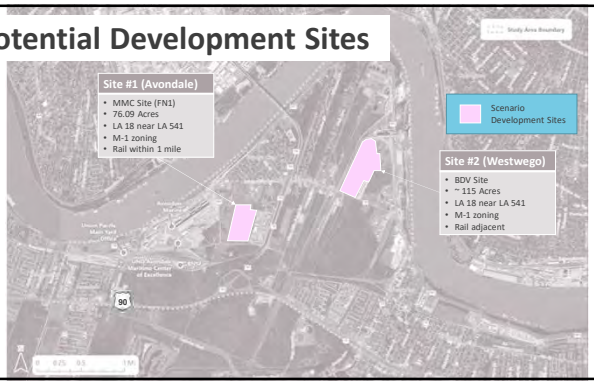
Potential Development Sites



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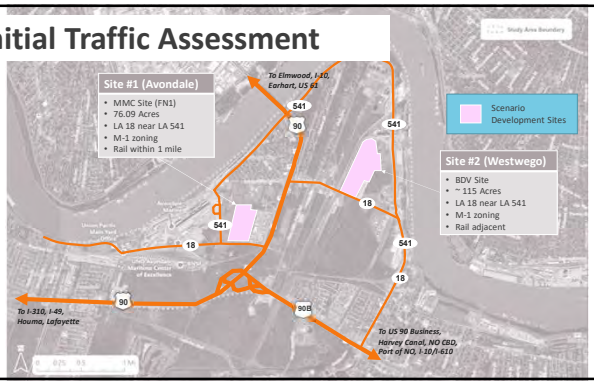
Initial Traffic Assessment



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Methodology

- ✓ **Corridor and intersection peak-hour traffic counts**
  - Use corridor counts to identify peak periods
    - Supplement with existing data from Jefferson Parish
- ✓ **Collect intersection geometry**
- ✓ **Collect traffic signal inventories**
  - DOTD District 02
  - Field review
- ✓ **Planning review existing peak-hour traffic conditions**
  - Highway Capacity Methodology/HCS analysis
    - Two-way and all-way stop control
    - Traffic signals/Two-Way & All-Way Stop Control
- ✓ **Planning review of future peak-hour traffic conditions**
  - Existing plus future year traffic (10 year)
    - Add peak-traffic for scenario development site

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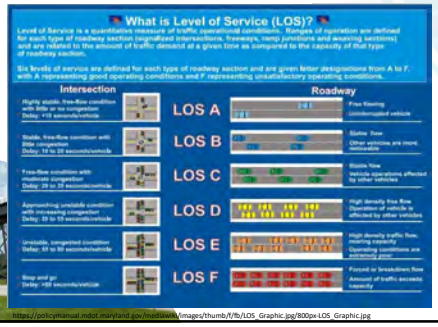
Evaluation Scale



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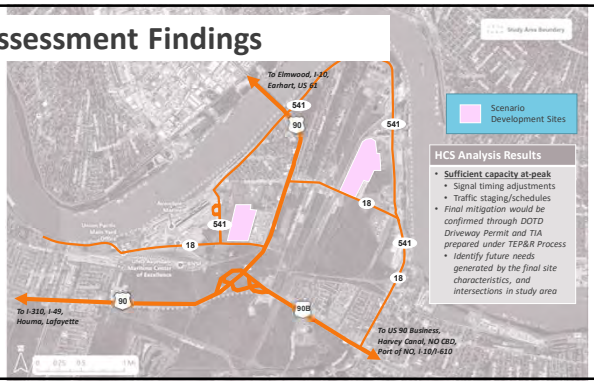
Assessment Findings



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Assessment Findings

Compiled using peak-hour traffic collected by NDS, and HCS/HCM Method, ATG, 2021.

Intersection	Control	Existing				Existing + Future Year (Site 1)				Existing + Future Year (Site 2)			
		AM Peak		PM Peak		AM Peak		PM Peak		AM Peak		PM Peak	
		LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Avondale Garden Rd & River Rd	TWSC	B	14.2	C	15.1	B	15.0	C	16.4	B	14.9	C	16.3
Seven Oaks Blvd & Nine Mile Point Rd	TWSC	C	16.9	C	18.5	C	17.7	C	20.1	C	18.6	D	31.2
W Nine Mile Point Rd & Nine Mile Point Rd	AWSC	D	27.6	B	14.1	D	34.0	C	16.1	D	34.8	C	16.1
Louisiana St & LA 18 (4th St)	Signalized	B	17.4	B	15.0	B	17.4	B	15.0	B	17.4	B	15.2
US 90 SB & Bridge City Ave WB	Signalized	B	10.1	A	9.0	B	10.3	A	9.9	B	10.1	B	12.0
US 90 NB & Seven Oaks Blvd WB	Signalized	A	5.2	B	10.5	A	5.4	B	10.6	A	5.6	B	11.1
US 90 SB & Bridge City Ave EB	Signalized	B	12.9	B	15.0	B	12.3	B	14.0	B	13.1	B	19.5
US 90 NB & Seven Oaks Blvd EB	Signalized	A	4.7	A	3.8	A	4.8	A	4.0	A	4.7	A	4.1
US 90 SB & LA 18 WB	Signalized	C	25.3	C	25.4	C	26.1	C	26.8	C	25.4	C	25.7
US 90 NB & W Nine Mile Point WB	Signalized	C	29.6	C	29.8	C	29.8	C	30.1	C	29.8	C	30.2
US 90 NB & W Nine Mile Point EB	Signalized	C	27.6	C	22.4	C	28.7	C	24.2	C	28.5	C	23.1
US 90 SB & LA 18 EB	Signalized	C	26.7	C	23.4	C	29.1	C	27.8	C	27.6	C	26.9

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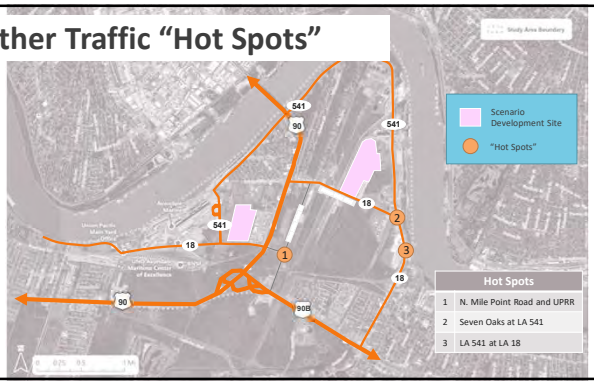
Other Traffic "Hot Spots"



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Other Traffic "Hot Spots"

Nine Mile Point Rd at UP Railway	Seven Oaks Blvd at LA 541/LA 18	LA 541 at LA 18 (Westwego)
Future may include double-track of rail corridor in this area	Confluence of Rail, Road crossings east of potential development site 2	Roadway/Riverboat Landing intersection near Downtown Westwego
Grade separating road eliminates at-grade rail crossing leading into UP yard west of US 90	Future traffic study as volumes increase to determine warrant for updates	Future traffic study as volumes increase to determine warrant for updates

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Meeting Agenda

I. Introduction
II. Scope Review and Project Update
III. Transportation Alternatives
IV. Scenario Development Review
V. Other Items for Discussion or Comments
VI. Adjourn

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Thank you!

Westbank Transportation Road & Rail Subarea Analysis

Final Project Management Committee Meeting • October 22, 2021

State Project No. H.972382 • RPC Task A-3.21 JP, FY-21 UPWP

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Appendix B

Project Coordination Meetings

This appendix contains documentation of all coordination meetings held during the project. These meetings took place:

- March 10, 2021, with Avondale Marine/T Parker Host
- March 11, 2021, with Westbank Port Task Force
- March 23, 2021, with JEDCO
- April 1, 2021, with Councilman Deano Bonano and his office staff
- April 12, 2021, with Port NOLA, JEDCO
- May 14, 2021, with Jefferson Parish Planning, Drainage Department, Parish President's Office, AECOM, and BBEC
- May 27, 2021, with NOPB and Port NOLA
- May 28, 2021, with Jefferson Parish Planning Department
- June 4, 2021, with Union Pacific Railway
- July 27, 2021, with Jefferson Parish Planning Department
- July 27, 2021, with JEDCO
- August 12, 2021, with Burlington Northern Santa Fe (BNSF) Railway

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RPC Transportation Road and Rail

PLDV-2021.0022

Stakeholder Interview and Site Information Tour

DATE:	March 10, 2021
TIME:	11:00 am – 1:30 pm
LOCATION:	Avondale Marine Stakeholder Interview and Site Tour
INVITED	
RPC	Karen Parsons
ATG	Ed Elam, Jory Dille
Wilson & Company	Jimmy Anderson
ATTENDED	
RPC	Karen Parsons
ATG	Ed Elam, Jory Dille
Wilson & Company	Jimmy Anderson
Avondale Marine (HOST)	Jeff Keevers (by phone), Steve Schappell
PURPOSE:	The purpose of this meeting was to discuss plans for expansion at Avondale Marine and review the site master plan for development.

Minutes

Our interview started at 11:00 am CST. The interview started with brief introductions. The session was chaired by RPC and followed an agenda developed during the meeting. Notes from the interview applicable to the project have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

I. Pre-Meeting Study Area Tour

RPC/ATG/Wilson conducted a driving tour of the study area starting at the JEDCO facility at 9:30 am. The areas reviewed included:

- Vacant properties along Nine Mile Point Road
- Current rail facilities on the eastern edge of the study area at River Road and Bridge City Avenue
- River Road corridor
- LA 541 and LA 18 past Avondale Marine to Avondale Garden Boulevard
- US 90 from LA 18 to Avondale Garden Boulevard

II. Avondale Marine Master Plan Discussion

HOST acquired ownership of the Avondale Marine site in October 2018. Their long-term focus is to add value manufacturing to the site – with the potential to create 2,000 jobs on-site, and up to 3,500 jobs off-site in support of spin-off businesses. The goal of their master plan is build-to-suit for a specific tenant developed from one of a variety of industry sectors or clients. They have targeted sectors identified with manufacturing and shipping (via rail and/or water) as part of their mix. These include wind energy, pipe, liquids, grain, and vehicles. The site has some tenants already which include movement of bulk commodities and goods between water and truck.

There is one UPRR-served rail entrance at the main gate on LA 18 which is active. The cost for improving this at-grade crossing was covered by HOST and approved by LADOTD. HOST mentioned that they used 115lb jointed rail for the track improvements. There is one additional UPRR-served rail entrance on the

western edge of the site which is not used and requires upgrades. There is an internal rail system with a track mobile to assist with staging rail cars on-site.

HOST's objectives from this study include having additional rail access dedicated to the facility to allow for loading of cargo and staging of cars for return to the rail network. Working with NOPB to develop this entry is a priority as that opens the HOST site to access from all PoNO facilities along the Mississippi River as well as to all railroads operating in the New Orleans Gateway.

HOST currently has access to rail using the single connection with UP, but UP adds a handling fee to each train movement. This fee adds to the cost of doing business at the site. It is minimal, but still could influence business decisions. The desire is for third party tenants that would lease and build on the site. These tenants may have different rail operational plans depending on needs. The RPC study does not include a rail operations evaluation but needs to be informed by the types of rail activities occurring on-site (including switching between tracks, number of trains a day, assembly of trains, delivery of trains for unloading and cargo processing using on-site locomotive and tracks to move train cars around the site).

HOST has commissioned an internal review of potential rail and road access point improvements at the site and will make this available for discussion. This project can utilize this as a resource but will need to have a defined project and refined costs to aid them in making an investment decision.

HOST has proposed building a truck gate on the LA 541 side of the site to accommodate up to 500 trucks per day. This gate complex would be based around up to 3 truck scales (currently there is one scale) and offer up to 6 acres to queue trucks and hold them while they scale into the Avondale Marine campus.

HOST took the team on a tour of the facility to review current plans and discuss their current capital improvements. Field photos are posted at https://atginc.sharefile.com/f/fob83365-1820-4bd3-a4df-8c798a6753dd.

The team visited the rail corridor and Huey P. Long approach as part of a visual inspection of rail assets in the area. This inspection allowed the group to talk through the potential rail connection, including potential locations, and possible property needs. Details to document track conditions and switching are part of the notes compiled by Wilson and Company.

The team visited a potential rail connection to the NOPB at the South end of the HPL bridge, near NOPB MP 8.1. The existing double track coming off the HPL bridge was noted to be 136lb welded rail with timber ties. The existing double tracks appear to be tangent track on a uniform 1.25% downward grade. A pair of #15 powered cross-overs (universal cross-over) between the double track has approximately 250' between long ties. This distance is sufficient distance for a new track connection using a #15 turnout. The existing track near MP 8.1 is approximately 15' above natural ground. Rail signals and signal boxes were noted during the site visit. From the site visit observation, there does not appear to be sufficient tangent track beyond the universal cross-overs to install a turnout without impacting the UPRR yard tracks.

Follow-ups

- ATG/Wilson to conduct a follow-up review of field conditions and location for proposed rail crossing from NOPB to the Avondale Marine site.
- ATG needs to identify the location of the future I-49 extension in reference to the Study area.
- Trucks entering and leaving the site will use LA 541 – ATG needs to be aware of this as the traffic analysis and scenario development takes place in association with the project.

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	March 11, 2021
TIME:	8:30 am
LOCATION:	Westbank Port Development Task Force Meeting, JEDCO
INVITED on Behalf the RPC Project	
RPC	Karen Parsons, Jeff Roesel
ATG	Ed Elam, Jory Dille, Lauren Osborne
Wilson & Company	Jimmy Anderson
ATTENDED on Behalf of the RPC Project	
RPC	Karen Parsons, Jeff Roesel
ATG	Ed Elam, Jory Dille
Wilson & Company	Jimmy Anderson
PURPOSE:	The purpose of this meeting was to present an overview of the project to the Westbank Port Development Task Force.

Minutes

Our meeting started at 8:30 am CST. The meeting started with brief introductions. The meeting was chaired by JEDCO and followed the agenda provided. Notes from the meeting applicable to the project have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

I. Land Use and Zoning – Juliette Cassagne, Jefferson Parish

The Parish selected a team led by Camiros to complete the update to the Parish's industrial zoning. A meeting has been scheduled to talk through scope and contract and updates will be forthcoming to the Task Force.

II. Promotion and Attraction – Chris Kane, Annalisa Kelly, JEDCO

JEDCO's Brownfield grant activities were discussed. JEDCO with the RPC is looking to find and identify brownfield sites on the Westbank (Avondale-Nine Mile Point-Westwego-Marrero). Activities under this grant will end September 30, 2021 (work started October 1, 2020). ATG will follow up with JEDCO (Annalisa Kelly) about their scope of work and activities completed to date (a presentation was shown at the meeting which identified the timeline, activities, and area of study).

III. Infrastructure - RPC

RPC/ATG presented an introduction to the project and project team. Project team members (Jory Dille and Jimmy Anderson) provided introductions to their work elements as well. The presentation provided a high-level overview of work completed, work forthcoming, and the recent activities just completed, including the field review. The team participated in a question/answer/discussion period with the RPC during which the following items were identified:

- **Coordination with JEDCO** – RPC/ATG need to coordinate with JEDCO on their Brownfields grant and program.

- **Coordination with Jefferson Business Council** – RPC/ATG needs to review the current regional infrastructure priority list to see what is included for the Study Area.
- **Coordination with NOPB** – RPC/ATG, at the request of PoNO, needs to coordinate with the NO Public Belt Railroad to review plans and proposed capital projects in the area.

IV. Other Items for Discussion or Comments

Based upon comments received, RPC/ATG should review the current Entergy/LED Business Ready list to determine business ready sites in the Study Area. In addition, there is a Louisiana Legislative Capital Outlay measure for improvements at the truck gate on the site. This needs to be identified and incorporated into the plan.

V. Adjourn

Follow-ups

- ATG/RPC to meet with JEDCO to discuss their Brownfields Program.
- ATG to conduct a follow-up review of the Louisiana Legislative Capital Outlay program for gate improvements at the Avondale Marine facility.
- RPC to follow up with NO Gulf Coast Railroad on their CRISI Grant application details.
- ATG with Wilson/RPC to follow up with a meeting at the NOPB to discuss rail plans for the trackage in the Study Area.

Westbank Transportation Road & Rail Subarea Analysis

Jefferson Parish Port Task Force • March 11, 2021

State Project No. H.972382 • RPC Task A-3.21 JP; FY-21 UPWP

Presenters

Ed E. Elam, AICP, PTP
Assistant Director of Planning

Project Manager

Jory Dille, PMP
Director of Planning

Deputy Project Manager

Presentation Overview

- Project Team
- Scope Review
- Schedule
- Study Area
- Status Report

Project Team

RPC
Karen Parsons, AICP, Principal Planner/ Project Manager

Project Principal
JD Allen, AICP, WSO-CSSD, TSSP-Rail/Bus

QA/QC Manager
Jim Harvey, AICP

Project Manager
Ed Elam, AICP, PTP

Deputy Project Manager
Jory Dille, PMP

Alliance Transportation Group, Inc.
Task 1 , 2, 3A, 3B, 4, 5, 6
Lauren Osborne, AICP
Gaby Tassin, P.E., PTOE, PTP, RSP
Keri Johnson, P.E., PTOE
Mike Chaney, AICP

Wilson & Company, Inc.
Task 3A - Rail Facility Analysis
Carl Simpson, P.E.
Tom Schmidt, P.E.
Lee Peek

National Data & Surveying Services
Task 3A - Data Collection, Traffic
Gustavo Clavijo
Kevin Deal

Scope Review

- **Stage 0 Feasibility Study**
  - Project Purpose - analyze proposed and forecast industrial developments to identify strategic transportation investments that will complement and enhance planned development in the study area
  - Project Need - constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring that could impact the study area
- **Initial screening of project concepts and ideas using environmental indicators and data to determine initial/potential impacts**
- **Work complete by September 30, 2021**

ID	Task Name	Duration	Start	Finish
1	**Notice to Proceed (RPC)**	**1 day**	**Mon 2/1/21**	**Mon 2/1/21**
2	**Project Initiation and Management**	**174 days**	**Mon 2/1/21**	**Thu 9/30/21**
3	*Initial Project Coordination Call with*	1 day	Mon 2/1/21	Mon 2/1/21
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6	**Task 1: Project Management**	**148 days**	**Mon 2/22/21**	**Wed 9/15/21**
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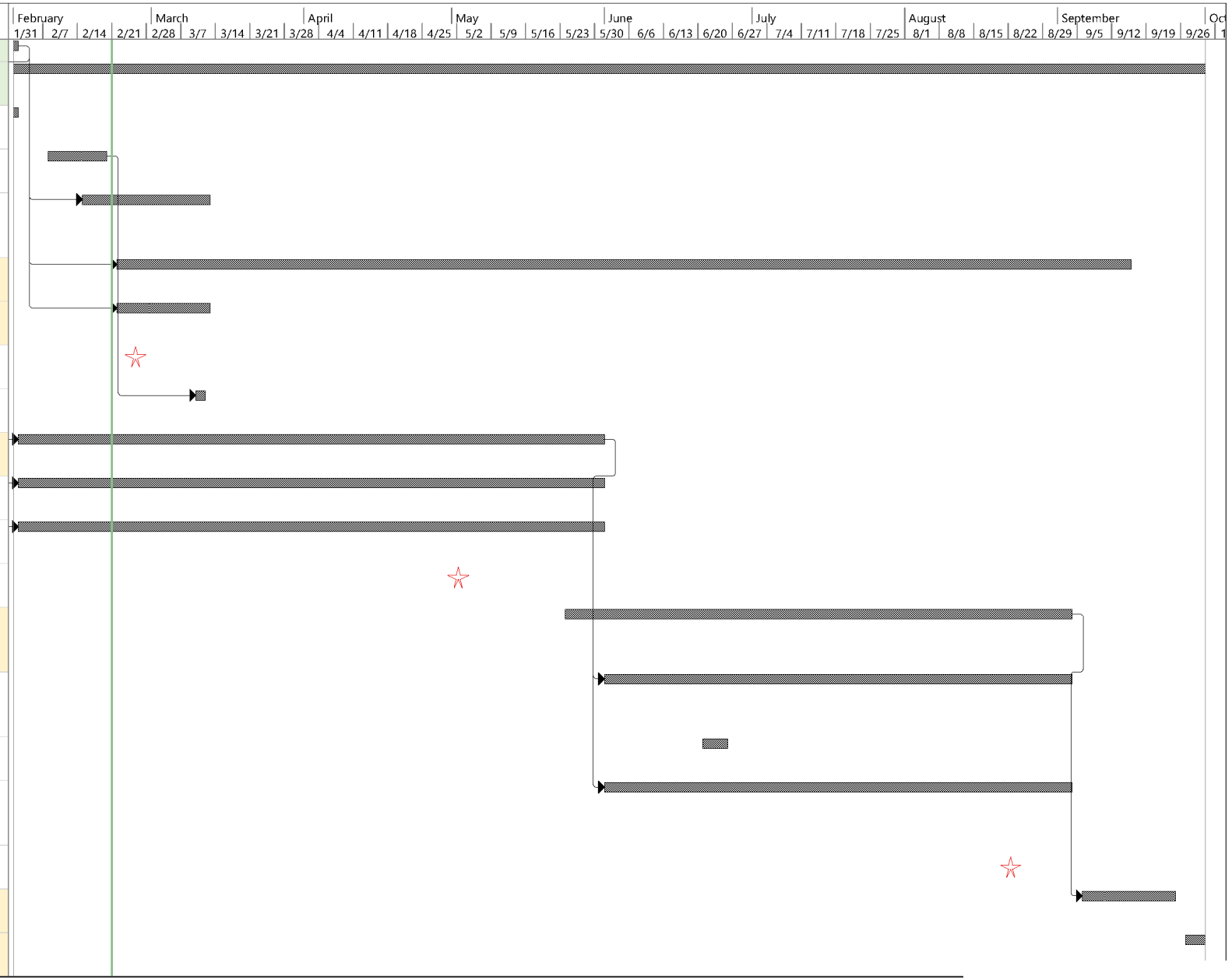
8	***Management Committee Meeting #1***	0 days	Thu 2/25/21	Thu 2/25/21
9	*Initial Site Visit (1 day) with Key Stakeholder(s)*	2 days	Wed 3/10/21	Thu 3/11/21
10	**Task 3: Site Investigation and Data**	**85 days**	**Tue 2/2/21**	**Mon 5/31/21**
11	*3A - Data Investigation (ATG, Wilson, NDS)*	85 days	Tue 2/2/21	Mon 5/31/21
12	*3B - Review of Existing Plans (ATG)*	85 days	Tue 2/2/21	Mon 5/31/21
13	***Management Committee Meeting #2***	0 days	Wed 4/28/21	Wed 4/28/21
14	**Task 4: Scenario Planning and Concept Design Development**	**75 days**	**Mon 5/24/21**	**Fri 9/3/21**
15	*4A-Work with PMC on Scenario Planning (2 Sites, ATG)*	69 days	Tue 6/1/21	Fri 9/3/21
16	*Agency Coordination (RPC, JP, JEDCO, DOTD)*	5 days	Mon 6/21/21	Fri 6/25/21
17	*4B-Managing Road and Rail Traffic Growth (ATG, Wilson)*	69 days	Tue 6/1/21	Fri 9/3/21
18	***Management Committee Meeting #3***	0 days	Wed 8/18/21	Wed 8/18/21
19	**Task 5: Submit Draft Report**	**15 days**	**Mon 9/6/21**	**Fri 9/24/21**
20	**Task 6: Submit Final Stage "0" Study**	**4 days**	**Mon 9/27/21**	**Thu 9/30/21**

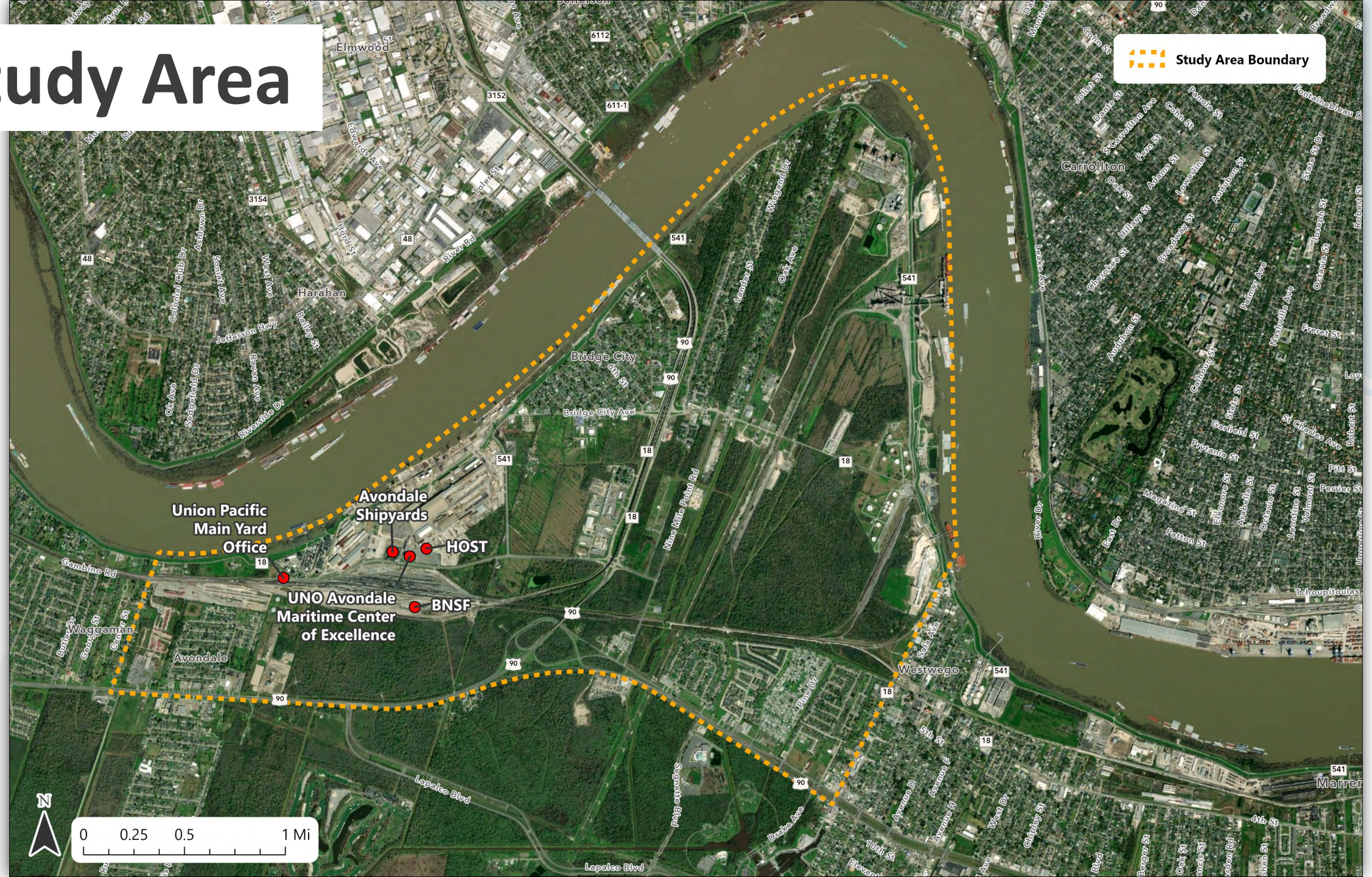


RPC Westbank Transportation Road and Rail Sub Area Analysis *as of 2/23/21*

Task Milestones

Schedule

Study Area


Study Area Boundary
Union Pacific Main Yard Office
Avondale Shipyards
HOST
UNO Avondale Maritime Center of Excellence
BNSF
Elmwood
Harahan
Bridge City
Carrollton
Avondale
Waggaman
Westwego
Lapalco Blvd
Bridge City Ave
Nine Mile Point Rd
River Rd
Jefferson Hwy
Gambino Rd
Segnette Blvd
Drake Ave
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Status Report

- **Project Initiation** — **02/04/21**
  - Data collection commenced
  - Field review authorized
- **Project Kick-off Meeting** — **02/25/21**
- **Study Area Site Visit** — **03/10-11/21**
- **Traffic data collection** — **03/15/21**

Thank you!

Westbank Transportation Road & Rail Subarea Analysis

Jefferson Parish Port Task Force • March 11, 2021

State Project No. H.972382 • RPC Task A-3.21 JP; FY-21 UPWP

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE: March 23, 2021
TIME: 10:00 AM
LOCATION: Teams Meeting

INVITED	
Regional Planning Commission (RPC)	Karen Parsons
Jefferson Parish	N/A
JEDCO	Annalisa Kelly, Janet Galati
ATG	Ed Elam, Jory Dille, Lauren Osborne
ATTENDED	
Regional Planning Commission (RPC)	Karen Parsons
Jefferson Parish	N/A
JEDCO	Annalisa Kelly, Janet Galati
ATG	Ed Elam, Jory Dille, Lauren Osborne

PURPOSE: The purpose of this meeting was to follow-up on the discussion at the Westbank Port Development task force meeting and review the JEDCO Brownfields initiative as it applies to the study area of the RPC Transportation Road and Subarea Analysis.

Minutes

Our meeting started at 10:00 AM. The meeting started with brief introductions. The meeting was chaired by Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

JEDCO Brownfield Review

- Annalisa noted that JEDCO is still gathering information on the various brownfield sites in the area, including in Westwego and Marrero; Janet is putting together an inventory of the properties and will have a more complete set of information in the next 2-3 months; Annalisa noted that in another week or two, they can share the inventory to-date – they still want to talk to the Parish, the Port, and NOPB
- They've met with local stakeholders and West Jefferson Civic Coalition regarding the brownfields information collection
- Annalisa noted that JEDCO would like to create a webpage that hones in on the properties in this area and includes much of the information that they're gathering on brownfield sites

Stakeholder Issues

- Annalisa noted that JEDCO has met with property owners of the brownfield sites and the following issues have been raised:
    - Infrastructure Needs: Many express that one of the number one issues is utilities, specifically that sewer and water access in the area is not great and capacity upgrades are needed
    - Wetlands: There are areas known to be wetlands scattered across the study area, which will likely require mitigation as part of any future development strategy
    - Access to the Huey P. Long Bridge: Ingress and egress to Huey P. Long bridge isn't always clear, wayfinding is needed to help location how to get between the bridge and critical facilities in the area
    - Beautification: There is no unified identity to this area that could be used for marketing/developing site identity in the region
    - Land Use: The land use at the base of the bridge is public and the property owners nearby want those facilities moved elsewhere in favor of commercial uses
    - Property Ownership: Several of the largest parcels in the area are tied to ongoing succession/ownership discussions, and JEDCO is undertaking some title research on key parcels in the study area, Marrero, and Harvey Canal as part of their Brownfields work; JEDCO has property ownership information it can share on parcels in the area
- Annalisa mentioned they can help provide information on property ownership in the study area gathered as part of their work on the brownfields project; she noted marketing outreach with interested parties is proprietary data
- Ed showed the attendees some of the potential target properties ATG is reviewing given their proximity to Avondale Marine/Avondale site

Jefferson Parish GIS Data

- JEDCO will receive access to the ATG Citrix ShareFile folder for the project to obtain Jefferson Parish data; RPC data will not made available initially, as it is subject to a data sharing arrangement; it was noted that JEDCO is receiving some data from RPC already as part of the Brownfields partnership

Jefferson Edge

- Ed asked if the Jefferson Edge document has been updated and finalized – Annalisa confirmed and added that the project team can pull it from the JEDCO website to include in the literature review for the project
- JEDCO continues to work their plan and market sites in the area; JEDCO should be named as a coordinating partner as part of any plan implementation strategy; it has been noted in previous meetings that the Fairfield Strategic Plan (Sub Area Plan) and Churchill Technology and Business Park Master Plan should be referenced in the review of area plans for the project

Coordination

- JEDCO provided the location of the Union Pacific tract that is for sale and confirmed the location was outside the impact area for a potential rail extension

- JEDCO will be part of all future discussions between the RPC and the Port and NOPB, which allows JEDCO to remain aware of the RPC's work and for the two agencies to continue sharing resources cross platforms and projects

Follow-up Items

Action Items	Responsible Party
Provide ShareFile access to Annalisa	ATG
Provide draft brownfields inventory to Westbank Transportation Road and Rail project team	JEDCO
Meeting will be coordinated between Port NOLA/NOPB and the project team and JEDCO	RPC

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	April 1, 2021
TIME:	10:00 am
LOCATION:	Councilman Bonano's Office, Yenni Building, 10th Floor
INVITED	
RPC	Karen Parsons
Jefferson Parish	Councilman Deano Bonano, Angela Callais, Dwayne Munch
ATG	Ed Elam, Jory Dille, Lauren Osborne
ATTENDED	
RPC	Karen Parsons
Jefferson Parish	Councilman Deano Bonano, Angela Callais, Dwayne Munch
ATG	Ed Elam
PURPOSE:	The purpose of this meeting was to provide Councilman Bonano with a briefing on the project progress and meetings conducted to date.

Minutes

Our meeting started at 10:00 am CST. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC and Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics. A copy of the maps used to facilitate discussion with the group are attached for information and reference.

I. **Status Report**

Meeting started with a status report on the coordination meetings which have taken place since the Westbank Port Task Force Meeting. This included the discussion of the March 10 field review and initial findings of the discussions with Parish Planning and Avondale Marine representatives to confirm assumptions.

II. Neighborhood Issues/Concerns

The group had a brief discussion of the neighborhood issues which this project needs to pay sensitivity to in the course of project planning. A broad range of issues were discussed including:

Traffic – the focus of this project will be to add traffic to the area, especially trucks traveling to the Avondale Marine site and adjacent areas. Trucks will be routed to US 90 and LA 18 to avoid traversing the neighborhood areas along Bridge City Avenue (LA 541) between US 90 and River Road.

Neighborhood Development – the area's population has a higher number of impoverished and minority residents than other areas of the parish. Bridge City Avenue (River Road to US 90) is the main street of the area with several businesses, schools, churches, a park, and a community center. This corridor has vacant property along it and many closed commercial sites. In general, the Avondale area has limited access to grocery stores, restaurants, drug stores, etc. This limits the types of services the area's population can access and limits the number of neighborhood-based job centers area residents can access.

Community Information – The neighborhood requires more information about the plans for changes and future development at the Avondale Marine site. The neighborhood would benefit from the creation of jobs and spin-off of businesses in the area, especially if this is targeted to the local community.

Traffic Operations – The traffic analysis needs to provide an answer to the relative impacts on traffic flow in the area because of increased train crossing activity on LA 18 and the projected increase in truck traffic on LA 18 and LA 541.

Truck Routing – All trucks serving the Avondale Marine site will need to be routed south on US 90 to LA 18 and then to LA 541. Trucks will need to be discouraged from using Bridge City Avenue.

Rail Crossing Cost Estimate – Having reliable cost estimates and an initial description for improvements are critical as this information will be used to support federal funding applications for project implementation. The Parish will be looking to the recent federal infrastructure program for potential funding for future improvements.

III. Task IV – Site Plan/Scenario Planning

ATG provided a map of the study area's critical sites for discussion of the scenario planning task. The request has been made for this effort to look at the property adjacent to the Avondale Marine site at the intersection of LA 541 and LA 18. Two sites were identified for scenario review. The first is east of the LA 541 and LA 18 intersection which is the site of an existing rezoning. The second is south and west of the LA 18 and LA 541 intersection where the proposed rail extension from the NOPB to the Avondale Marine site would occur. The Parish Planning Department can provide a conceptual site plan for the area.

IV. Project Schedule

ATG provided an overview of the project schedule and will update this to reflect the outcome of the coordination tasks completed to date. The next meeting of the Project Stakeholder Committee will be April 28. ATG will develop an agenda and notice for distribution. The Westbank Port Taskforce Committee cancelled their meeting in April and will meet in May. This will present an opportunity for RPC/ATG to provide an update on the project.

V. Other Items for Discussion or Comments

Port of Plaquemines is planning a rail/highway corridor from their facility to Avondale. David St. Marie (Coastal Engineering Solutions, 504-388-2694) has information on the location of this corridor which can inform this project.

VI. Adjourn

Follow-ups

- ATG will send out meeting notes
- RPC to contact Coastal Engineering Solutions for the rail/highway corridor location
- ATG to coordinate with Parish Planning for the information on property rezoning occurring east of LA 541
- ATG to review truck-based facilities oriented to Bridge City Avenue (and NDS traffic counts on trucks in traffic stream)
- ATG to provide an updated project schedule to reflect the outcome of the coordination tasks completed to-date
- Upcoming project meetings: NOPB with Port of NO, Monday, April 12


Project Study Area
Study Area Boundary
Avondale Shipyards
HOST
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
Bridge City
Westwego
Avondale
Waggaman
Harahan
Elmwood
Carrollton
0 0.25 0.5 1 Mi
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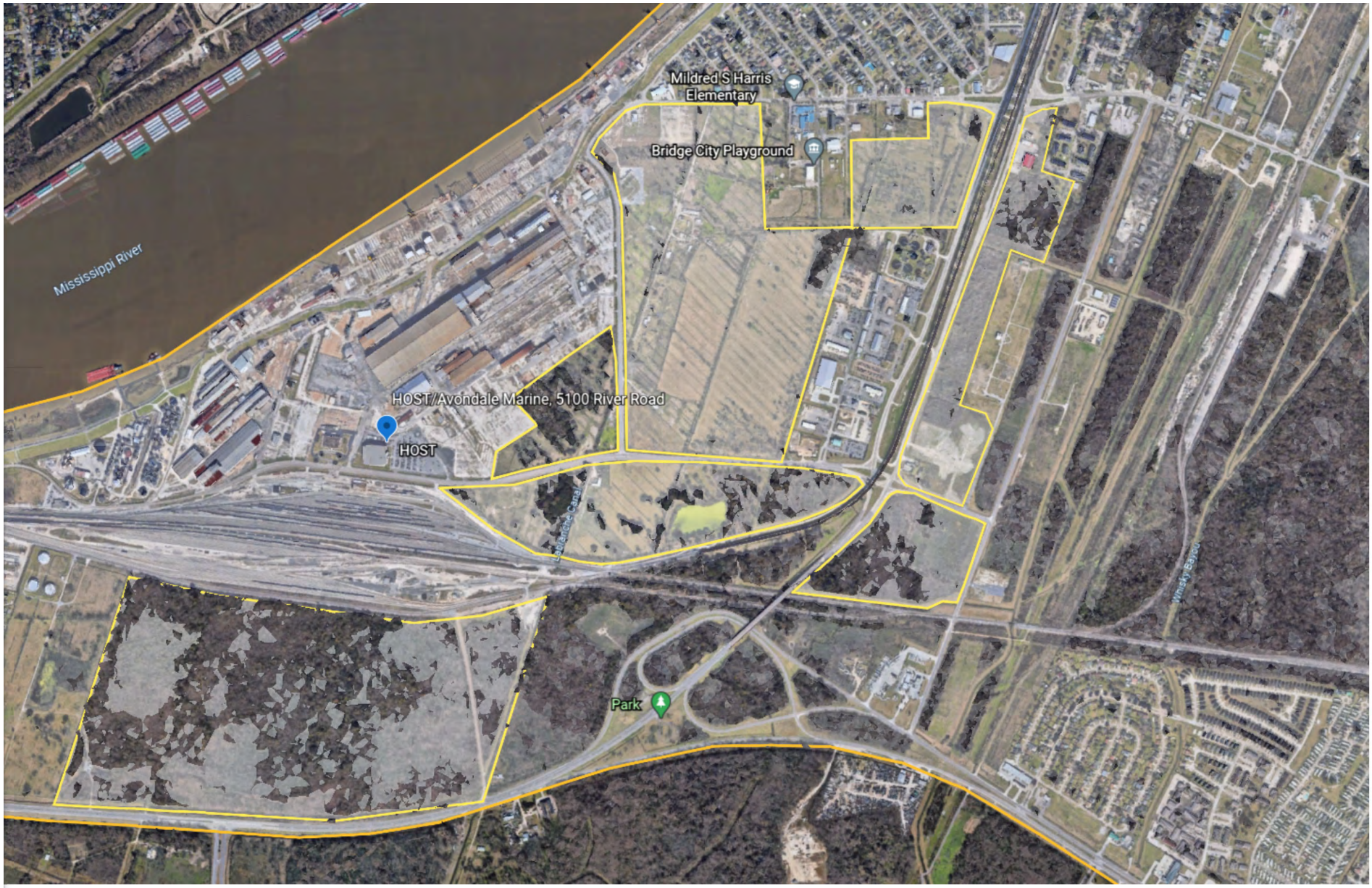
Mildred S Harris Elementary
Bridge City Playground
Mississippi River
HOST/Avondale Marine, 5100 River Road
HOST
Park
3D
100%
Camera: 4,447 m 29°55'57"N 90°08'33"W 2 m

ID	Task Name	Duration	Start	Finish
1	**Notice to Proceed (RPC)**	**1 day**	**Mon 2/1/21**	**Mon 2/1/21**
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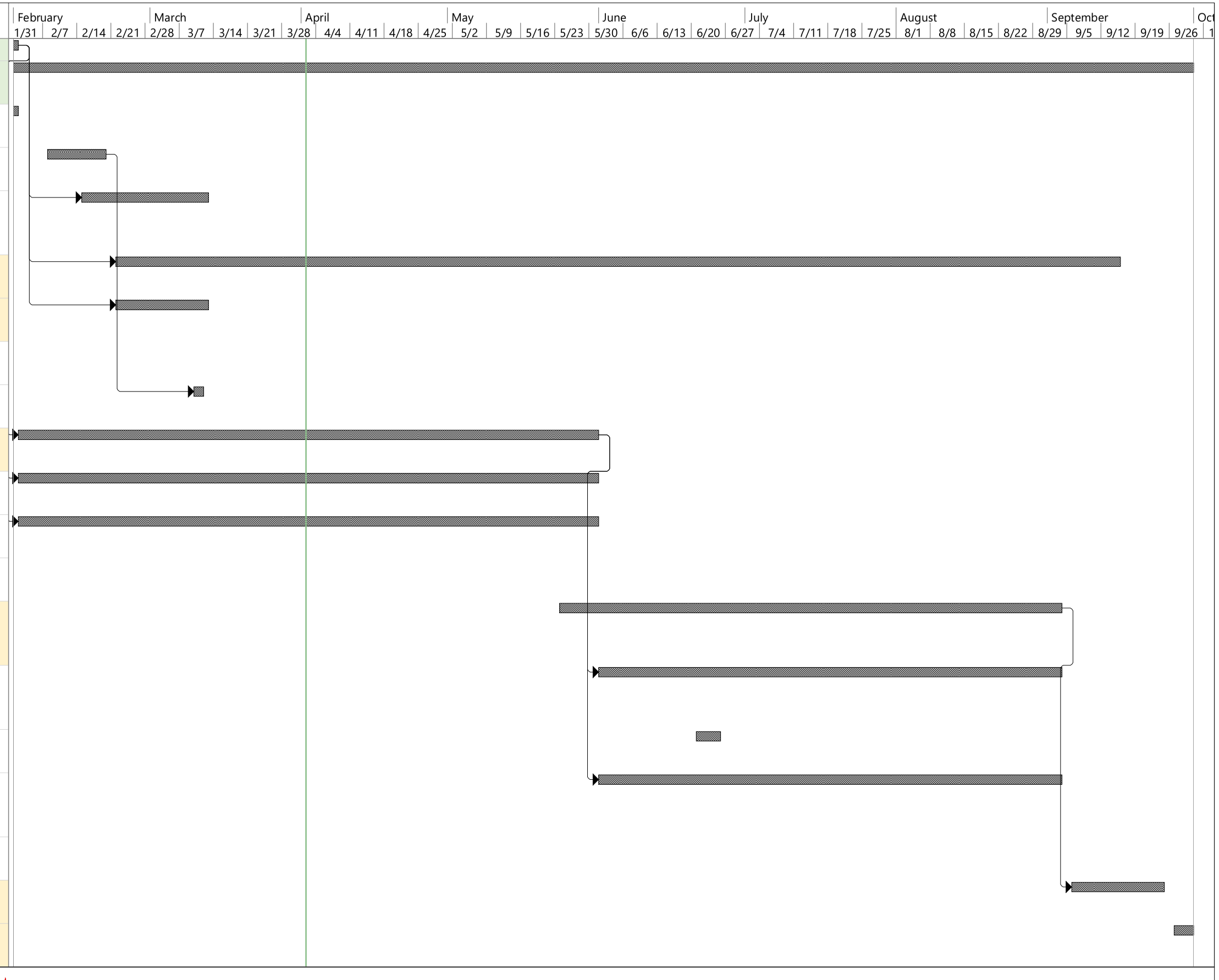

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Fri 4/2/21

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LPELS Firm Registration No. 2678

RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	April 12, 2021
TIME:	9:45 am
LOCATION:	Teams Meeting
INVITED	
RPC	Karen Parsons
NOPB	Mike Stolzman, Garrick Rose, Carl Kocur
JEDCO	Annalisa Kelly, Janet Galati
ATG	Ed Elam, Jory Dille, Lauren Osborne
Wilson & Company	Jimmy Anderson
ATTENDED	
RPC	Karen Parsons
NOPB	Mike Stolzman, Garrick Rose, Carl Kocur
JEDCO	Annalisa Kelly, Janet Galati
ATG	Ed Elam, Jory Dille, Lauren Osborne
Wilson & Company	Jimmy Anderson
PURPOSE:	The purpose of this meeting was to gather information from the NOPB on their rail operations in the study area.

Minutes

Our meeting started at 9:45 am CST. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC and Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics. A copy of the maps used to facilitate discussion with the group are attached for information and reference.

Introduction

RPC provided a high-level overview of the project, what the study area is, what the purpose is, who is involved; looking at traffic in the area and working with Avondale HOST to look at rail at the site; want to focus mostly on the rail aspect in this meeting

Discussion of NOPB Rail Corridor and Systems

Wilson & Company facilitated a conversation about the current rail connection concept to discuss various elements including location and its effects on system operations, corridor maintenance, and future plans for improvements.

- NOPB, as the owners of the HP Long Bridge, maintains the RR portion of the bridge, shut down one lay on Tues and Thurs of every week and do maintenance;
- Every so often, NOPB will shut down the bridge for maintenance issues, usually give months or weeks advance notice to the RR companies that use the track there; they do pickup and delivery at the BNSF and UP yard; the bridge is dispatched via UP out of Spring TX, don't have any direct routes per se to the railyard but the portion on the Westbank is in Central Traffic Control territory

controlled out of Spring TX; speeds are generally kept at 10 miles per hour or less, even though the track speed is 20; and the grade is 1.25

- RPC asked how many hours per day the twice weekly maintenance is – NOPB said 10 hours per time – replace ties, guard rail, standard maintenance
- Wilson & Company asked for clarification on which yards NOPB runs into – NOPB does not travel across River Road from Avondale; they go onto UP and BSNF trackage to get to their yards, have special permission to do that
- Wilson & Company asked about the crossovers at the bridge, and whether a proposal to put a turnout between the two crossovers on the bridge directionally north would be possible or if there is a trackage rights issue? Might have to cross UP trackage which could be an issue; there is an elevation change to consider
- JEDCO asked if NOPB has a map of what UP owns; NOPB will provide the information they have available, which is not clear, but will assist in determining ownership in the area.
- NOPB noted that Amtrak also travels through the area as well.
- NOPB reported the total train volume is usually about up to 20 per day (usually heavier going east than west, maybe 12 moves to the east and 8 to the west)
- NOPB does its own dispatch once they're off the bridge once they pass Lambert junction.

Comments about Rail Crossing Concept

Wilson & Company shared a copy of the preliminary crossing concept for the group to discuss and review as part of the meeting. In general, NOPB identified this as a complex project due to the track geometry; the length of potential trains using this crossing (based upon demands at Avondale Marine) as well as introducing a new option in an area already served by other railroads.

This project requires more input and discussion with the other railroads in the area and could potentially be not supported by current rail operators given the unknowns for traffic on this spur and its potential effect on the bridge operations and rail traffic through the area.

Projects in the Rail Corridor/Miscellaneous Discussion

- Wilson & Company asked what they see as opportunities in the Westbank area; NOPB's constantly looking at opportunities, talk to Class 1s about land they may be willing to sell, but he sees opportunities in the south and coming off the bridge going toward Westwego, they own some property down there, but they just can't get to it
- JEDCO is building a property inventory focused mostly on brownfields but taking it beyond that to understand land ownership in the area and asked if NOPB has a map of their ownership in the area, NOPB has a map which was shared following the meeting. NOPB has no issues with information on these sites appearing in the RPC's report.
- RPC completed its initial field review in March and thought there was a BNSF terminal in the area and asked for clarification on who owns what; NOPB said BNSF has abandoned their intermodal activities/facility at the terminal since Hurricane Katrina; NOPB is actively exploring the property in Westwego
- ATG asked if NOPB has capital improvements plan or budget for anything on the Westbank; NOPB said they have no projects planned for the Westbank.
- All Class I railroads in the NO Gateway are part of a joint dispatch agreement which helps regulate HP Long Bridge Rail Operations.

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	May 27, 2021
TIME:	1:30 pm
LOCATION:	Teams Meeting
INVITED	
Regional Planning Commission (RPC)	Karen Parsons
Port of NO	Brandi Christian
NOPB	Mike Stolzman
ATG	Ed Elam, Jory Dille
Wilson & Co.	Jimmy Anderson (Optional)
ATTENDED	
Regional Planning Commission (RPC)	Karen Parsons
Port of NO	Brandi Christian
NOPB	Mike Stolzman
ATG	Ed Elam, Jory Dille
Wilson & Co.	Jimmy Anderson (Optional)
PURPOSE:	The purpose of this meeting was to review the rail concept for connecting NOPB to the Avondale Marine site. This discussion is part of an ongoing series of meetings to review concepts and receive input.

Minutes

Our meeting started at 1:30/1:45 pm. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

This meeting started with a discussion of the current rail connection option between the NOPB railroad corridor, across LA 18 and into the Avondale Marine Site. A copy of the exhibit prepared by Wilson & Company to identify the general location of this crossing, was provided by the RPC to the NOPB and PONO to facilitate the conversation. The focus of this discussion included the following topics:

Curvature and Slope – the NOPB expressed questions regarding the curvature and slope of the proposed connection between the NOPB corridor and the Avondale Marine facility. These concerns included the potential effect of the curve and slope on rail operations and rail speeds crossing LA 18 and climbing the Huey P. Long Bridge. The current layout may present challenges for rail operators, creating strain on locomotives to negotiate the climb over a relatively short distance, as well as knuckles between cars to accept the pull of the rise to the HP Long tracks.

Train Traffic – the NOPB and PONO expressed a question about the potential for trains entering/leaving the Avondale Marine site effecting traffic operations crossing the HP Long Bridge.

Economics – The length of a train is a significant cost consideration for switching across the Huey P. Long Bridge and may require multiple customers commodities in one train movement.

Follow-up Items

Action Items	Responsible Party
Provide exhibits to NOPB/PONO for comments	RPC

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	June 4, 2021
TIME:	2:00 pm
LOCATION:	Teams Meeting
INVITED	
Regional Planning Commission (RPC)	Karen Parsons
UP	Tyson Moeller, Paul Tessier, John Owens
ATG	Ed Elam
Wilson & Co.	Jimmy Anderson
ATTENDED	
Regional Planning Commission (RPC)	Karen Parsons
UP	Tyson Moeller, Paul Tessier, John Owens
ATG	Ed Elam
Wilson & Co.	Jimmy Anderson
PURPOSE:	This meeting was set up by the RPC to collect comments and input from the UP on the project's identified rail corridor improvements. A copy of the Project Management Committee's presentation, as updated following their meeting, was used to facilitate discussion A copy of this presentation is attached to this summary for everyone's information.

Minutes

Our meeting started at 2:00 pm. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

I. Project Scope and Purpose – Project Review

- RPC opened the meeting with establishing the context of the meeting as offering opportunities to coordinate with UP on the project and discussion of initial project concepts as presented to the project management committee.
- RPC covered the scope of coordination meetings completed to this point in the project development process including the groups contacted and meetings conducted.
- ATG included a review of the scope including the Stage 0 feasibility study process, and outcomes of the initial data review of specific elements from the study area from the existing environment.
- Wilson and Company provided a review of the initial rail concepts under consideration for the connection of the NOPB railway with the Avondale Marine Site across LA 18. The focus was to respond to the questions regarding feasibility of improvements from a physical and operational perspective.
- ATG continued with a discussion of the scenario planning elements of the project including a review of the sites adjacent to Avondale Marine which are a part of the upcoming scenario process.

II. Comments and Questions

The following comments and questions raised during the meeting will be documented in the meeting report as part of the summary of coordination meetings:

General Comments – Land Use and Development Sites

- Questions about the process of selecting the scenario planning sites were raised, especially since the study area is large and has many large vacant parcels. RPC and ATG responded to questions including the process of site identification through the project management committee.
- UP noted they owned several large parcels in the study area. They would be interested in having this reflected in the plan as potential sites for future development. ATG and RPC noted that a property map of the area was provided by the NOPB and this will be added to the plan for reference.
- RPC and ATG commented the outcome of this discussion needs to be an introduction between the UP and JEDCO to discuss plans and opportunities for these sites.

General Comments – Transportation/Road

- UP commented there are concepts to create a new siding parallel to US 90 which will effectively double track a portion of existing rail near the current UP/Nine Mile Point Road intersection.
- UP commented they would like the study to consider (i.e. study and evaluate) relocating Nine Mile Point Road to a different alignment or grade separating Nine Mile Point Road in this area. Grade separation would eliminate the at-grade crossing of the existing track and need to consider the future double track in this area.
- RPC commented this suggestion can appear as a comment in the report and potential opportunity to explore in the future but is outside of the scope of the current study.

General Comments – Transportation/Rail

- UP commented the current proposal rail extension from NOPB across LA 18 to Avondale Marine may preclude their opportunity to expand the current intermodal yard, cutting off adjacent parcels from future rail access from the existing UP line. This would be unacceptable to UP. If this proposed track were to occur this would require separate drop and pull tracks for NOPB. As mentioned UP has capabilities to serve the customers in Avondale multiple days a week without impacts to the gateway. The NOPB concepts adds 2 trains to the gateway and may be limited to 5 days a week due to regular bridge maintenance. The study should highlight significant private investments made by UP and other railroads that have and are being made to maintain rail service in the Avondale area.
- UP commented that current volume of trains across LA 18 to Avondale Marine is low (10 cars) and this could be accommodated at the current crossing. UP provides service 5 days per week, for 50 cars per week (10 cars per day). UP noted it could be increased to 7 days per week. UP commented that based on limited space in customers facility that customer even with track extensions may only be able to take 50 rail cars at a time.
- UP commented their service offers interconnectivity with all Class I railroads in the New Orleans Gateway.
- UP commented that Avondale Marine has also contacted them about potentially re-establishing service across LA 18 at the existing crossing over LA 18 at their western property edge.
- UP suggested the report include more information on the New Orleans Gateway (15-18 trains per day pass through the gateway, with a maximum capacity off mid-20 trains per day) and operational schedule for the HP Long Bridge (closed weekly for 2 days maintenance), along with an explanation of the central dispatch (managed through UP).
- UP noted that $20 M of private funds (from railroads) have been spent to add Centralized Traffic Control (CTC) in the gateway corridor. The Class I railroads meet regularly to discuss rail operations issues in the gateway and UP acts as the central dispatch for the railroads across the HP Long Bridge. Introducing a new crossing for local rail service over LA 18 between the HP Long and Avondale Marine (as shown in the meeting) may degrade through train operations which may be problematic for all rail carriers at the gateway. By comparison UP's current local service to the industry does not impact the gateway.

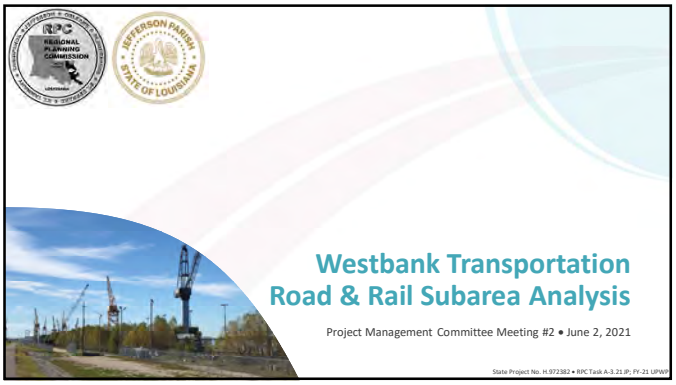
- It was discussed that any projects that would impede or delay operations across the HP Long Bridge could have economic ramifications by slowing traffic passing through the gateway (which includes through trains connecting to other ports on the coast, Amtrak Sunset Limited, and international trains). UP could also experience delays in moving trains through their yards at Avondale and Livonia as well- adding time (and cost) to train movements.
- UP asked if this improvement will be discussed with other Class I railroads during this plan development process. UP noted all Class I railroads and the Port of NO should be made aware of this project should this concept move forward. There may be objections based on the potential overall impacts to the gateway operations as noted (in previous bulleted statements).
- In response to the RPC's questions about UP's knowledge on the CRISI grant awarded to the NOGC Railroad, UP indicated it was for local repairs in the Gretna portion of the line. The project would repair two bridges, and tie sidings together to improve capacity. It was noted RPC should also contact Sam Kaiser at NOGCRR to find out more about the specifics of the project.

Follow-up Items

Action Items	Responsible Party
Provide exhibits for group information	ATG
Provide project team contact information	ATG/RPC
Provide meeting summary to UP for comments	ATG/RPC
Share discussion findings with Council offices and JEDCO	ATG/RPC

Project Team Contact Information

NORPC	Alliance Transportation Group (ATG)	Wilson & Company, Inc.
Karen Parsons, AICP NORPC 10 Veterans Memorial Boulevard, New Orleans, LA 70124 504-483-8511 kparsons@norpc.org	Ed Elam, AICP, PTP ATG One Galleria Boulevard, Suite 1900, Metairie, LA 70001 504-812-6347 eelam@emailatg.com	Jimmy Anderson, PE Wilson & Company, Inc., Engineers & Architects 13105 NW Freeway, Suite 825, Houston, Texas 77040 713-343-4423 Jimmy.Anderson@wilsonco.com



Westbank Transportation Road & Rail Subarea Analysis

Project Management Committee Meeting #2 • June 2, 2021

State Project No. H.972382 • RPC Task A-3.21 JP; FY-21 UPWP

1

Meeting Agenda

I. Introductions and Scope Review
II. Coordination Update
III. Analysis of Study Area
IV. Transportation Improvement – Conceptual Alternatives
V. Scenario Analysis Sites Discussion
VI. Project Schedule/Remaining Tasks
VII. Other Items for Discussion or Comments
VIII. Adjourn

2

Scope Review

- **Stage 0 Feasibility Study**
  - Project Purpose - analyze proposed and forecast industrial developments to identify strategic transportation investments that will complement and enhance planned development in the study area
  - Project Need - constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring that could impact the study area
- **Initial screening of project concepts and ideas using environmental indicators and data to determine initial/potential impacts**
- **Work complete by September 30, 2021**

3

4

Analysis of Study Area

Project Management Committee Meeting #2 • June 2, 2021

5

Stage 0 Checklist Review

- **Screen Study Area for Key Indicators**
  - Manmade Features – Land Use, Historic Structures, Community Facilities, Schools, Cemeteries, Churches, Parks, Brownfields, Hazardous Materials, Utilities, Transportation Infrastructure, Plan Reviews
  - Population Characteristics – Ethnicity, Income/Poverty, Limited English Proficiency
  - Natural Environment – Potential Wetlands, Vegetation/Trees, Threatened and Endangered Species
- **Utilize existing Census Data, databases maintained by Federal and State Agencies, supplemented by RPC and Jefferson Parish data**
- **Results – Initial indicators found in advance of Stage 1 evaluation (field work, verification)**

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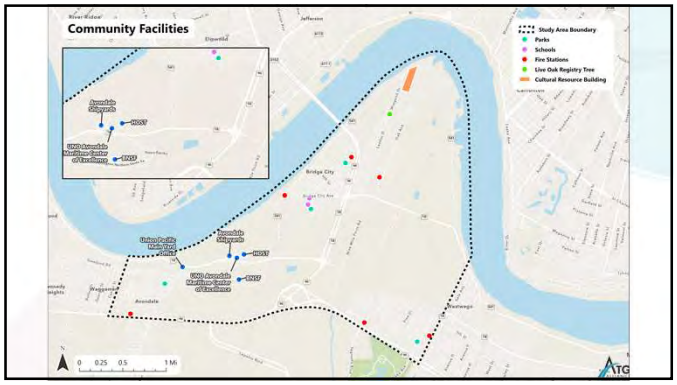
Community Facilities
Study Area Boundary
Parks
Schools
Fire Stations
Live Oak Registry Tree
Cultural Resource Building

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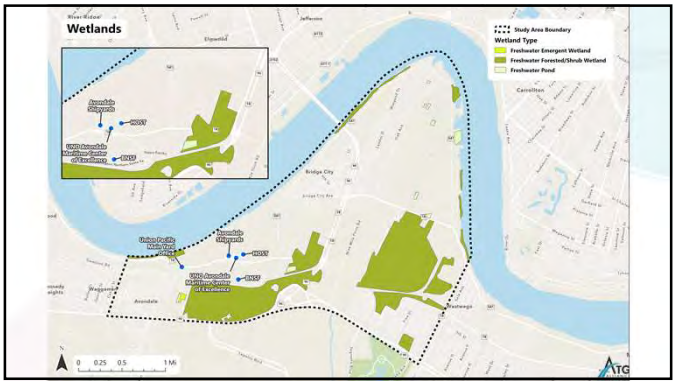
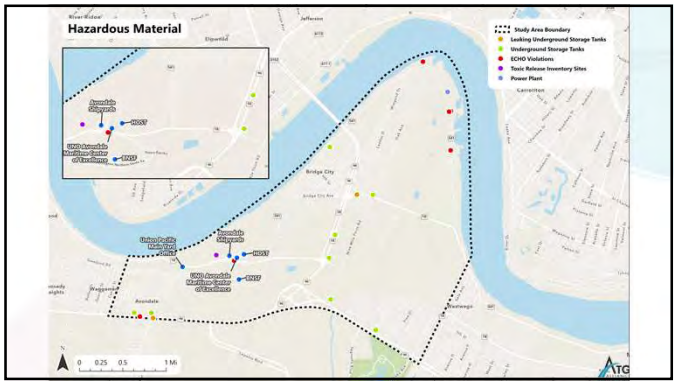
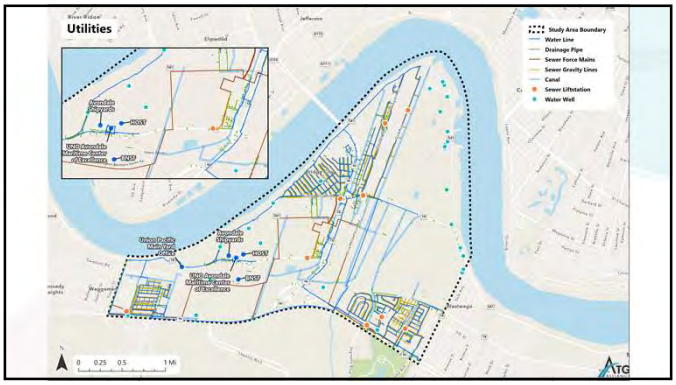

Wetlands
Study Area Boundary
Wetland Type
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond

8


Hazardous Material
Study Area Boundary
Leaking Underground Storage Tanks
Underground Storage Tanks
ECHO Violations
Toxic Release Inventory Sites
Power Plant

9


Utilities
Study Area Boundary
Water Line
Drainage Pipe
Sewer Force Mains
Sewer Gravity Lines
Canal
Sewer Lift Station
Water Well

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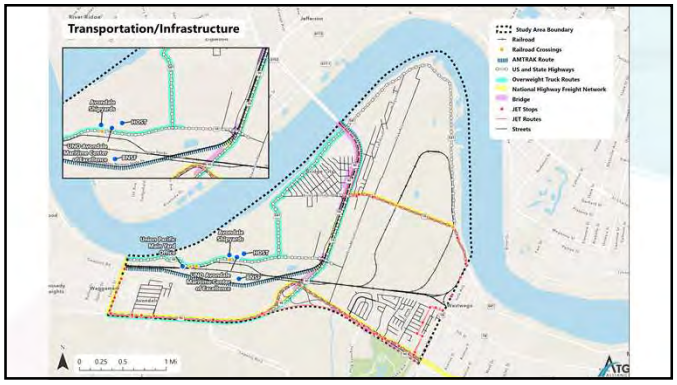
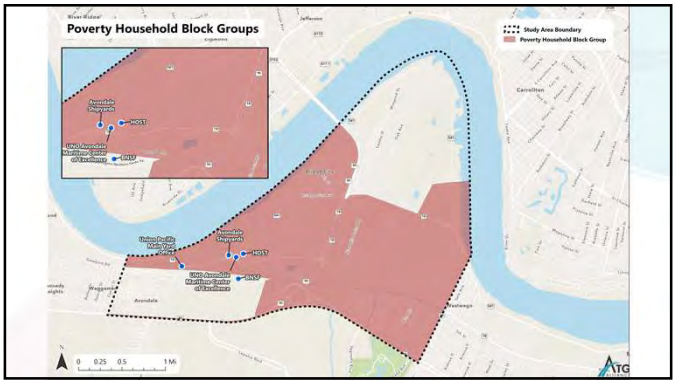

Transportation/Infrastructure
Study Area Boundary
Railroad
Railroad Crossings
AMTRAK Route
US and State Highways
Overweight Truck Routes
National Highway Freight Network
Bridge
JET Stops
JET Routes
Streets

11


Poverty Household Block Groups
Study Area Boundary
Poverty Household Block Group

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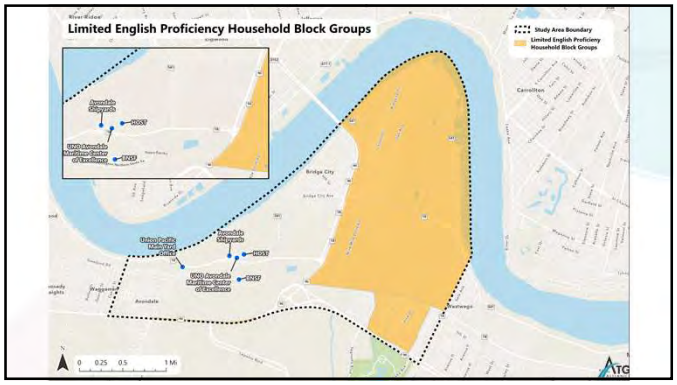

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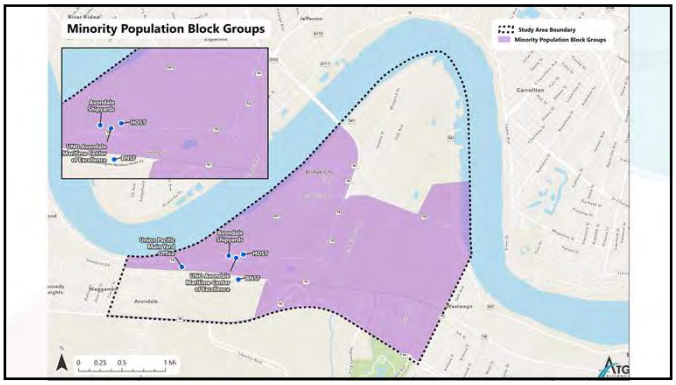

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Date	Groups	Discussion Topics
February 10	DOTD Rail and Michael Baker (for the E-W Gateway)	Coordination with Gateway Project
February 25	**PMC Meeting #1 (RPC, Jefferson Parish, DOTD)**	**Project Kick-off Meeting**
March 1	Jefferson Parish and RPC	Data Coordination Meeting
March 10	Field Review with RPC	Field Review/Tour of Avondale Marine
March 11	Westbank Port Task Force	Project Introduction
March 23	JEDCO and RPC	Brownfields, Ongoing Development Initiatives
April 1	Councilman Bonano	Scenario Planning Site Identification
April 12	NOPB Railroad, Port of NO, JEDCO, RPC	Discussion of Rail Ownership/Options
April 16	NOPB Railroad, RPC	Discussion of Rail Ownership/Options
May 5	Jefferson Parish, RPC	Land Use in Nine Mile Point, Westwego
May 13	Westbank Port Task Force	RPC Update-Briefing
May 14	Jefferson Parish, RPC	Drainage Study Briefing
May 27	NOPB Railroad, RPC	Discussion of Rail Alternative/Limitations
May 28	Jefferson Parish, RPC	Review of Project Outcomes/Data Analysis
June 2	**PMC Meeting #2 (RPC, Jefferson Parish, DOTD)**	**Project Update – Data Analysis Outcomes**
June 4	RPC, UP Railroad	Discussion of Rail Alternative/Limitations
To be Scheduled	Marrero Land, RPC, Jefferson Parish	Input to the Scenario Planning Task (Task 4)

Coordination Meetings, as of June 2

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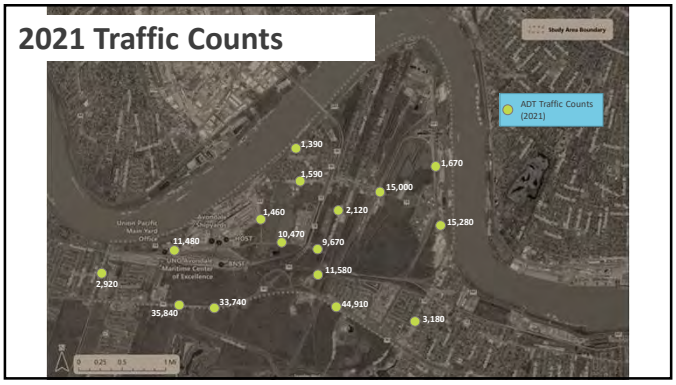

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Key Areas/Opportunities

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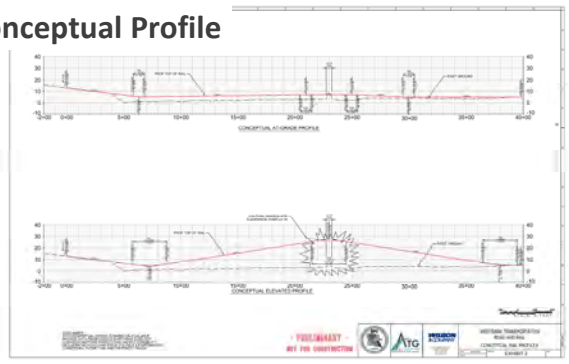
Rail Improvements

20

Conceptual Profile



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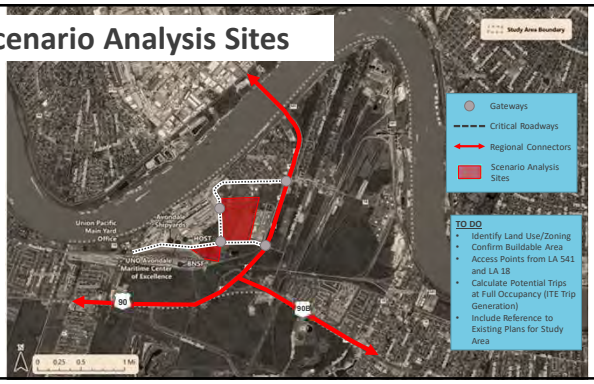
Scenario Analysis Sites



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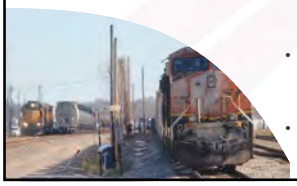
Remaining Tasks

- **Coordination Meetings**
  - Union Pacific Railroad and Marrero Land
  - Jefferson Parish Planning (Ongoing)
  - Remaining Council Office Briefings
- **Complete Transportation Analysis**
  - Existing Conditions – Traffic Operations
  - Existing + Committed/Future – Traffic Operations
  - Define rail improvement scenario costs
- **Scenario Development**
  - Planning Scenario to determine "what if?"
  - Timing/sequence for development not guaranteed, subject to Parish approvals
- **Documentation**
  - Complete Stage 0 Checklist
  - Complete MPO Checklist



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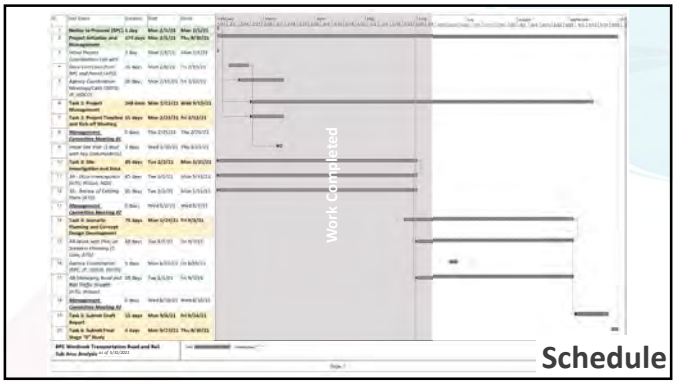

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Thank you!

Westbank Transportation
Road & Rail Subarea Analysis

Project Management Committee Meeting #2 • June 2, 2021

State Project No. H.972382 • RPC Task A-3.21.JP; FY-21 UPWP

27

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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	July 27, 2021
TIME:	4:00 pm
LOCATION:	Teams Meeting
INVITED	
RPC	Karen Parsons
JEDCO	Lacey Bordelon, Annalisa Kelly
ATG	Ed Elam, Jory Dille
ATTENDED	
RPC	Karen Parsons
JEDCO	Lacey Bordelon, Annalisa Kelly
ATG	Ed Elam, Jory Dille
PURPOSE:	The purpose of this meeting was to review the outcome of the project meeting with UP and Jefferson Parish with JEDCO.

Minutes

Our meeting started at 4pm CST. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC and Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

Rail Corridor/Crossing of LA 18

ATG/RPC provided an update on the current development of the rail corridor alternative connecting the NOPB rail corridor across LA 18 to Avondale Marine. This discussion included a discussion of the project development, review of feasibility, overview of coordination discussions with area railroads and the current response to the project from the UP and NOPB. The concept drawing of the rail corridor project developed by Wilson & Company was used to facilitate discussion. A copy of the summary from the meeting between RPC, Wilson, ATG and UP was forwarded to JEDCO for information at the RPC's request.

Land Use and Transportation Improvements

A review of the transportation network with JEDCO identified three items which need to be referenced in the Stage 0 Feasibility Study. These include mitigation for episodic congestion at Nine Mile Point Road at the UP-rail crossing. A grade separation was discussed to preclude impeding traffic flow. The second is the intersection of Seven Oaks Boulevard with LA 541/River Road and the UP rail serving Cargill and the Mississippi River front. This is a critical junction connecting the Marrero riverfront to the HP Long Bridge. The last is the need for improved access (with a new road) east of Nine Mile Point Road to Louisiana Street. This road would open the area to potential development by improving access.

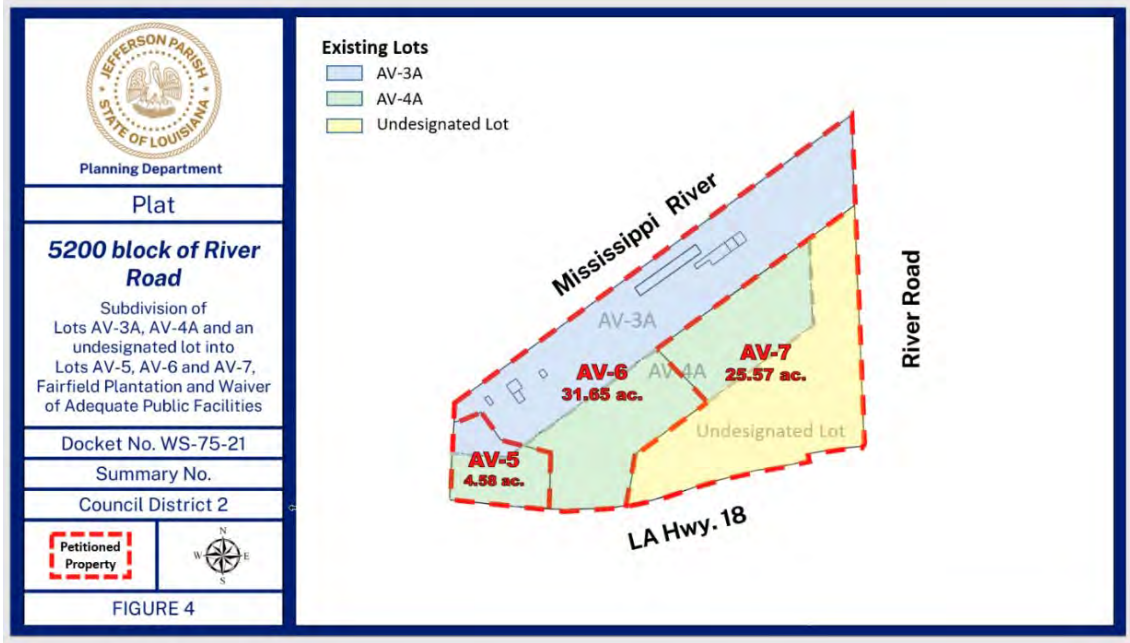
Additionally, JEDCO's ongoing work in the area has identified several development sites, including the over 300-acre site owned by the UP. RPC shared the outcome of the June 2021 coordination meeting with UP with JEDCO as well, as a point of information. It was noted by JEDCO they have been working with this area and have included it within their current Brownfield site review work.

ATG and RPC discussed the proposed resubdivision of the Marrero Land properties east of the Avondale Marine site. JEDCO will be reaching out to the planning department to discuss their current recommendation (as approved by

the Planning Advisory Board and as pending before the Parish Council for approval. There are questions about the subdivision of the 100-acre site by LA 541 and LA 18 into two parcels (FN1 and FN2). It was discussed that the larger site (100 acres total) may prove more marketable for certain industrial prospects than the two sites shown on the map (FN1 – +/-25 acres, FN2 – +/- 76 acres). A link to the copy of the staff report made available on the Parish's website has been emailed by ATG at the request of the RPC to JEDCO for their information.

Marrero Land Parcels Adjacent to Avondale Marine

RPC and ATG shared the information provided by Jefferson Parish on Marrero Land parcels adjacent to the Avondale Marine site with JEDCO. Jefferson Parish Planning provided information during the meeting which illustrated that property being used at the Avondale Marine facility is currently owned by Marrero Land (See Figures 1 and 4). This is new information to the study, as it was understood these areas were owned by Avondale Marine. The area is used for parking at the Avondale Center and UNO Maritime Center, as well as adjacent to the machine shops/warehousing buildings on the Avondale Marine Campus.



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RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	July 27, 2021
TIME:	10:00 am
LOCATION:	Teams Meeting
INVITED	
RPC	Karen Parsons
Jefferson Parish	Brooke Tolbert, Monica Kelley, Michelle Enright
ATG	Ed Elam, Lauren Osborne
ATTENDED	
RPC	Karen Parsons
Jefferson Parish	Brooke Tolbert, Monica Kelley, Michelle Enright
ATG	Ed Elam, Lauren Osborne
PURPOSE:	The purpose of this meeting was to gather information from the Parish on the subdivision of Marrero Land property in the study area.

Minutes

Our meeting started at 10 am CST. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC and Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics. A copy of the maps used to facilitate discussion with the group are attached for information and reference.

Introduction

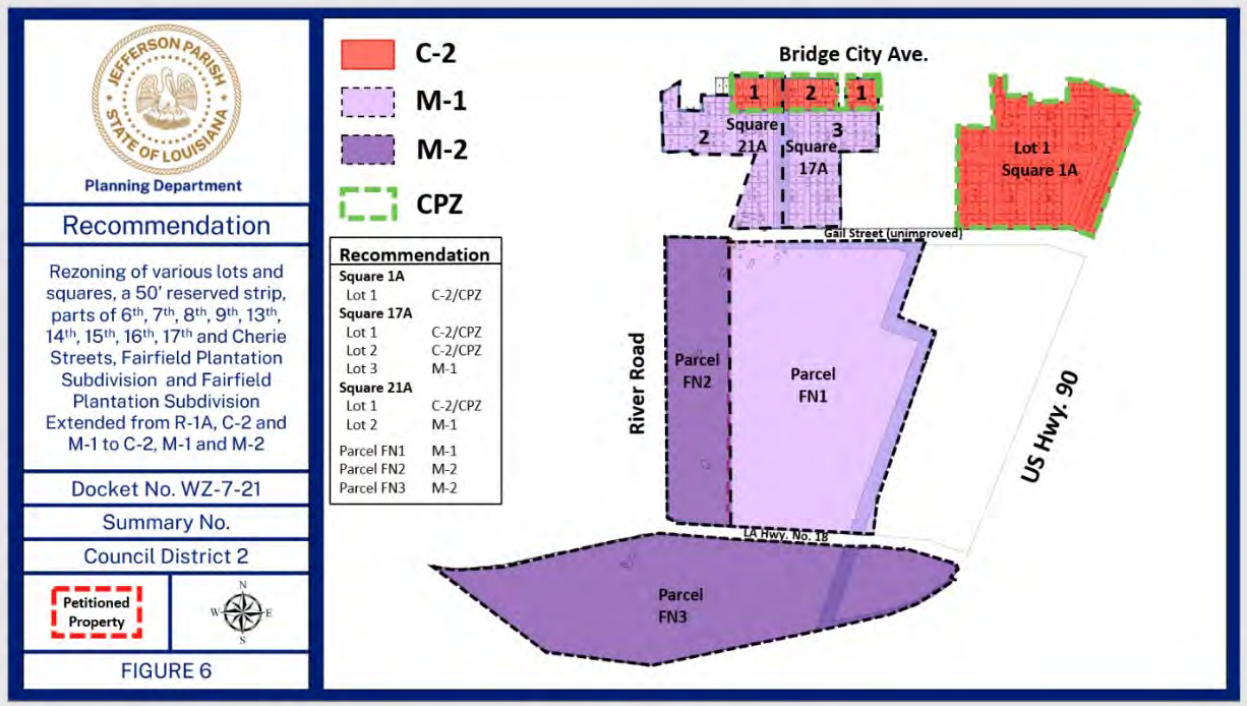
ATG/RPC provided an update on the current development of the rail corridor alternative connecting the NOPB rail corridor across LA 18 to Avondale Marine. This discussion included a discussion of the project development, review of feasibility, overview of coordination discussions with area railroads and the current response to the project from the UP and NOPB.

Discussion Subdivision Request in Bridge City/Avondale

Jefferson Parish reviewed their staff report for the recommended rezoning in the area the RPC's study. Current zoning is R-1A and M1 (light industrial). Jefferson Parish presented the plan for new parcel configurations in the area and discussed potential zoning (M2 is planned for parcel FN3 and FN2, M1 for parcel FN1, as shown in the screenshot on the next page).

It was noted the Parish is also undertaking a review of their industrial zoning parish wide as part of a separate study and recommendations for change will not be available for another year. The focus is to look at uses and define measures to establish compatibility between industrial areas and adjacent residential districts.

ATG noted that the project's steering committee had discussed potential redevelopment of land along US Highway 90 for commercial activities in in previous meetings, but that focused on land owned by the Parish and DOTD. The proposal from Marrero Land includes commercial at the corner of Bridge City Avenue and US 90 which is the most viable today for any potential commercial given location and visibility (the Figure 6 map shows it as C-2, General Commercial, with CPZ – Commercial Parkway Zone, which is commercial, allows a wide range of specific uses). The proposal for subdivision and zoning will be presented to the Jefferson Parish Council on August 25.



When presented to the community at the PAB meeting, community concerns were heard. These concerns are mostly about quality and seeing more development in the area that it doesn't impact them in a negative way but didn't specify concerns about increased truck traffic; more interested in use of land and not the traffic impacts.

ATG shared that Avondale Marine is creating engineering plans with Meyer Engineering to expand the truck scales off LA 541 to process up to 500 trucks. The location is on the riverside of Marrero land on terminal owned property. It is unknown what future uses will be housed at Avondale Marine so actual truck growth is unknown at this time.

Jefferson Parish is just beginning an industrial districts study, consultant (Camiros) will start meeting with stakeholders early next month and are doing research right now. This study will update all industrial districts to modernize uses and not allow chemical processing in the future. This study, led by Councilman Bonano's office, will promote clean industries and clean industrial development. The timeline includes a planning framework report later this year and then tentatively bringing it to public hearing in March or April 2022.

Jefferson Parish indicated said all industrial parcels across the Parish will be rezoned but unclear right now what the proposed districts will be, but all will be rezoned to new classifications; the Parish indicated that if any rezoning or development activity is already underway at the point of the study's release, it would probably just be vested under current zoning.

ATG asked if the current zoning allows for distribution/warehousing for FN1 or if the project would have to wait for the new zoning classifications. Jefferson Parish indicated they think these new classifications should still include those uses.

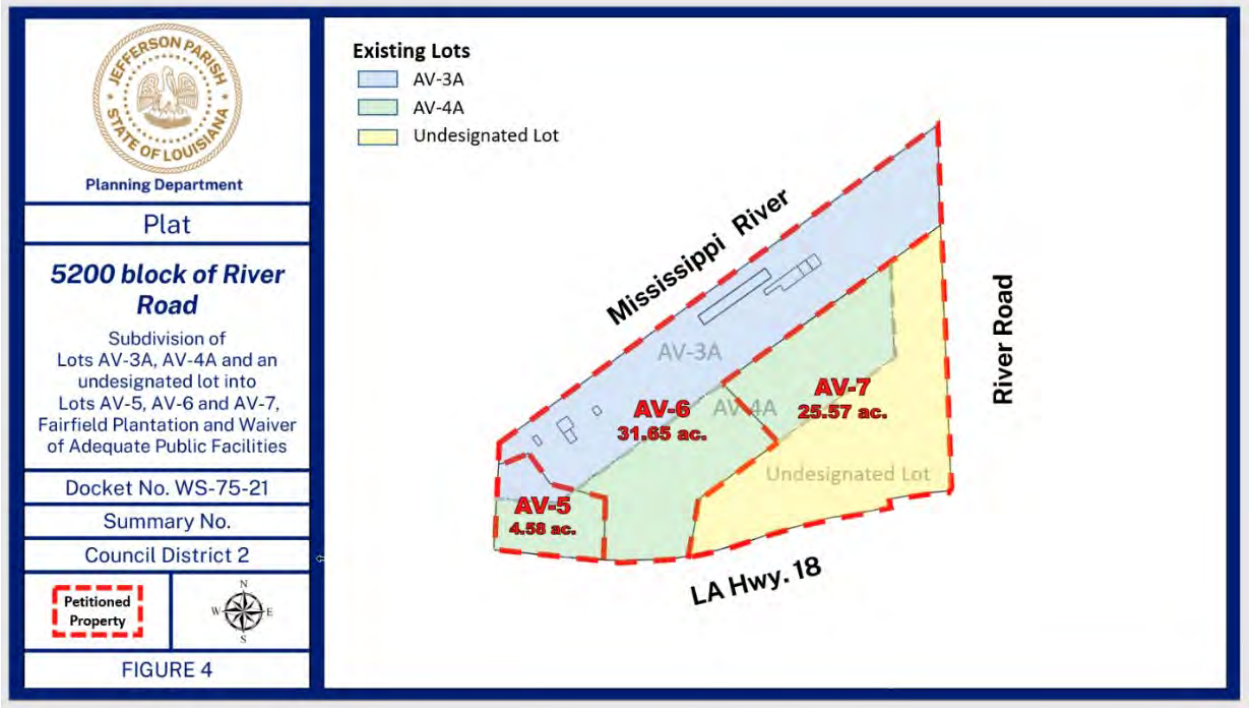
Marrero Land Parcels Adjacent to Avondale Marine

The Parish provided information during the meeting which illustrated that property being used at the Avondale Marine facility is currently owned by Marrero Land (See Figures 1 and 4). This is new information to the study, as it was understood these areas were part of the Avondale Marine campus. The area is used for parking at the Avondale Center and UNO Maritime Center, as well as adjacent to the machine shops/warehousing buildings on the Avondale Marine Campus.

Follow-ups

- Jefferson Parish to provide staff reports and PAB presentation materials to RPC and ATG for review.

- ATG to follow up with RPC to meet regarding land use/parcel identification. Information from morning meeting will be used when meeting with JEDCO.
- RPC wants to look at this a little more before deciding what two parcels to look at for the scenario planning
- ATG to include Staff Report in RPC report appendix with Parish's approval to include all that is in the public record.
- ATG to contact Planning Advisory Board to obtain copy of public meeting record for discussion and preliminary approval of the subdivision and rezoning.
- RPC's study ends September 30th



Minutes

Meeting Title: RPC Westbank Rail Subarea – BNSF coordination, via Teams call

From: JJAnderson

Date: 8/12/2021

Attendees:

Karen Parsons (Host) – RPC
Jory Dille – ATG
Jimmy Anderson – Wilson & Company
Megan Shea – BNSF
Dentin Chapman – BNSF
Eric Hamilton – BNSF
Jared Gamon – BNSF
Mike Martucci – BNSF
John Caufield – BNSF
Jon Helm - BNSF
??? – BNSF
??? - BNSF

Call initiated by: ☐ Wilson & Company ☒ Contact

Project Title: RPC Westbank Transportation Road and Rail Sub Area Plan
Project no.: 20-700-203
Subject: BNSF coordination and feedback
File:

Enter detail about subject discussed.

- Karen – Lead introductions, provided project overview and purpose of the call.
  - Jefferson Parish is evaluating industrial redevelopment and expansion opportunities on the West Bank of the Mississippi River in the Avondale, Bridge City and Nine Mile Point area near the Huey P Long Bridge.
  - Noted the teams interest in the BNSF feedback and rail operations in the area
  - Fact finding discussion for rail service by BNSF and insights into rail operations
- JJAnderson – Described conceptual track connection from the NOPB, near MP 8, to Avondale Marine
  - #15 turnout, downgrade, curving to the right and crossing LA 18 at-grade
  - Looked at grade separation at LA18, not feasible due to limited clearance
  - Restricted headroom for switching trains
- BNSF
  - Interchange with other Class I railroads
    - At BNSF Lafayette Yard
    - Currently no interchange at BNSF Avondale Yard, which is located between UP tracks
      - UP Avondale Yard to the North
      - UP tracks to the south
    - CSX and NS – 7 days per week
    - NOPB – 3 days per week
  - BNSF Avondale Yard, Avondale, LA
    - currently being used only for rail car set out
  - BNSF New Orleans Intermodal – Westwego, LA
    - BNSF owns the NO Intermodal facility, track and land in Westwego
      - The NO Intermodal facility is located on the UP Westbank Industrial Lead

        - UP granted trackage rights to access the intermodal facility
    - Currently dormant due to lack of rail business
    - The BNSF is looking for business opportunities in the area
    - They would re-activate and expand for the right opportunity
- BNSF rail operations
    - Primary concern to a new track connection from the NOPB directly to Avondale Marine, would be rail traffic congestion over the Huey P Long bridge
        - An additional local train would potentially cause additional congestion
    - 15-20 trains per day currently crossing the bridge; 20-25 seems like the maximum capacity
    - NOPB bridge maintenance is 10 hour track windows on Tues and Thurs which further reduces the rail capacity
    - Bridge is "no dwell" as directed by Homeland Security; however occasionally a train will stop on the bridge due to lack of rail capacity on the East side
    - UP dispatching has not reduced congestion from BNSF perspective
        - Dispatching across the bridge is on a first come-first serve basis; as trains approach to within 2 miles of the bridge and interlock
    - Max train length 10,000'
    - Most BNSF are through trains to and from the BNSF Lafayette Yard to NOLA
    - If an Eastbound train is waiting on dispatching, it will hold outside of Avondale at Raceland to avoid blocking roads
        - Or the train will be broken up and placed in the BNSF Avondale Yard to avoid blocking roads
- East side rail operations for BNSF to access the NS backbelt
    - Last UP controlled interlock and signal for dispatching is near Central Ave (formerly controlled by CN)
    - Rail bottlenecks on East side which creates congestion
    - Permission required from three RR's to move East; UP permission and dispatch to cross the HPL bridge; NS permission to cross their track and CSX permission to go through their yard.

Follow-up action required by: ☐ Wilson & Company ☐ Contact

Enter detail about follow-up required.

METAIRIE OFFICE
One Galleria Boulevard, Suite 1900
Metairie, LA 70001
Phone: 504-217.5836
LPELS Firm Registration No. 2678

RPC Transportation Road and Rail

PLDV-2021.0022

Meeting Information

DATE:	August 16, 2021
TIME:	2:00 pm
LOCATION:	Teams Meeting
INVITED	
RPC	Jeff Roesel, Karen Parsons
ATG	Ed Elam, Jory Dille
ATTENDED	
RPC	Jeff Roesel, Karen Parsons
ATG	Ed Elam
PURPOSE:	The purpose of this meeting was to review the potential sites for the scenario analysis review to be completed as a part of this project.

Minutes

Our meeting started at 2pm CST. The meeting started with brief introductions. The meeting was chaired by Karen Parsons for the RPC and Ed Elam for ATG. Notes from the meeting have been taken and assigned to each discussion area. Please note, this report does not convey sequence, as the discussion was open and covered numerous topics.

Scenario Sites

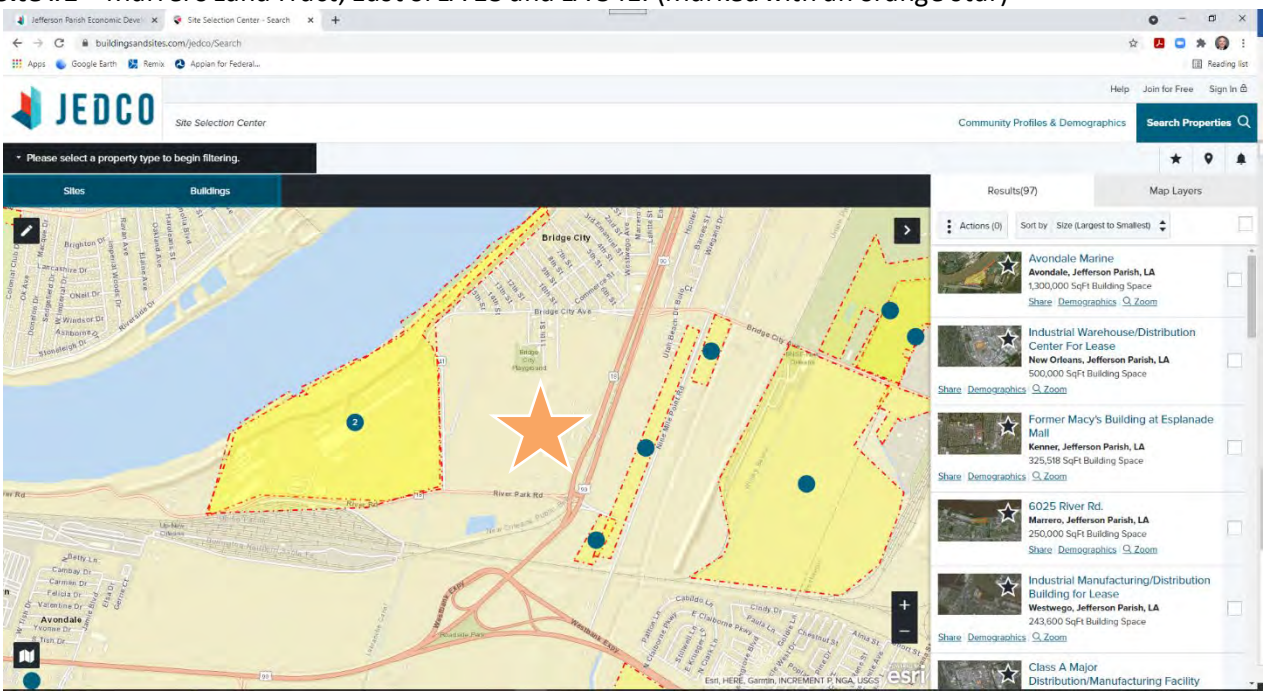
The discussion consisted of a review of vacant parcels across the study area to identify the two sites to be considered within the Task 4 Scenario Analysis review. The outcome of the scenario analysis will be to project traffic demands (vehicle and truck) based upon development of a maximum build out of the site within current zoning allowances for heavy industrial activity. A light industrial warehouse/office development typology will be used for the purposes of the analysis.

At the last meeting of the project management committee meeting (June 2, 2021), the sites identified were adjacent to the Avondale Marine campus. However, applications made by the property owner (Marrero Land) changed the zoning and configuration of one of these sites. It reduced the parcel's overall size to less than 100 acres, which is the threshold the Parish's Economic Development arm (JEDCO) identified in the June 2, 2021 meeting and subsequent meetings regarding the UP comments on the project (7/27/2021). One hundred acres was noted as a critical threshold for attracting certain types of industrial/warehousing/logistics development to the Parish.

RPC and ATG undertook a review of multiple sites using the JEDCO Site Intelligence Tool (https://buildingsandsites.com/jedco/) using the following general criteria and identified 2 sites for the scenario analysis (as shown on page 2) that best fit the criteria and have minimal wetlands on-site:

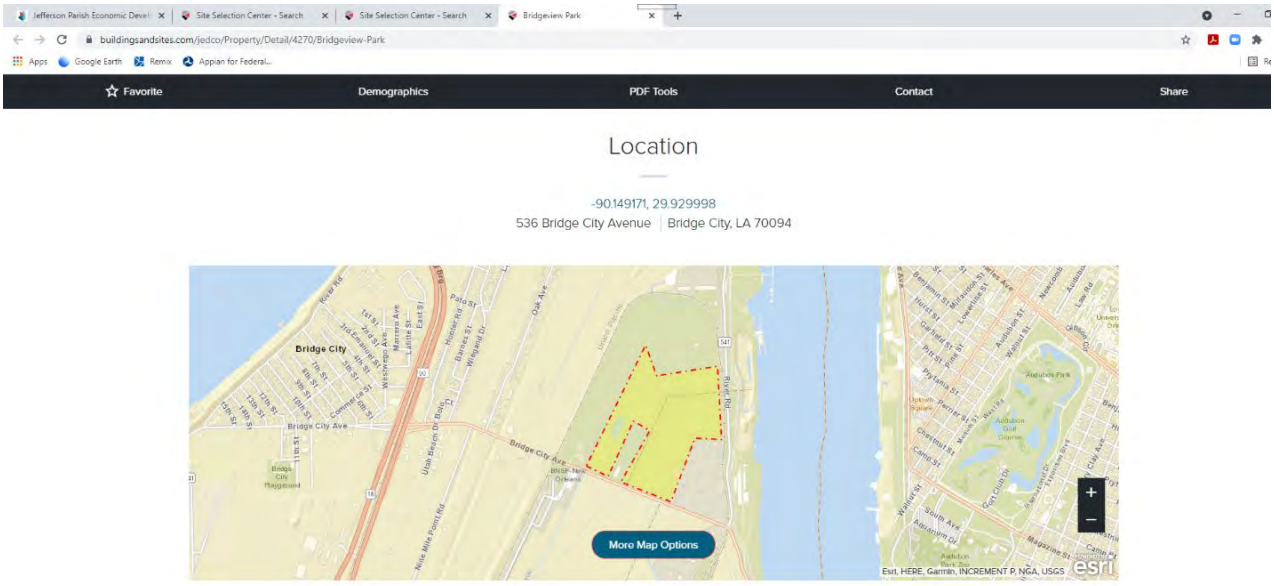
- **Site Size** - minimum of 75-100 acres of developable area;
- **Frontage/Access** – frontage along one or more of the major thoroughfares in the Parish's network (Principal arterial or Minor Arterial, state highway or major parish road);
- **Regional Access** – within a mile of the US 90/US 90B corridor to aid access and exposure to the Parish population and regional marketplace, as well as the I-10, and I-310 corridors;
- **Access to Rail** – site is close to existing rail network/rail lines.

Site #1 – Marrero Land Tract, East of LA 18 and LA 541. (Marked with an orange star)



Site size – 76 acres, to be subdivided from a larger tract of 100 acres.
Land Use and Zoning – Currently in agricultural use (pasture and fields). Current zoning is being changed to Light industrial with an application pending before Jefferson Parish (proposed to be final 8/26/2021).
Frontage/Access – the site has frontage on LA 18.
Regional Access – Site is within ½ mile of the US 90/US 90 B corridor.
Access to Rail – None – but within ½ mile of the UP and BNSF yards, as well as the Avondale Marine site which has rail connectivity across LA 18.

Site #2 – Bridgeview Park Site, north of Seven Oaks Boulevard. (Marked with a yellow polygon)



Site size – 115 acres (no wetland areas recorded based upon NWI maps supplied at the JEDCO website).
Land Use and Zoning – Currently in agricultural use (pasture and fields). Current zoning is Light industrial.
Frontage/Access – the site has frontage on Seven Oaks Boulevard/LA 18.
Regional Access – Site is within ½ mile of the US 90/US 90 B corridor.
Access to Rail – None – but within ¼ mile of the UP and BNSF yards, as well as within 1 mile of the Avondale Marine site which has rail connectivity across LA 18.

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Appendix C

Literature Review of Existing Plans

This appendix contains a literature review of the various plans identified in Table 8.

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Plan Review Summary
Jefferson Parish, LA

Plan	Relevant Project	Project Description	Page Number
State of Louisiana STIP	H.010017 US 90Z: WESTBANK EXPRESSWAY REHAB	Major Bridge Rehabilitation	2
	H.012553 LA 541: LA 18 (LOUISIANA) - LA 18 (4TH)	Mill and Overlay, Drainage and Related Work	5
LADOTD District 02	US 90/US 90 B Interchange	Traffic Signal at Eastbound Ramp intersection (to replace AWSC)	*(as reported at project steering committee meeting)*
Envision Jefferson 2040	Fuji Vegetable Oil facility (2700 US Hwy 90, Avondale LA 70094)	Constructing a complex for food-processing, storage, and distribution	21, Appendix A pg. 3 & pg. 19
	Fairfield	Planning for the development of the Fairfield area (approximately 9,000 acres)	21, Appendix A pg. 16 & pg. 24
	Avondale Shipyard site redevelopment	Redevelopment of former Avondale Shipyard site as a value-added global logistics hub	19, 20
	Mississippi River Levee bike trail connection	Avondale Shipyard site, connecting to existing bike trail	50
	Avondale library	New facilities in discussion include a new library in Avondale	Appendix A pg. 44
	Avondale Shipyards Area Sub-Area Plan	Sub-area plan underway	Appendix C pg. 6
	Bridge City tract development	Tract just to the east of Fairfield, bounded by Seven Oaks Blvd., 9 Mile Point Rd., and Sala Ave. is available for development	Appendix A pg. 24
Fairfield Strategic Plan	Fairfield development scenario	The preferred growth scenario calls for mixed uses and development patterns capitalizing upon the growth in the eastern portion of Fairfield along Nicolle Blvd. The mix of land uses recommended in this Strategic Plan are based on seven Future Land Use categories that each allow for a variety of land uses. While there remains uncertainty about the precise arrangement of land uses, the following elements reflect a shared vision for Fairfield's future: • A distinctive area within Jefferson Parish that embraces smart growth principles; • A vibrant economic engine that builds on existing recreational, business and educational amenities to attract tourists, businesses and residents; • High quality development that is more livable, resilient and sustainable through the integration of green infrastructure; • A collection of stable mixed-use neighborhoods that accommodate a diverse residential base; • Enhanced multi-modal mobility through better integration of residential, institutional, recreational, commercial, and other land uses; and • A safe and attractive gateway to the natural resources of Jefferson Parish that lie outside the hurricane protection levee.	i
Churchill Park Master Plan	Development of Churchill Technology and Business Park	Development of Churchill Park site so that it is done in a way that both utilizes the land in the most efficient way and also supports the goals and target industries of Jefferson EDGE 2020. Project goals include creating a story for Churchill Park, catalyzing development, sparking job creation, promoting organized and efficient development, showcasing opportunity and identity of the West Bank, and becoming the heart and soul of Fairfield. Site should have a mixture of flex space, education and institution uses, office uses, commercial uses, residential uses, and civic uses.	14, 15, 17
Jefferson EDGE 2025	SWOT Analysis	Strengths note that there are prime development sites in the West Bank study area, including Avondale, Fairfield/Churchill Park, Westwego. Opportunities note the capacity for growth at major industrial sites on the West Bank.	10
	Elmwood relocation	Focus on facilitating the relocation of existing industrial businesses located in Elmwood to move these industrial operations to the Avondale area and appropriate sites in the Fairfield area to catalyze industrial development on the West Bank, while freeing up valuable properties in Elmwood for urban redevelopment projects.	39
	Brownfields inventory	Work with the Westbank Port Development Task Force, Jefferson Parish, Louisiana Department of Environmental Quality (LDEQ), RPC, property representatives, and community partners to conduct a comprehensive review and inventory of existing brownfield sites in the Parish.	40
Plan	**Relevant Project**	**Project Description**	**Page Number**
Jefferson EDGE 2025 (continued)	Government facility relocation	Explore the feasibility of relocating government-controlled facilities (currently Louisiana Department of Transportation and Development - LADOTD - and Parish-owned properties) on Highway 90 at the foot of the Huey P. Long Bridge on the West Bank to create new opportunities for private sector development.	40
	Transportation investments	Make public investments along primary transportation corridors (such as 9 Mile Point Rd, River Rd, and Bridge City Ave) leading to/from Avondale Marine and other West Bank industrial sites to boost their visual appeal.	40

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Appendix D

Map Atlas

This appendix contains all study area maps developed by ATG as part of the Stage 0 Checklist review.

Disclaimer: The data herein, including but not limited to geographic data, tabular data, analytical data, electronic data structures or files, are provided "as is" without warranty of any kind, either expressed or implied, or statutory, including, but not limited to, the implied warranties or merchantability and fitness for a particular purpose. The entire risk as to the quality and performance of the data is assumed by the user. No guarantee of accuracy is granted, nor is any responsibility for reliance thereon assumed. In no event shall the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John the Baptist, St. Tammany, and Tangipahoa Parishes (RPC) be liable for direct, indirect, incidental, consequential, or special damages of any kind, including, but not limited to, loss of anticipated profits or benefits arising out of use of or reliance on the data. The RPC does not accept liability for any damages or misrepresentation caused by inaccuracies in the data or as a result of changes to the data caused by system transfers or other transformations or conversions, nor is there responsibility assumed to maintain the data in any manner or form. These data have been developed from the best available sources. Although efforts have been made to ensure that the data are accurate and reliable, errors and variable conditions originating from physical sources used to develop the data may be reflected in the data supplied. Users must be aware of these conditions and bear responsibility for the appropriate use of the information with respect to possible errors, scale, resolution, rectification, positional accuracy, development methodology, time period, environmental and climatic conditions and other circumstances specific to these data. The user is responsible for understanding the accuracy limitations of the data provided herein. The burden for determining fitness for use lies entirely with the user. The user should refer to the accompanying metadata notes for a description of the data and data development procedures. Although these data have been processed successfully on computers at the RPC, no guarantee, expressed or implied, is made by RPC regarding the use of these data on any other system, nor does the act of distribution constitute or imply any such warranty. Distribution of these data is intended for information purposes and should not be considered authoritative for navigational, engineering, legal and other site-specific uses. Data was prepared by Geographic Information System (GIS) professionals, not by licensed professional land surveyors or engineers.

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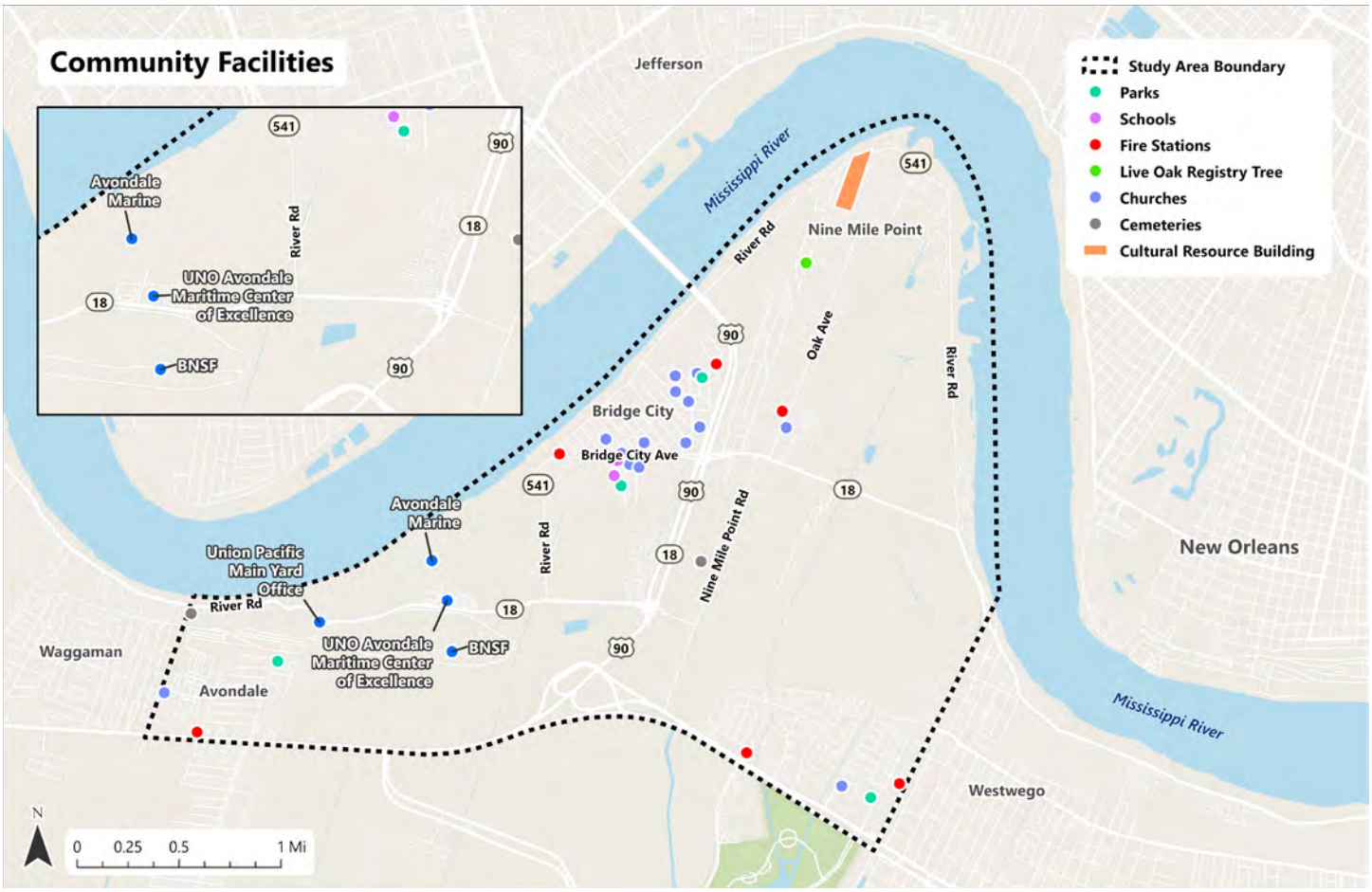
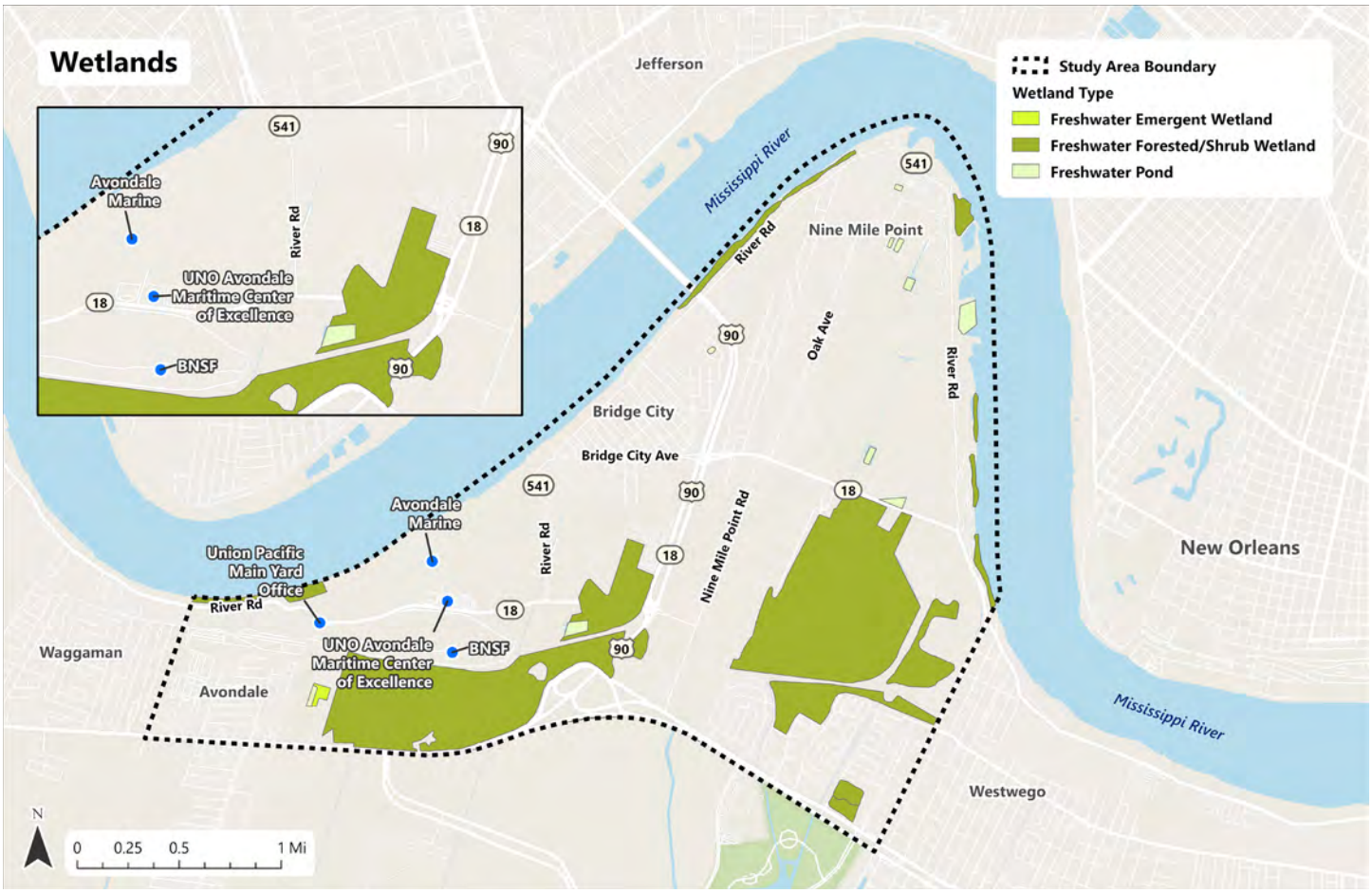
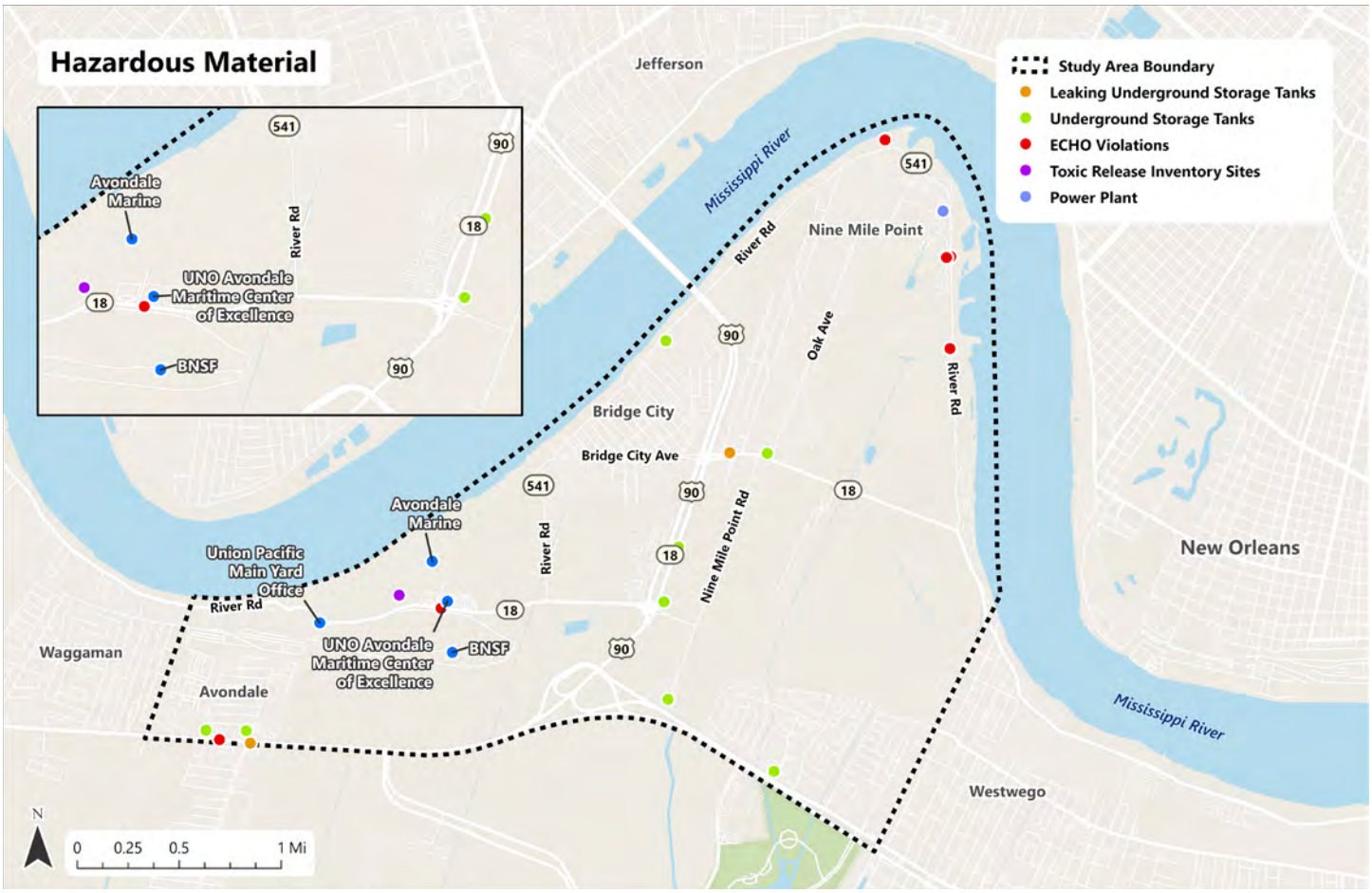
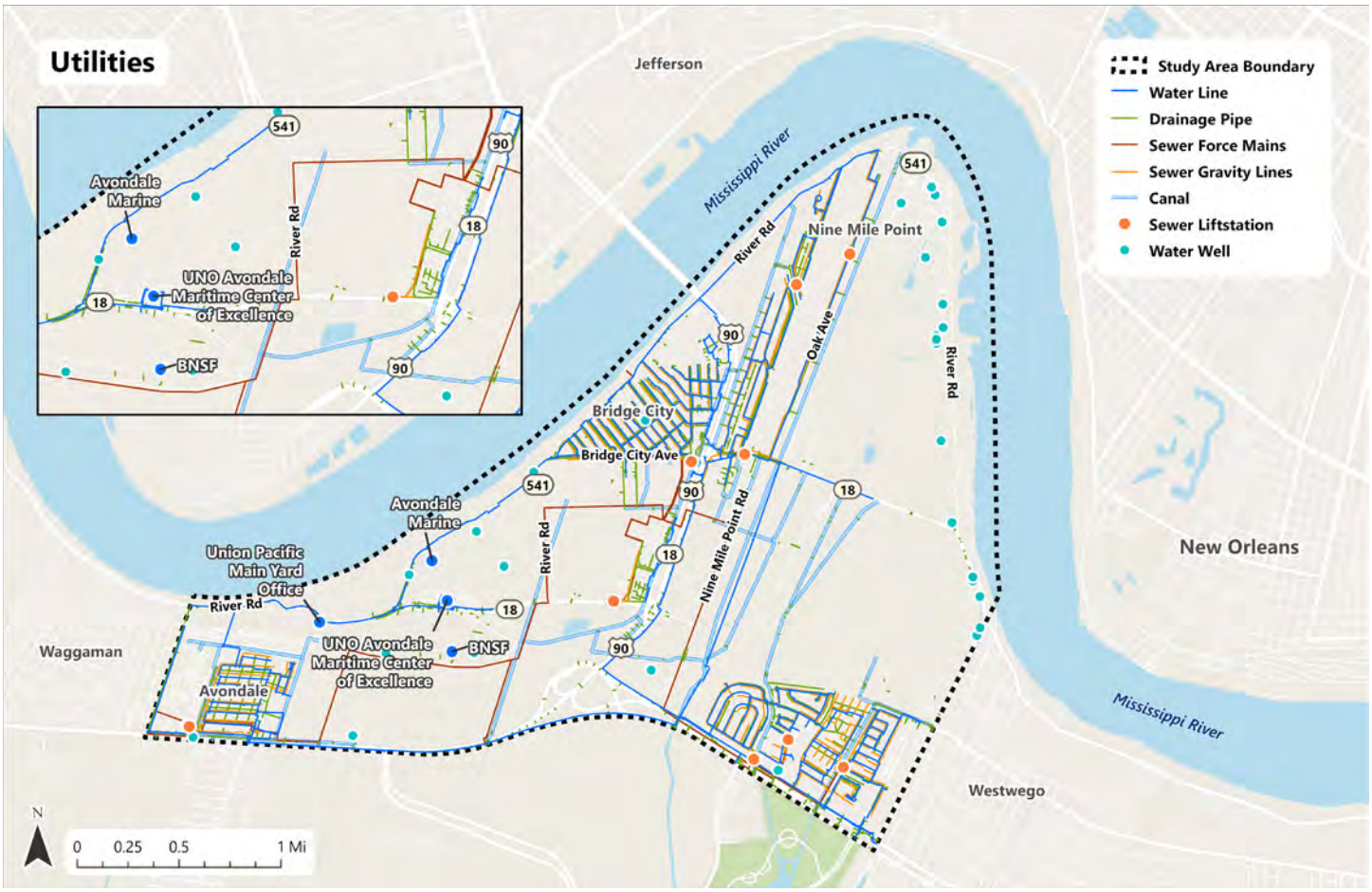
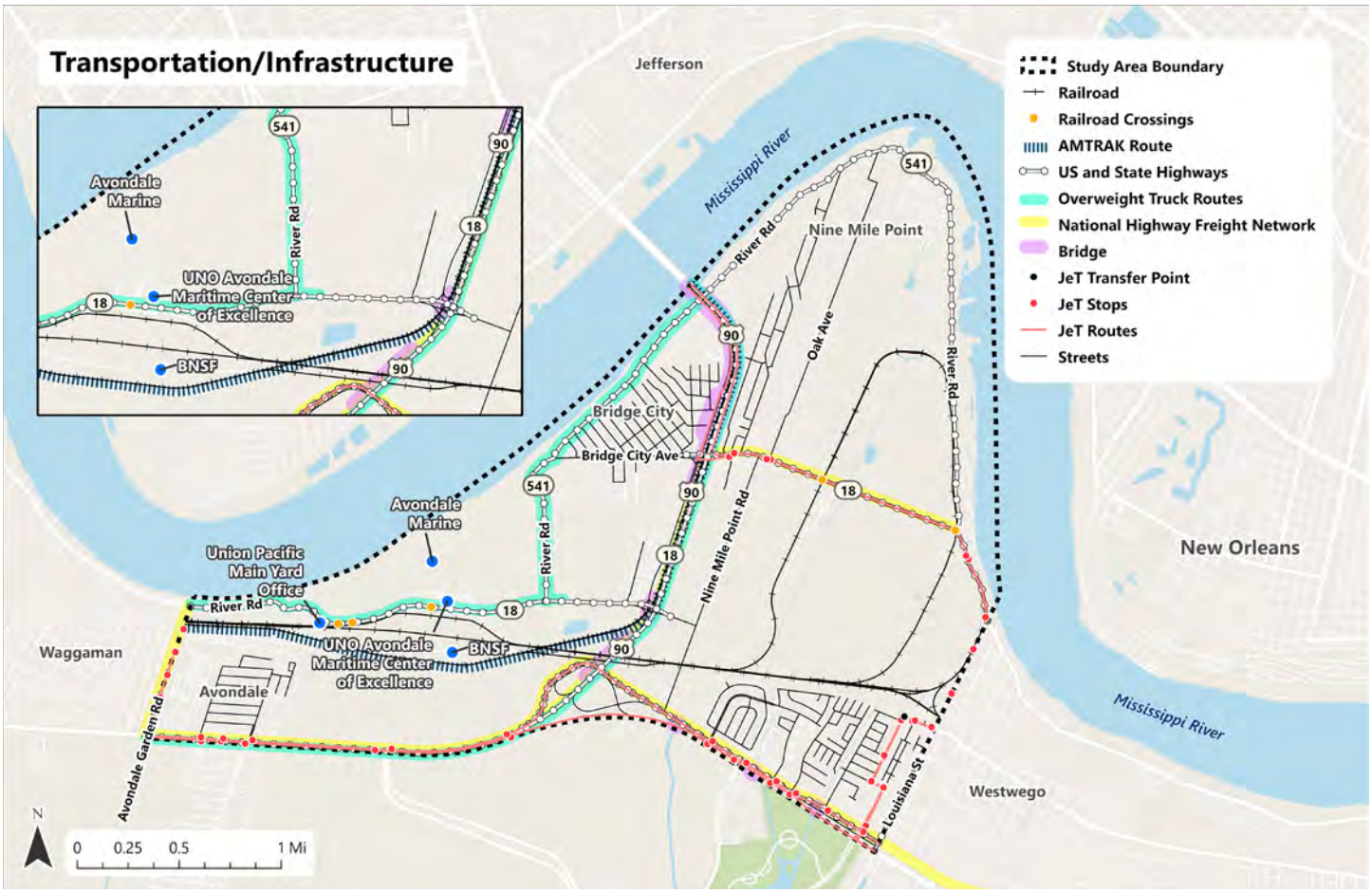

Community Facilities
Jefferson
Mississippi River
Nine Mile Point
River Rd
Oak Ave
Bridge City
Bridge City Ave
Avondale Marine
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
Nine Mile Point Rd
New Orleans
Waggaman
Avondale
Westwego
Study Area Boundary
Parks
Schools
Fire Stations
Live Oak Registry Tree
Churches
Cemeteries
Cultural Resource Building
N
0 0.25 0.5 1 Mi


Wetlands
Study Area Boundary
Wetland Type
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Jefferson
Mississippi River
Nine Mile Point
River Rd
Oak Ave
Bridge City
Bridge City Ave
Nine Mile Point Rd
New Orleans
Avondale Marine
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
Waggaman
Avondale
Westwego
541
90
18
N
0 0.25 0.5 1 Mi


Hazardous Material
Jefferson
Mississippi River
River Rd
Nine Mile Point
Oak Ave
Bridge City
Bridge City Ave
Nine Mile Point Rd
New Orleans
Waggaman
Avondale
Westwego
Avondale Marine
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
541
90
18
Study Area Boundary
Leaking Underground Storage Tanks
Underground Storage Tanks
ECHO Violations
Toxic Release Inventory Sites
Power Plant
N
0 0.25 0.5 1 Mi


Utilities
Jefferson
Study Area Boundary
Water Line
Drainage Pipe
Sewer Force Mains
Sewer Gravity Lines
Canal
Sewer Liftstation
Water Well
Mississippi River
River Rd
Nine Mile Point
Oak Ave
Bridge City
Bridge City Ave
Nine Mile Point Rd
Avondale Marine
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
Avondale
Waggaman
New Orleans
Westwego
541
90
18
N
0 0.25 0.5 1 Mi


Transportation/Infrastructure
Jefferson
Study Area Boundary
Railroad
Railroad Crossings
AMTRAK Route
US and State Highways
Overweight Truck Routes
National Highway Freight Network
Bridge
JeT Transfer Point
JeT Stops
JeT Routes
Streets
Mississippi River
River Rd
Nine Mile Point
Oak Ave
Bridge City
Bridge City Ave
Nine Mile Point Rd
Avondale Marine
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
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Louisiana St
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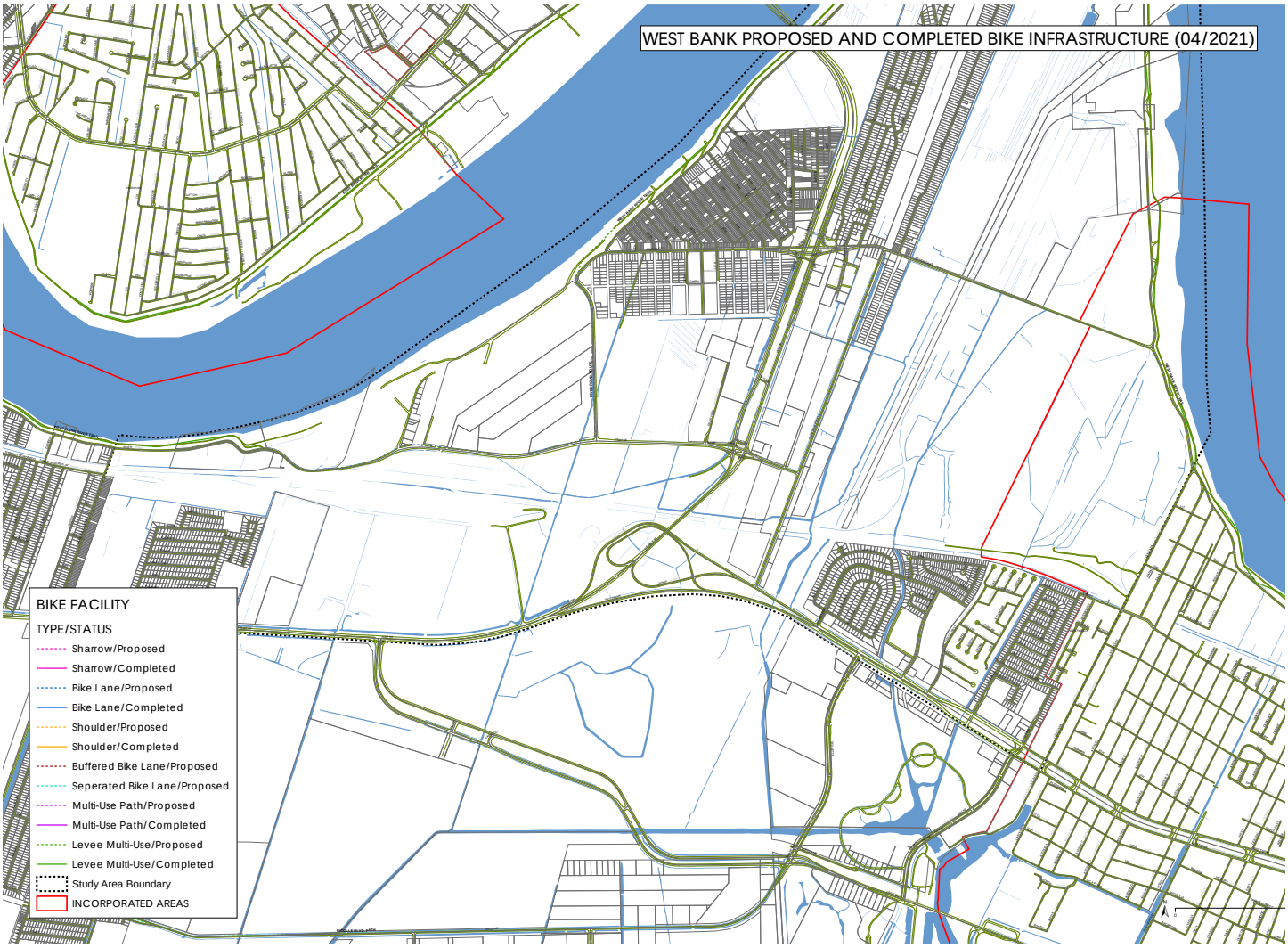
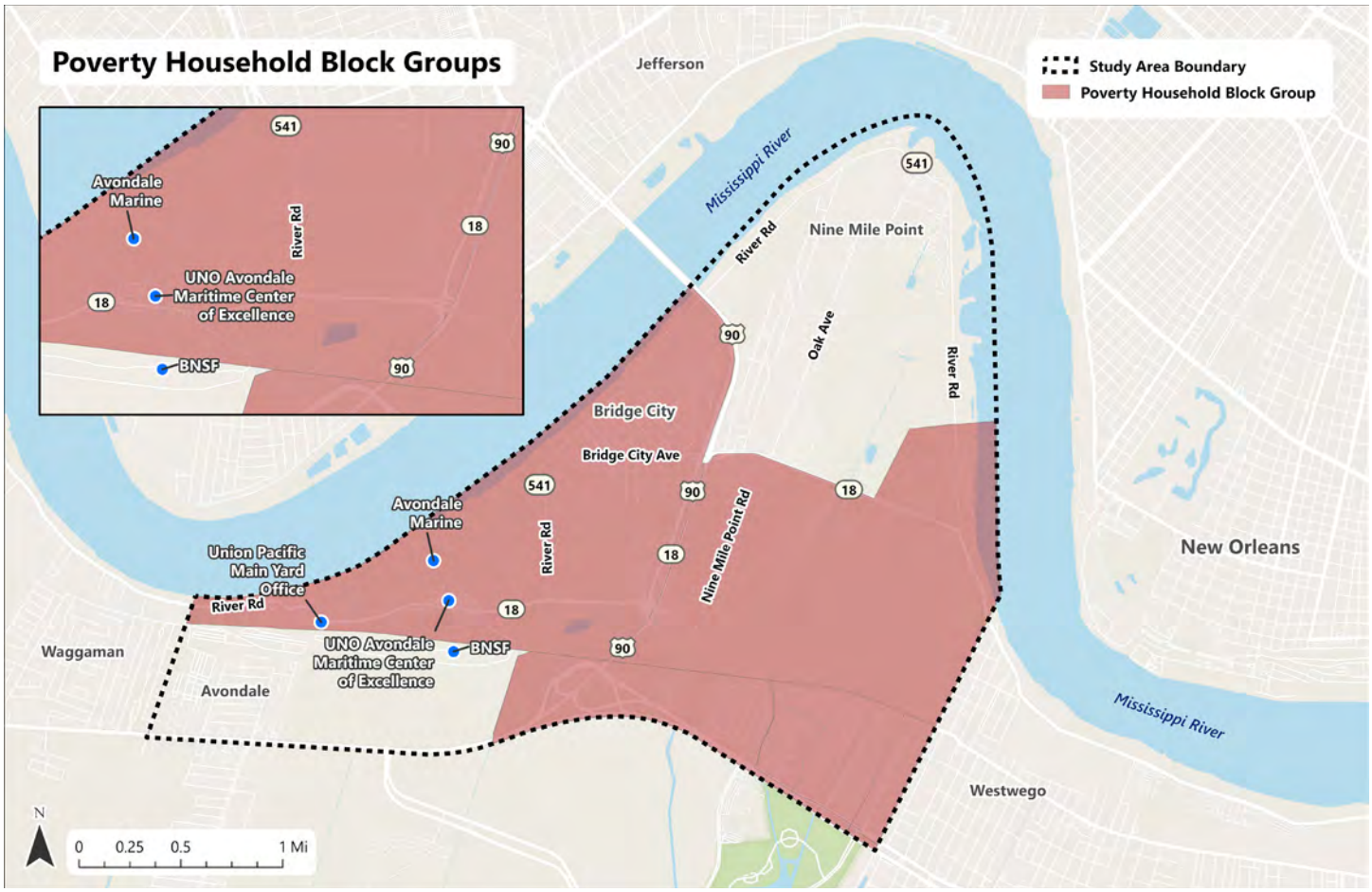
18
N
0 0.25 0.5 1 Mi


WEST BANK PROPOSED AND COMPLETED BIKE INFRASTRUCTURE (04/2021)
BIKE FACILITY
TYPE/STATUS
Sharrow/Proposed
Sharrow/Completed
Bike Lane/Proposed
Bike Lane/Completed
Shoulder/Proposed
Shoulder/Completed
Buffered Bike Lane/Proposed
Seperated Bike Lane/Proposed
Multi-Use Path/Proposed
Multi-Use Path/Completed
Levee Multi-Use/Proposed
Levee Multi-Use/Completed
Study Area Boundary
INCORPORATED AREAS


Roadway Functional Classification
Jefferson
Mississippi River
Nine Mile Point
River Rd
Oak Ave
Bridge City
Bridge City Ave
Avondale Marine
Union Pacific Main Yard Office
River Rd
UNO Avondale Maritime Center of Excellence
BNSF
Waggaman
Avondale
Nine Mile Point Rd
New Orleans
Mississippi River
Angela St
Drake Ave
Westwego
N
0 0.25 0.5 1 Mi
Study Area Boundary
Functional Classification
Principal Arterial
Minor Arterial
Major Collector
Minor Collector


Poverty Household Block Groups
Study Area Boundary
Poverty Household Block Group
Jefferson
Mississippi River
Nine Mile Point
River Rd
Oak Ave
Bridge City
Bridge City Ave
Nine Mile Point Rd
New Orleans
Avondale Marine
Union Pacific Main Yard Office
UNO Avondale Maritime Center of Excellence
BNSF
Waggaman
Avondale
Westwego
541
90
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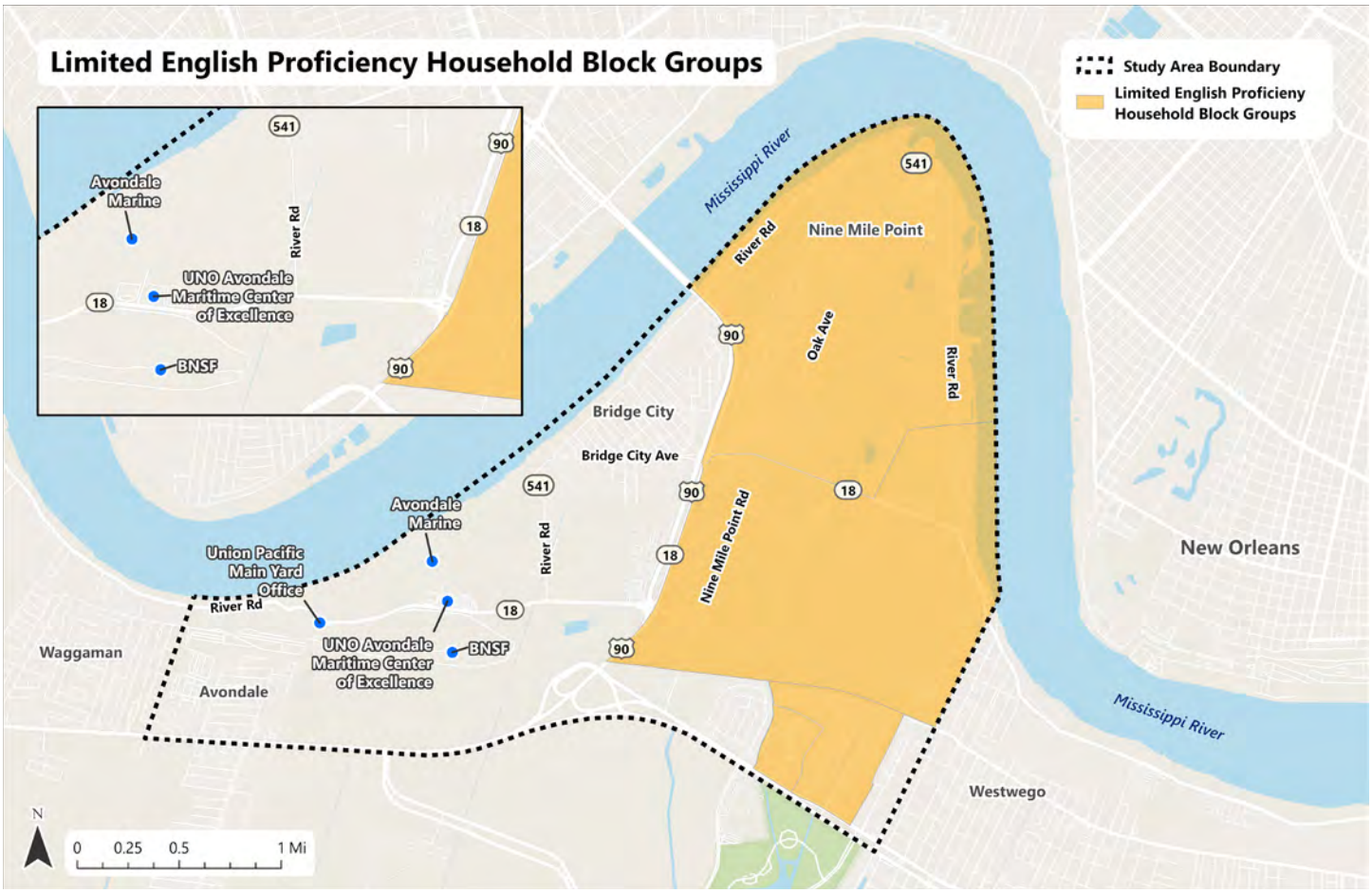
0 0.25 0.5 1 Mi


Limited English Proficiency Household Block Groups
Study Area Boundary
Limited English Proficieny Household Block Groups
Avondale Marine
UNO Avondale Maritime Center of Excellence
BNSF
River Rd
Mississippi River
Nine Mile Point
Oak Ave
Bridge City
Bridge City Ave
Nine Mile Point Rd
Union Pacific Main Yard Office
New Orleans
Waggaman
Avondale
Westwego
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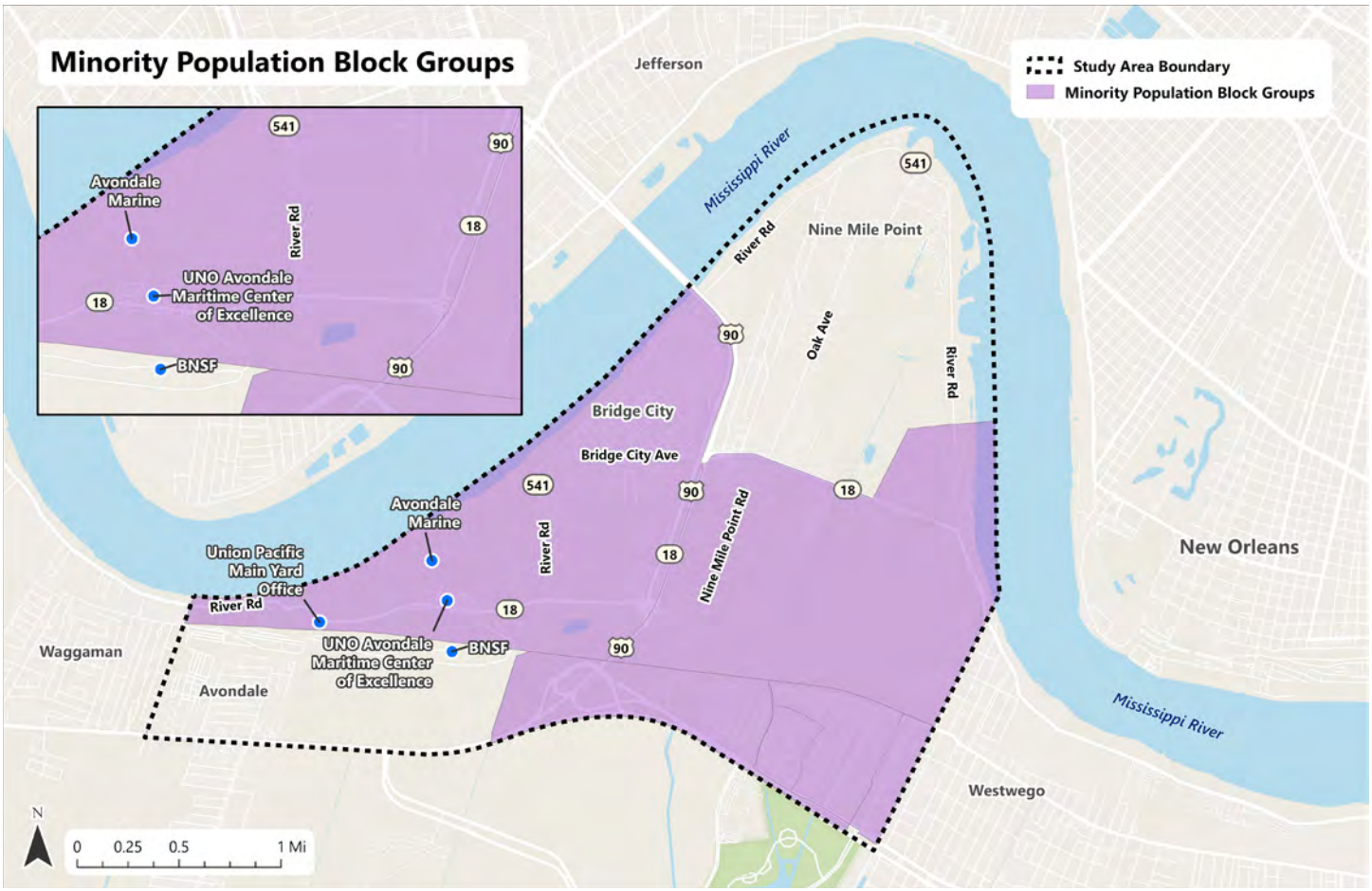
0 0.25 0.5 1 Mi



Note, maps for Poverty Households, Limited English Proficiency, Minority Population are drawn to the Census' Block Group Geography. The Block Groups include areas with no population present west of US 90 including the Avondale Marine and Union Pacific Railroad sites, as well as land developed for pasture/agricultural uses along LA 18 and LA 541. Land areas east of US 90 to Louisiana Street, south of Seven Oaks Boulevard are generally void of population, except for the Claiborne Gardens neighborhood in the southeast corner of the study area.

Appendix E

Rail Analysis

This appendix contains the final report developed on rail alternatives by Wilson & Company.

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Westbank Rail Subarea Analysis

Prepared for

Regional Planning Commission - Westbank Transportation Road & Rail Subarea Analysis
Jefferson Parish, Louisiana
H.972382.1 | RPC Contract No. A-3.21 JP

Revision Date 2021/11/29, Rev 2

Prepared by

Wilson & Company, Inc., Engineers & Architects
as a subconsultant to Alliance Transportation Group

13105 NW Freeway, Ste 825
Houston, TX 77040
713-934-707000

WCI project no. 20-700-203-00

Table of Contents

List of Abbreviations

Abbreviation	Term/Phrase/Name
Amtrak	Amtrak
BNSF	BNSF Railway
CN	Canadian National Railway
CSX	CSX Transportation
CTC	Centralized traffic control
FRA	Federal Railroad Authority
HOST	Avondale Marine
HPLB	Huey P Long Bridge
KCS	Kansas City Southern Railway
LADOTD	Louisiana Department of Transportation and Development
MP	Mile Post
NOGC	New Orleans Gulf Coast Railroad
NOLA	New Orleans, Louisiana
NOPB	New Orleans Public Belt Railroad
NS	Norfolk Southern Railway
UP	Union Pacific Railroad

Executive Summary

Wilson & Company, as a subconsultant to Alliance Transportation Group, was engaged to provide a Stage 0 Rail Subarea Analysis. The purpose of the Stage 0 Rail Subarea Analysis was to support the overall transportation analysis of the proposed and forecast industrial developments on the west bank of Jefferson Parish. The rail subarea study limits were directed by the Jefferson Parish Project Management Committee. Performance of the rail analysis included meeting with stakeholders, data collection from the FRA and site visits.

Rail data collection from the FRA database and virtual meetings with the NOPB, UP and BNSF provided insight into the current rail system and operations. Safe and efficient rail operations across the HPLB is the primary concern of the NOPB, UP and BNSF.

At the direction of the Jefferson Parish Project Management Committee, a conceptual rail alignment was developed to provide a direct connection from the NOPB across LA 18 to Avondale Marine. Discussions with the stakeholder concerning the conceptual new rail connection to the NOPB for direct rail access to Avondale Marine was noted to adversely impact rail operations and dispatching across the bridge. Track speed, rail operations, maintenance and overall rail system safety were the main objections.

The conceptual rail connection from the NOPB for direct rail access to Avondale Marine, as shown in the report, can be designed within typical track geometry guidelines and parameters. However, the impact to rail service across the rail gateway bridge could be detrimental to rail operations through the gateway, would require significant modifications to the CTC system, does not provide continuous rail access during maintenance on the track on the bridge and would require a new at-grade crossing of LA18 and is therefore not recommended.

1.0 Introduction

1.1 Background

The rail system on the Westbank is served by the NOPB from the Port of NOLA. The NOPB connects to all six Class I railroads (BNSF, CN, CSX, KCS, NS, and UP) in New Orleans and provides industrial switching. The Huey P. Long Bridge is the NOPB rail gateway to the West Bank as well as Amtrak for passenger rail service.

The NOPB interchanges on the Westbank with the UP and BNSF within their respective yards in Avondale. Both the UP and BNSF have cooperative agreements with Port NOLA, Jefferson Parish and NOPB to connect to the other Class I railroads. Several of the Class I railroads also have trackage rights to operate across the UP and BNSF.

1.1.1 Data Collection

Rail data information was collected from the publically avaialble sources. These sources included:

- FRA GIS database https://fragis.fra.dot.gov/gisfrasafety/
- Google Earth aerial imagery https://earth.google.com/
- New Orleans Public Belt https://www.railnola.com/
- Union Pacific Railroad https://www.up.com/
- BNSF Railroad https://www.bnsf.com/

Trackage Rights data

The tracks on the Westbank within the study area are owned by the NOPB, UP and BNSF. Trackage rights were based on information from the FRA GIS database. An exhibit was prepared indicating the track owner and associated trackage rights, Exhibit 2 Trackage Map.

At-grade crossing data

There are 19 highway/rail crossings indicated on the FRA GIS Safety map, see Exhibit 3 Crossing Inventory. Of those crossings, 7 are grade separated crossings under the Huey P. Long Bridge and 3 are listed as private crossings within a rail yard. The remaining 9 are public at-grade crossings.

At-grade crossings are generally considered detrimental to rail operations primarily due to the risk of vehicle/train accidents. The additional detriments to rail operations is by avoiding blocked crossings which cause vehicular traffic delays. Methods to reduce blocked crossings include constructing shorter rail sidings or breaking trains. In general, longer trains are more efficient for the railroads to operate as well as a more efficient utilization of the fixed and moving assets. A summary of the 9 at-grade crossing accident/incident data from the FRA data base is shown on Exhibit 3 Grade Crossing Inventory.

Existing Rail Operations

The NOPB owns and maintains the Huey P. Long Bridge and double track. Rail traffic across the Huey P. Long Bridge currently ranges from 15 to 18 trains per day. It is estimated that 20 trains per day is the maximum capacity. The UP schedules and dispatches trains remotely from Spring, TX. Alternating tracks are closed Tuesday and Thursday for 8 hours/day track windows for maintenance. Track windows are scheduled to minimize disruption to train movement. Universal cross-overs allow for trains to utilize either track if one is out of service for maintenance.

2.0 Concept Development

2.1 Concept

2.1.1 NOPB to Avondale Marine Track Connection

The Huey P. Long Bridge is 4.35 miles long double track, spanning the Mississippi River. The bridge was constructed to accommodate river vessels with a clearance of 153'. The maximum timetable track speed is 20 mph. The track grades on the approaches are -1.25%. The bridge ends within the study area at approximately NOPB MP 8.04. Beyond the end of the bridge the double track is 136lb welded rail, open ballast track on wooden ties. The track is straight at a constant -1.25% grade for several hundred feet. Two sets of No. 15 powered cross-overs (universal cross-over) are located just beyond the end of the bridge the distance between the cross-overs is approximately 240' from long tie to long tie.

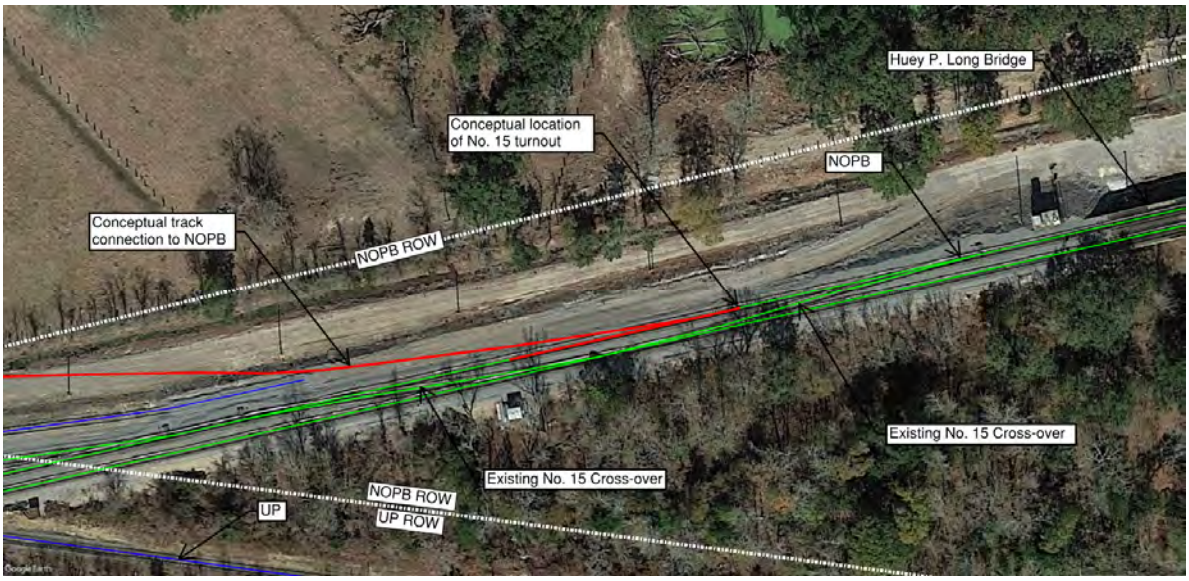


Figure 2. 1 Universal cross-overs, near NOPB MP 8

The conceptual direct track connection from the NOPB to Avondale Marine was developed using a No. 15 RH turnout which is approximately 180' from point of switch to long tie. This turnout could be installed near NOPB MP 8.08 and fit between the existing cross-overs, matching the -1.25% grade. The track would curve to the right using 6 degree horizontal curves, with 0.75" of elevation on the outside rail, as it makes its way approximately 2,400' across LA 18. See Exhibit 4 Conceptual Rail Connection to NOPB.

Two conceptual vertical track profiles were developed. The first concept was a grade separation over LA 18. This alignment went from the existing -1.25% grade to a +1.5% grade to get over LA 18 in an attempt to obtain vertical clearance over the roadway surface. There were several issues with the conceptual grade separated vertical profile:

- Clearance over roadway from bottom of bridge: Does not meet criteria
  - Required clearance 16'-6"
  - Estimated available clearance 14'
- Vertical grades and curves: Not practical for rail operations
  - -1.25% grade off of HPLB, 300' sag curve, +1.5% over LA 18 with 250' crest curve and -1.5% grade down to Avondale Marine; trains will be in both tension and compression at the same time and the track would still be elevated as it crossed into Avondale Marine.
  - It is desirable to have trains fully in tension or fully in compression for safe operations due to the forces on the couplers and locomotive braking, acceleration, and traction.
- Distance of elevated track within Avondale Marine: Excessive distance within Avondale Marine
  - The track would be elevated above existing ground for approximately 1,500' within the Avondale Marine Terminal.

This conceptual profile does not meet the criteria for typical track geometry. The finding was that a grade separation was not feasible due to insufficient distance between the NOPB and LA 18, nor enough distance beyond LA 18 for a grade separation; see Exhibit 5.

The second vertical concept was to consider an at-grade crossing of LA 18. The track profile would again come off on the NOPB at -1.25% and transition into a nearly flat track to LA 18, crossing at-grade. The track distance between the NOPB and the LA 18 ROW (right of way) is approximately 2,280 TF (track feet). The track profile is elevated at the NOPB approximately 12', using a -1.25% grade it will utilize 600 TF to become flat. Assuming 250' of set back on each end to park rail cars and allow room for braking and acceleration, the resulting clear distance is 1,180 TF which will hold 1 - 75' locomotive and 18 – 60' rail cars in the clear. Although the conceptual vertical profile for an at-grade crossing of LA18 does meet criteria for typical track geometry it will be limiting for rail operations due to the restricted space for longer trains and rail operations.

2.1.2 New Track Connection Considerations

A new track connection from the NOPB to Avondale Marine appears to be technically feasible. Both the horizontal and vertical geometry could be designed and constructed within acceptable parameters assuming a new at-grade crossing of LA 18. There are non-technical issues to consider including operations and safety.

- Limited Access: Rail Operation risk - The orientation of the universal cross-overs does not allow trains to use both double tracks, only the West NOPB track could be utilized for direct receipt and departure of trains. This could be an issue during periods of maintenance or when both tracks are being utilized by other trains.
- Train speeds: Rail Operations and Safety risk - It should be noted that a 1.25% grade is considered relatively steep for most railroads in non-mountainous terrain. Trains coming down grade will be in compression and need to control their speed and have sufficient braking capacity as they operate through the turnout and horizontal curve. As loaded trains depart going up grade at 1.25% they could have difficulty getting up to speed or require more horsepower as they enter the NOPB. In both cases rail traffic on the Huey P. Long Bridge could be impacted.
- Short trains: Rail Operations risk - The track geometry beyond LA 18 into Avondale Marine was not developed. However, it appears that if a long switching lead is constructed within Avondale Marine with head room to avoid switching across LA 18 while still providing access to the conceptual connection, both receiving and departing train lengths could be limited. The maximum length of train that could be held between the NOPB and LA 18 is approximately 1,180' with no room for switching. High utilization of the HPLB is critical to maintaining the gateway capacity. Short trains would need to be scheduled and dispatched across the HPLB and occupy space and time that could be utilized more efficiently by longer trains; resulting in less capacity across the HPLB.
- At-grade crossing: Safety risk - New at-grade crossings are a risk for train/vehicle conflicts and are typically avoided if possible. In most cases the serving railroad will require 3 or 4 existing at-grade crossings to be closed in order to install a new at-grade crossing.
- CTC modifications: Rail Operation risk - Installation of the No. 15 powered turnout would require adjustments to the existing CTC system. The CTC modification could have impacts to rail operation beyond the local signals; requiring an analysis of the system from the East bank through to the West bank. New investments in the CTC would likely cost several million dollars and involve coordination and agreement between several of the of the Class I railroads.

Alternative rail access: Avondale Marine is currently rail serviced by the UP through two existing at-grade crossings of LA 18; crossings 797884L and 797885T. The UP currently delivers rail cars from other Class I railroads through existing agreements. An additional at-grade track connection across LA 18 from the NOPB to Avondale Marine will be costly, increases the potential for vehicle/train conflict and is anticipated to have negative impacts to the rail operations across the HPLB if the existing service is adequate.

3.0 Concept Cost

3.1 Engineers Opinion of Estimated Cost of Construction

3.1.1 Class 5 Cost Estimate

The NOPB to Avondale Marine concept was developed using Google Earth aerial imagery and terrain data. The accuracy of the horizontal and vertical alignments is conceptual in nature. The major construction items and quantities are provided for information only. LADOTD unit bid prices were reviewed and used where applicable. The grade separated concept was not considered feasible, therefore no opinion of estimated cost was developed.

The construction cost for the NOPB to Avondale Marine track connection with an at-grade crossing at LA 18 is estimated to range from $5MM to $8MM, not including ROW acquisition or CTC modifications. The track typical section with access road is provided as Exhibit 6.

Westbank Transporation
Grading, Drainage & Track
NOPB to Avondale Marine Lead Track, Track Station 0+00 - 24+00

Engineers Opinion of Probable Construction Costs (Class 5)

7/22/2021

		Base Cost			
Line	Description	Quantity	Unit	Unit Cost	Total
Site Civil					**$2,485,300**
	Mobilization				
	Mobilization 10%	1	LS	$ 212,300	$ 212,300
	Site Development Work				
1	Clearing and Grubbing 2300' x 100' ROW	5.3	AC	$ 25,000	$ 132,500
2	Excavation	16,600	CY	$ 30	$ 498,000
3	Embankment	18,000	CY	$ 45	$ 810,000
4	Salvaging and Placing Topsoil	17,000	SY	$ 5	$ 85,000
5	Traffic Control Crossing @ LA 18	1	LS	$ 100,000	$ 100,000
6	Hydro mulch seeding	15,000	SY	$ 1	$ 15,000
7	Temporary Silt Fence	5,000	LF	$ 3	$ 15,000
8	Construction Exit	1	EA	$ 2,500	$ 2,500
9	Subballast (Aggregate Base)(12")	9,000	SY	$ 35	$ 315,000
10	Culverts and Drainage	1	LS	$ 150,000	$ 150,000
11	Utility adjustments	1	LS	$ 100,000	$ 100,000
12	Final Cleanup & Demobilization	1	LS	$ 50,000	$ 50,000
Rail					**$ 2,117,200**
13	Track, 136 LB Rail , Timber Ties, OTM, Ballast & Surfacing	2,400	TF	$ 150	$ 360,000
14	Turnout (#15 - 136 LB AREMA Standard Manual Timber tie, powered)	1	EA	$ 500,000	$ 500,000
15	Track Removal (Remove Track @ Turnout Location)	180	TF	$ 40	$ 7,200
16	At-Grade Crossing (LA 18)	1	LS	$ 250,000	$ 250,000
17	NOPB rail signalization modifications	1	LS	$ 1,000,000	$ 1,000,000
Summary of Direct Construction Costs					
Direct Construction Costs					**$4,602,500**
	Site Civil				$2,485,300
	Rail Civil				$2,117,200
Summary of Engineering and CRS Costs					
	Project Management, Surveying, Engineering	6	% of Direct Costs		$276,150
	Permitting	2	% of Direct Costs		$92,050
	Material Testing	1	% of Direct Costs		$46,025
	Construction Related Services	5	% of Direct Costs		$230,125
	Contractor Performance Bond	3	% of Direct Costs		$138,075
Engineering Costs					**$782,425**
Total Engineering and CRS					
Estimated Budgetary Totals					
	Direct Construction Costs				$4,602,500
	Engineering / Permitting / Material Testing / Construction Related Services				$782,425
Estimated Budgetary Totals					**$5,384,925**

Note: Estimate does not include cost of ROW acquisition

	Primary Characteristics	Secondary Characteristics		
ESTIMATE CLASS	MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES	END USAGE	METHODOLOGY	EXPECTED ACCURACY RANGE
Class 5	0% to 2%	Concept screening	Capacity factored, parametric models, judgment, or analogy	L: -20% to -50% H: +30% to +100%

Figure 3. 1 Engineers Opinion of Probable Construction Cost

4.0 Conclusion

4.1 Findings

A new track connection from the NOPB to Avondale Marine, while technically possible, has many challenges. The rail gateway from the Port of NOLA to the Westbank is a primary East-West rail shipping route along with passenger rail service. The capacity of the bridge is operating near capacity. According to the NOPB an average of 110 trains weekly pass across the bridge. Any disruption to service would have potential adverse chain reaction to all of the rail shippers and railroads serving the Westbank. A new at-grade crossing is not desirable and would require closures of existing crossings. There are three (3) existing at-grade crossings within less than 1 mile from the concept at-grade crossing location. Delays to vehicles on LA 18 would be anticipated as trains block the road. The modifications to the CTC is unknown at this time but impacts to rail operations and signal adjustments are considered to be significant. Based on the information gathered and the potential impacts to the existing rail system we do not recommend the new direct rail connection from the NOPB to Avondale Marine at this time.

EXHIBITS

EXHIBIT 1 – Study Area

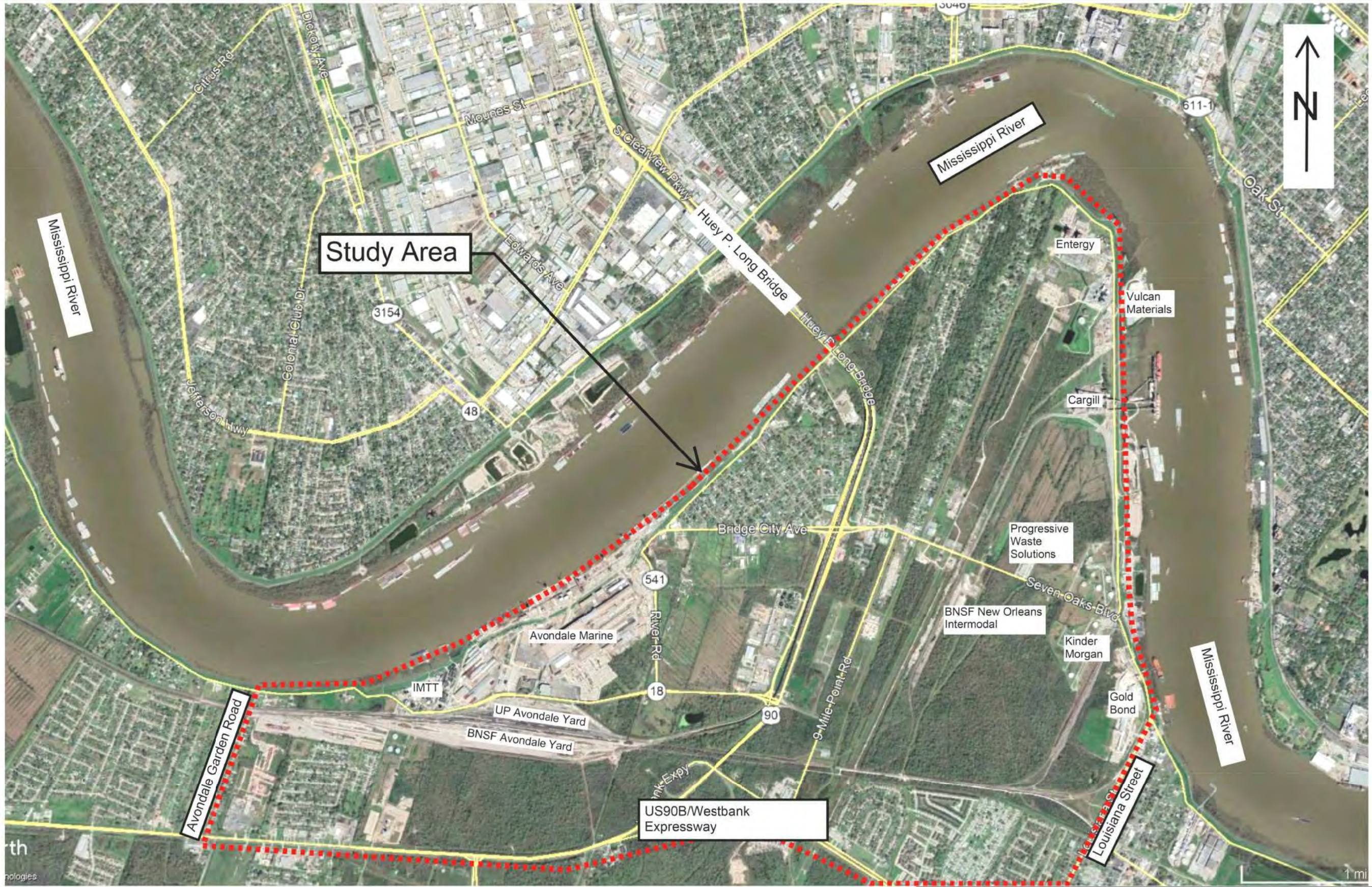
EXHIBIT 2 – Trackage Map

EXHIBIT 3 – Crossing Inventory

EXHIBIT 4 – Conceptual Rail Connection

EXHIBIT 5 – Conceptual Profiles

EXHIBIT 6 – Track Typical Section



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- PRELIMINARY -
NOT FOR CONSTRUCTION

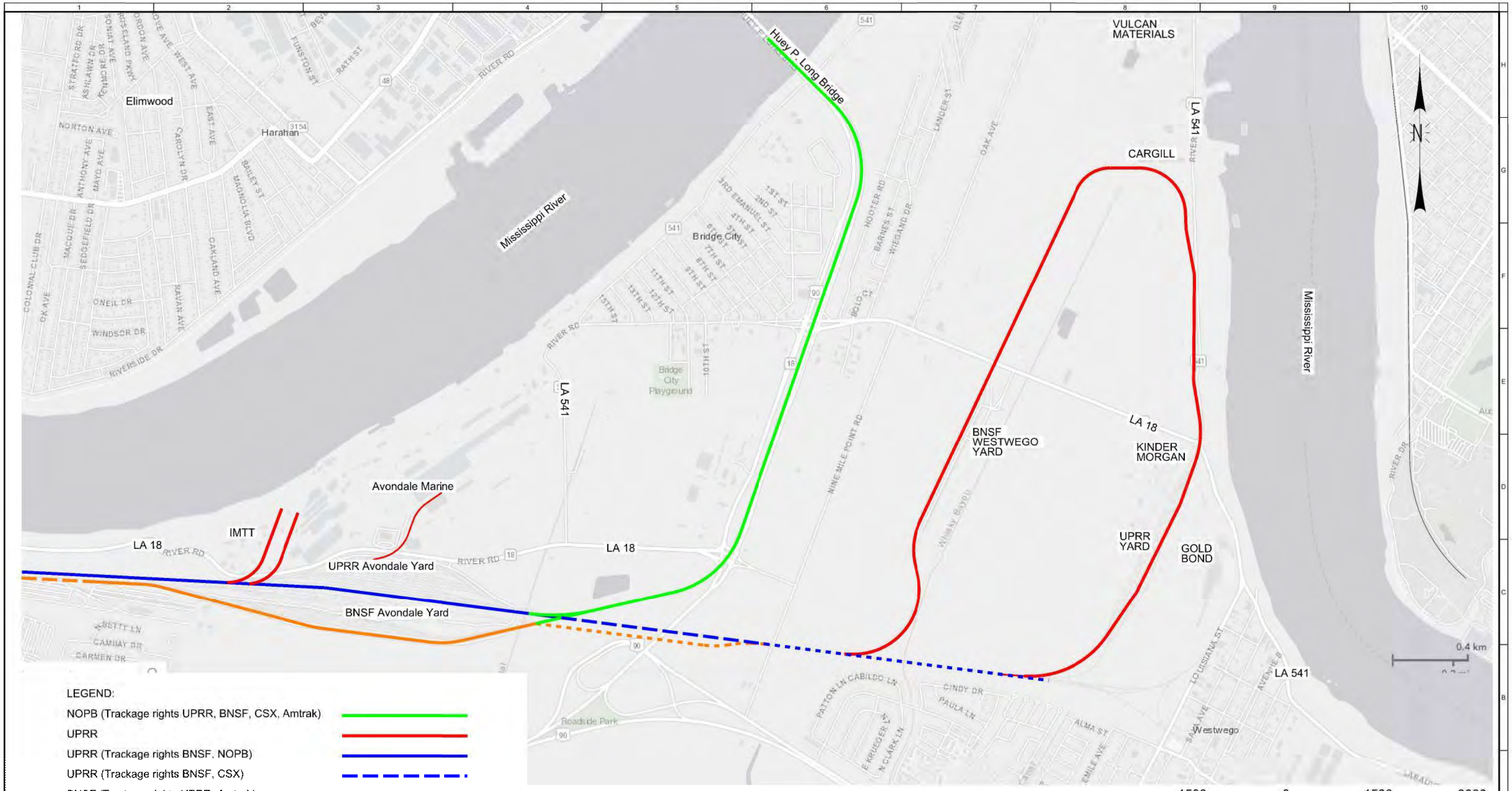
RPC REGIONAL PLANNING COMMISSION FOR LOUISIANA

ATG ALLIANCE TRANSPORTATION GROUP

WILSON & COMPANY

WESTBANK TRANSPORTATION
ROAD AND RAIL
WESTBANK STUDY AREA

DATE: 07-22-2021
SCALE:
DWG NO: EXHIBIT 1
REV:



LEGEND:

- NOPB (Trackage rights UPRR, BNSF, CSX, Amtrak)
- UPRR
- UPRR (Trackage rights BNSF, NOPB)
- UPRR (Trackage rights BNSF, CSX)
- BNSF (Trackage rights UPRR, Amtrak)
- BNSF (Trackage rights UPRR, CSX, NOPB, Amtrak)
- BNSF (Trackage rights UPRR, CSX)
- UPRR (Trackage rights CSX)

(Track data obtained from FRA as of June 2021; http://fragis.fra.dot.gov/GISFRASafety)

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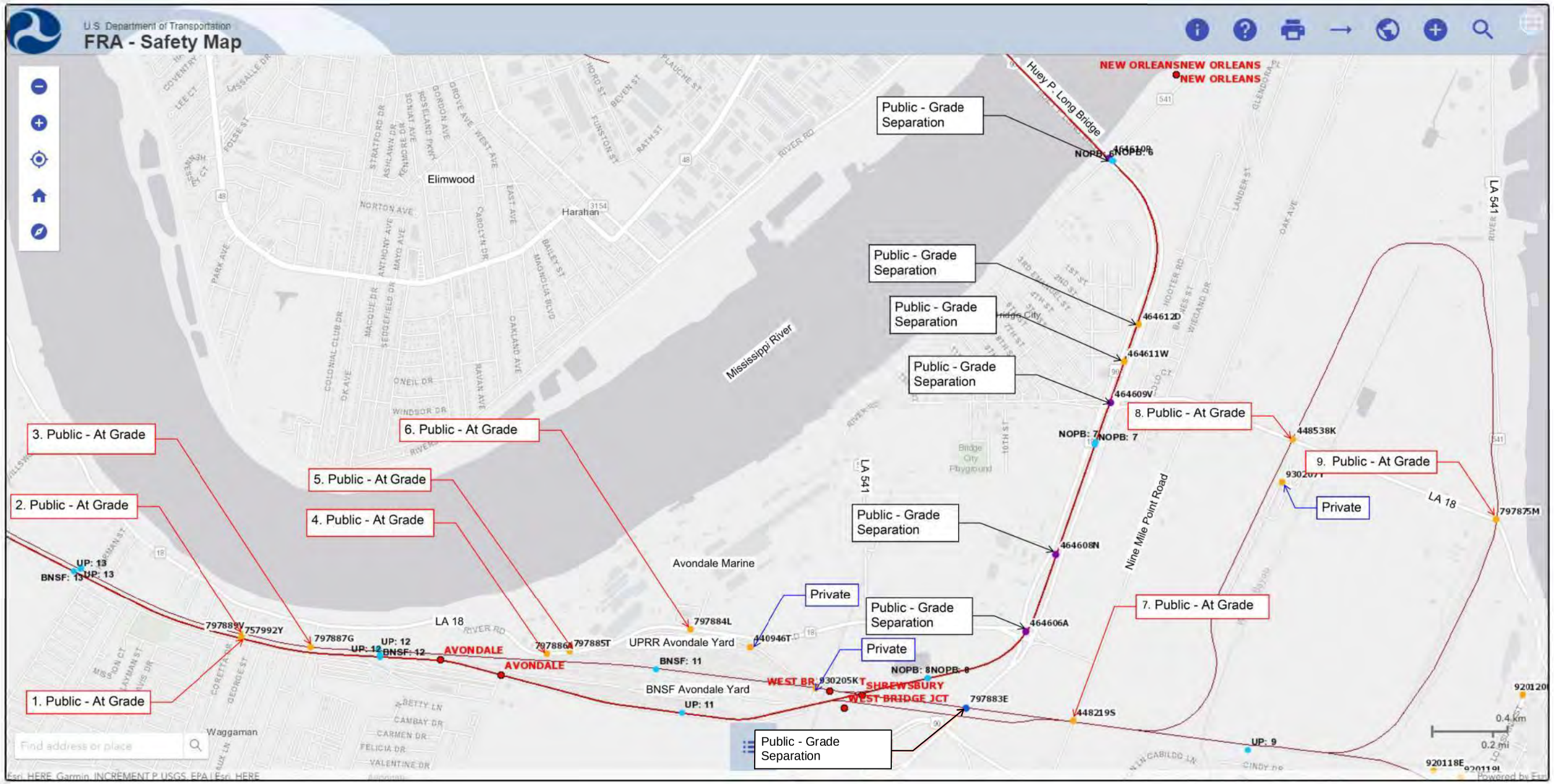
WESTBANK TRANSPORTATION ROAD AND RAIL
WESTBANK TRACKAGE EXHIBIT

DATE: 07-15-2021
SCALE:
DWG NO: EXHIBIT 2
REV:



Summary of FRA database Highway-Rail Grade Crossing Inventory and Accident/Incident Report data, as of July 2021

Ref no.	Crossing ID	Railroad	MP	Road	Accident Reports	Reports w/Injuries	Reports w/Deaths	Max Timetable Speed (MPH)	Daily Train Crossings	Years
1	797889V	BNSF	12.25	George St	9	2	0	49	12	1978-1989
2	757992Y	UP	12.43	George St	5	3	0	35	33	1977-1990
3	797887G	UP	12.21	Avondale Garden Rd	5	1	0	60	44	1978-1993
4	797886A	UP	11.39	LA 18	8	2	0	10	2	1981-2020
5	797885T	UP	11.308	LA 18	8	4	0	10	1	1979-1998
6	797884L	UP	10.878	LA 18	5	4	0	10	2	1983-2001
7	448219S	UP	9.73	Nine Mile Point Rd	1	0	0	10	16	2012
8	448538K	UP	8.2	LA 18	1	0	0	10	4	2000
9	797875M	UP	7.8	LA 18	data not available			10	8	

*1 train per week

NOTE:

Track data obtained from FRA as of June 2021;
http://fragis.fra.dot.gov/GISFRASafety

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SCALE IN FEET

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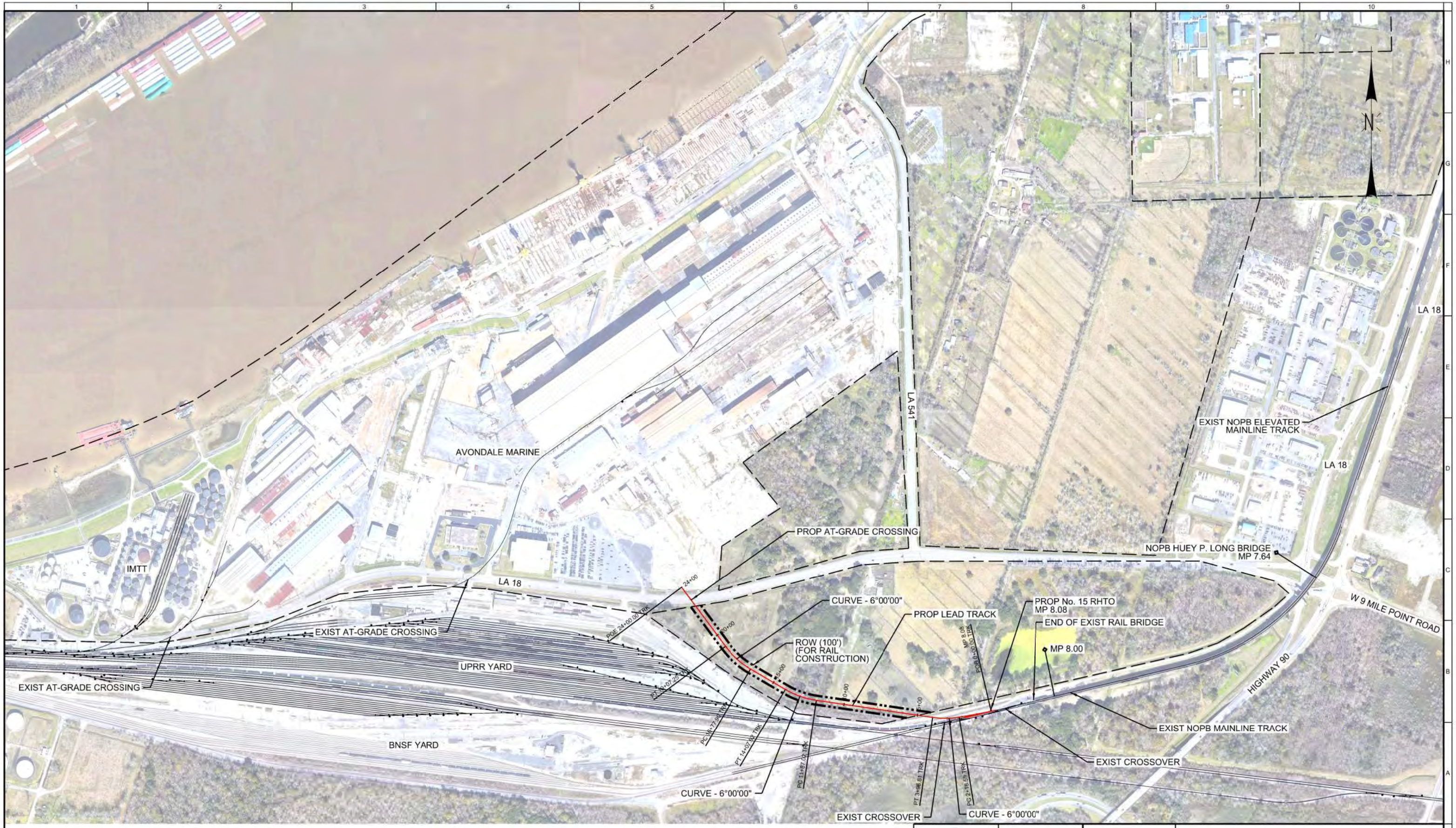
ATG ALLIANCE TRANSPORTATION GROUP

WILSON & COMPANY

WESTBANK TRANSPORTATION
ROAD AND RAIL
WESTBANK GRADE CROSSING INVENTORY

DATE: 07-22-2021
SCALE:
DWG NO: EXHIBIT 3
REV:



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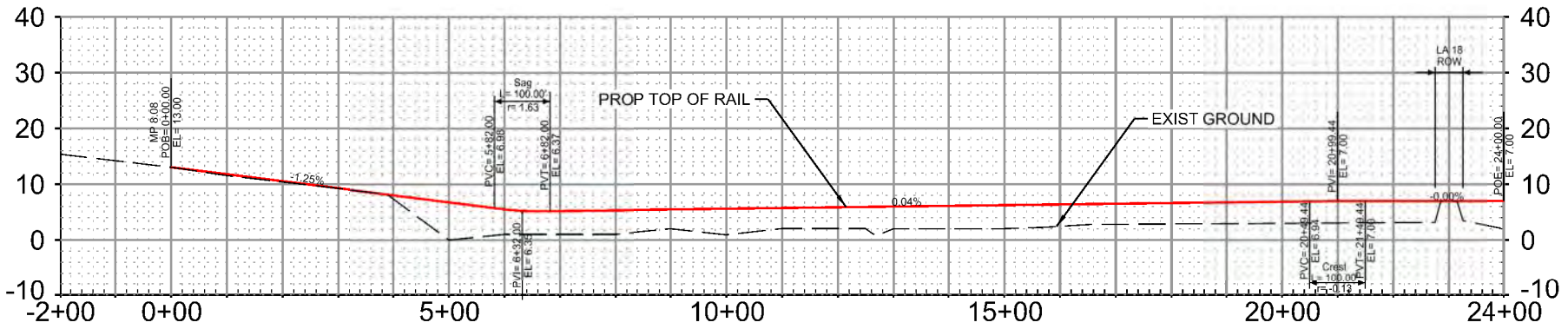
ATG ALLIANCE TRANSPORTATION GROUP

WILSON & COMPANY
2105 NW FREEWAY SUITE 710
HOUSTON, TX 77040
PHONE: 713-934-7070
FAX: 713-934-7330
www.wilsonco.com

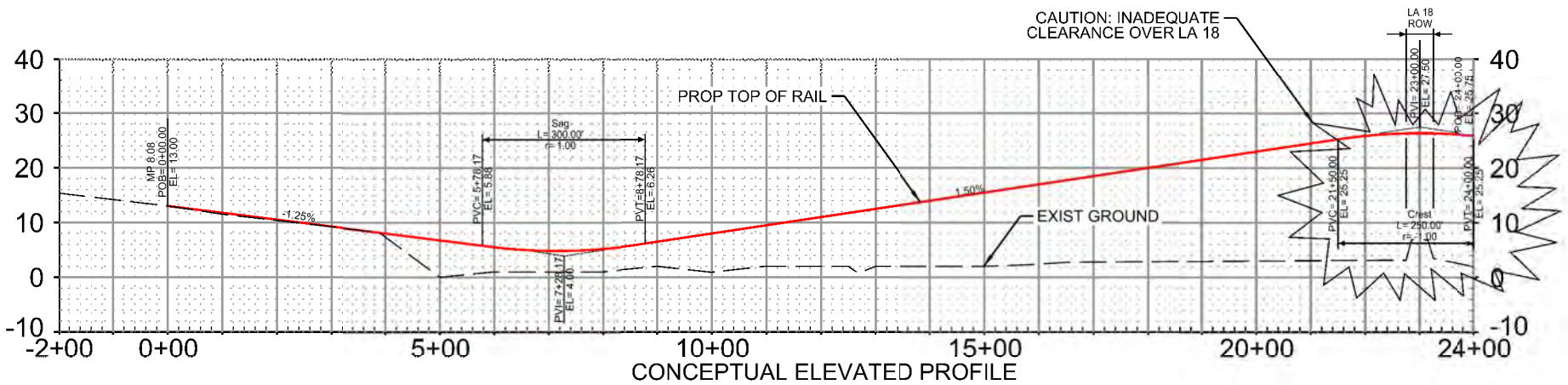
WESTBANK TRANSPORTATION ROAD AND RAIL

CONCEPTUAL RAIL CONNECTION TO NOPB

DATE: 07-22-2021
SCALE:
DWG NO: EXHIBIT 4
REV:



CONCEPTUAL AT-GRADE PROFILE



CONCEPTUAL ELEVATED PROFILE

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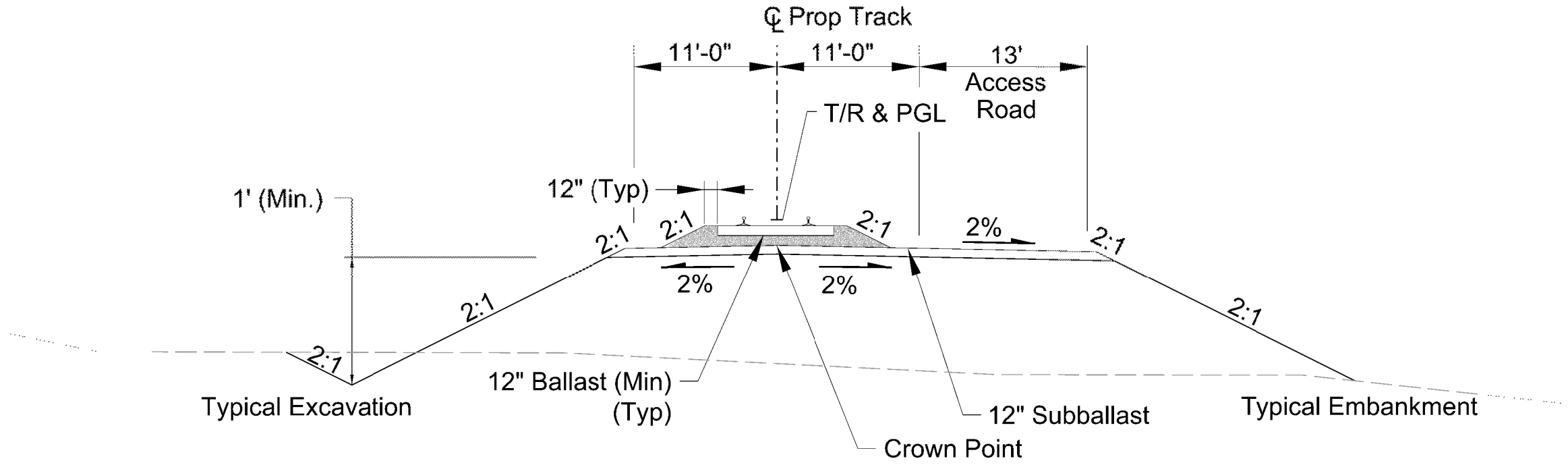
WESTBANK TRANSPORTATION
ROAD AND RAIL
CONCEPTUAL RAIL CONNECTION TO NOPB
PROFILE

DATE: 07-22-2021
SCALE:
DWG NO: EXHIBIT 2
REV:

18



TYPICAL SECTION

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WESTBANK TRANSPORTATION
ROAD AND RAIL

TYPICAL SECTION

DATE: 07-22-2021

SCALE:

DWG NO: EXHIBIT 6

REV:

Appendix A – FRA Accident/Incident Reports

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1012LV029**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1012LV029**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
448219S	**10/30/12**	**10:30 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **9 MILE POINT ROAD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **D**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **3**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **33**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **70** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — A. Spec. MoW Equip. — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **2**

26. Track Number or Name: **MAIN LINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated — Code	31. Time Table Direction — 1. North 2. South 3. East 4. West — Code
1	**3**	**108**	**5** mph **E**	**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **01** **03** **06** **07**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code:

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Driver's Age	39. Driver's Gender — 1. Male, 2. Female — Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code	41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code
31	**1**	**2**	**7**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$2,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **2**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

HIGHWAY USER'S ACTIONS: WENT THROUGH THE GATE - MOVING.

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*: 08 / 19 / 2019

B. Reporting Agency: ☒ Railroad ☐ Transit ☐ State ☐ Other

C. Reason for Update *(Select only one)*: ☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction

D. DOT Crossing Inventory Number: 448219S

Part I: Location and Classification Information

1. Primary Operating Railroad: Union Pacific Railroad Company [UP]

2. State: LOUISIANA

3. County: JEFFERSON

4. City / Municipality: ☒ In ☐ Near BRIDGE CITY

5. Street/Road Name & Block Number: NINE MILE POINT ROAD | *(Street/Road Name)* | *(Block Number)*

6. Highway Type & No.: CITY ST

7. Do Other Railroads Operate a Separate Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

8. Do Other Railroads Operate Over Your Track at Crossing? ☐ Yes ☒ No
If Yes, Specify RR

9. Railroad Division or Region: ☐ None GULF COAST

10. Railroad Subdivision or District: ☐ None Westbank Ind Ld

11. Branch or Line Name: ☒ None

12. RR Milepost: | 0009.730 | *(prefix) | (nnnn.nnn) | (suffix)*

13. Line Segment *:

14. Nearest RR Timetable Station *:

15. Parent RR *(if applicable)*: ☒ N/A

16. Crossing Owner *(if applicable)*: ☐ N/A UP

17. Crossing Type: ☒ Public ☐ Private

18. Crossing Purpose: ☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.

19. Crossing Position: ☒ At Grade ☐ RR Under ☐ RR Over

20. Public Access *(if Private Crossing)*: ☐ Yes ☐ No

21. Type of Train: ☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other

22. Average Passenger Train Count Per Day: ☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use: ☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?: ☐ Yes ☒ No If Yes, Provide Crossing Number

25. Quiet Zone *(FRA provided)*: ☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID: ☒ N/A

27. Latitude in decimal degrees *(WGS84 std: nn.nnnnnnn)*: 29.9151552

28. Longitude in decimal degrees *(WGS84 std: -nnn.nnnnnnn)*: -90.1674926

29. Lat/Long Source: ☒ Actual ☐ Estimated

30.A. Railroad Use *:

31.A. State Use *:

30.B. Railroad Use *:

31.B. State Use *:

30.C. Railroad Use *:

31.C. State Use *:

30.D. Railroad Use *:

31.D. State Use *:

32.A. Narrative *(Railroad Use)* *:

32.B. Narrative *(State Use)* *:

33. Emergency Notification Telephone No. *(posted)*: 800-848-8715

34. Railroad Contact *(Telephone No.)*: 402-544-3721

35. State Contact *(Telephone No.)*: 225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
2	2	12	0	

2. Year of Train Count Data *(YYYY)*: 2016

3. Speed of Train at Crossing
3.A. Maximum Timetable Speed *(mph)*: 10
3.B. Typical Speed Range Over Crossing *(mph)* From 5 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 1 Transit 0 Industry 1

5. Train Detection *(Main Track only)*
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled? ☐ Yes ☒ No

7.A. Event Recorder ☒ Yes ☐ No

7.B. Remote Health Monitoring ☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
08/19/2019		448219S

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☒ W10-1 2 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count 0)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☒ Yes ☐ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count 2 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian _____	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☒ LED ☒ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 48

☒ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☐ Yes ☒ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	34 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2010 AADT 1000	10 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1200LV001**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1200LV001**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
448538K	**12/03/00**	**02:05 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE	**LIVONIA**	**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*: **BRIDGE CITY** | 12. Highway Name or No.: **LA 001** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **35**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **3**

18. Position of Car Unit in Train: **48**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **45** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **INDUSTRY**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **3**

29. Number of Cars: **100**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated — mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **4**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **02** **03** **06** **08** **07**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: **2**

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age: **50**

39. Driver's Gender — 1. Male, 2. Female — Code: **1**

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **3**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **3**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$3,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **3**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
08 / 19 / 2019	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	448538K

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near BRIDGE CITY	LA 18 (Street/Road Name) | * (Block Number)	LA

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None Westbank Ind Ld	☒ None	(prefix) | 0008.200 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9281740	(WGS84 std: -nnn.nnnnnnn) -90.1558480	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	4	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 0 Transit 0 Industry 1

5. Train Detection (Main Track only)
☐ Constant Warning Time ☒ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
08/19/2019		448538K

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0		☒ W10-1 2 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☒ LED ☒ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 40
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☒ (0) Rural ☐ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	54 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2016 AADT 17300	05 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Southern Pacific Transportation Company [SP]**	1a. **SP**	1b. **T3590**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Southern Pacific Transportation Company [SP]**	3a. **SP**	3b. **T3590**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
757992Y	**04/24/90**	**06:20 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr. / Code
AVONDALE TOFC		**JEFFERSON**	**22 / LA**

11. City *(if in a city)*	12. Highway Name or No.	
WESTWEGO	**GEORGE ST**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **3**

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)*	23. Weather *(single entry)*
75 °F	1. Dawn 2. Day 3. Dusk 4. Dark — Code: **3**	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
3	**4**	**11**	**25** mph	**E**		**3**

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach	36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown	37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown
Code: **1**	Code: **2**	Code: **2**

38. Driver's Age	39. Driver's Gender — 1. Male 2. Female — Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code	41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)* — Code
		2	**3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$3,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Southern Pacific Transportation Company [SP]**	1a. **SP**	1b. **H4020**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Southern Pacific Transportation Company [SP]**	3a. **SP**	3b. **H4020**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
757992Y	**12/19/80**	**09:50 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr. / Code
AVONDALE		**JEFFERSON**	**22** / **LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GEORGE ST** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **1**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
2	**3**	**16**	**3** mph	**E**		**4**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$780**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **4**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Amtrak (National Railroad Passenger Corporation)**	1a. **ATK**	1b. **090580A**
2. Other Railroad Involved in Train Accident/Incident	**Southern Pacific Transportation Company [SP]**	2a. **SP**	2b. **G5930**
3. Railroad Responsible for Track Maintenance	**Southern Pacific Transportation Company [SP]**	3a. **SP**	3b. **G5930**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
757992Y	**09/05/80**	**01:35 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GEORGE ST** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **1**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **83** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **2**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
4	**3**	**10**	**30** mph	**E**		**4**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **08**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**1**
52. Passengers on Train	**0**	**2**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **2**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **1**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Amtrak (National Railroad Passenger Corporation)**	1a. **ATK**	1b. **090580A**
2. Other Railroad Involved in Train Accident/Incident	**Southern Pacific Transportation Company [SP]**	2a. **SP**	2b. **G5930**
3. Railroad Responsible for Track Maintenance	**Southern Pacific Transportation Company [SP]**	3a. **SP**	3b. **G5930**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
757992Y	**09/05/80**	**01:35 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	**GEORGE STREET**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **1**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **83** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **2**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
4	**3**	**10**	**30** mph	**E**		**4**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **08**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**1**
52. Passengers on Train	**0**	**2**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **0**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **1**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	Southern Pacific Transportation Company [SP]	1a. SP	1b. G5930
2. Other Railroad Involved in Train Accident/Incident	Amtrak (National Railroad Passenger Corporation)	2a. ATK	2b. 090580A
3. Railroad Responsible for Track Maintenance	Southern Pacific Transportation Company [SP]	3a. SP	3b. G5930

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
757992Y	09/05/80	01:35 PM

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		JEFFERSON	22	LA

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	GEORGE 57	☑ Public ☐ Private

Highway User Involved

13. Type (A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)*)	Code
	B

14. Vehicle Speed *(est. mph at impact)*	15. Direction *(geographical)* (1. North 2. South 3. East 4. West)	Code
0		2

16. Position (1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped)	Code
	1

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? (1. Highway User 2. Rail Equipment 3. Both 4. Neither)	Code
	4

Rail Equipment Involved

17. Equipment (1. Train *(units pulling)* 2. Train *(units pushing)* 3. Train *(standing)* 4. Car(s) *(moving)* 5. Car(s) *(standing)* 6. Light loco(s) *(moving)* 7. Light loco(s) *(standing)* 8. Other *(specify)* A. Train pulling- RCL B. Train pushing- RCL C. Train standing- RCL)	Code
	1

18. Position of Car Unit in Train
1

19. Circumstance (1. Rail equipment struck highway user 2. Rail equipment struck by highway user)	Code
	1

20b. Was there a hazardous materials release by (1. Highway User 2. Rail Equipment 3. Both 4. Neither)	Code

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)* (1. Dawn 2. Day 3. Dusk 4. Dark)	Code	23. Weather *(single entry)* (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow)	Code
83 °F		2		2

24. Type of Equipment Consist *(single entry)* (1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip.)	Code	25. Track Type Used by Rail Equipment Involved (1. Main 2. Yard 3. Siding 4. Industry)	Code	26. Track Number or Name
	2		1	MAIN

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction (1. North 2. South 3. East 4. West)	Code
4	3	10	30 mph	R		4

32. Type of Crossing Warning (1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None)								33. Signaled Crossing Warning	34. Whistle Ban (1. Yes 2. No 3. Unknown)	Code
Code(s)	07	08								

35. Location of Warning (1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach)	Code	36. Crossing Warning Interconnected with Highway Signals (1. Yes 2. No 3. Unknown)	Code	37. Crossing Illuminated by Street Lights or Special Lights (1. Yes 2. No 3. Unknown)	Code
	1		2		2

38. Driver's Age	39. Driver's Gender (1. Male 2. Female)	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train (1. Yes 2. No 3. Unknown)	Code	41. Driver (1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)*)	Code
				2		4

42. Driver Passed Standing Highway Vehicle (1. Yes 2. No 3. Unknown)	Code	43. View of Track Obscured by *(primary obstruction)* (1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed)	Code
	2		8

Casualties to:	Killed	Injured	44. Driver was (1. Killed 2. Injured 3. Uninjured)	Code	45. Was Driver in the Vehicle? (1. Yes 2. No)	Code
				3		2
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicle Property Damage *(est. dollar damage)*	$1,500	48. Total Number of Highway-Rail Crossing Users *(include driver)*	1
49. Railroad Employees	0	0	50. Total Number of People on Train *(include passengers and crew)*		51. Is a Rail Equipment Accident / Incident Report Being Filed (1. Yes 2. No)	Code
52. Passengers on Train	0	0				2

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Southern Pacific Transportation Company [SP]**	1a. **SP**	1b. **K7027**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Southern Pacific Transportation Company [SP]**	3a. **SP**	3b. **K7027**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
757992Y	**11/11/77**	**06:00 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr. / Code
AVONDALE		**JEFFERSON**	**22 / LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GEORGE ST** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **2**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **58** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **1**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
4	**1**	**51**	**25** mph	**E**		**3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **5**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,200**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 06 / 2019	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	757992Y

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near AVONDALE	GEORGE STREET (Street/Road Name) | * (Block Number)	TBD

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR BNSF, ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None AVONDALE	☒ None	(prefix) | 0012.430 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☒ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 2

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☒ Yes ☐ No If Yes, Provide Crossing Number 797889V	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9189980	(WGS84 std: -nnn.nnnnnnn) -90.2118030	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
6	9	16	2	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 35 3.B. Typical Speed Range Over Crossing (mph) From 5 to 20

4. Type and Count of Tracks
Main 1 Siding 0 Yard 0 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/06/2019		757992Y

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0	0	☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☐ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No
Specify Type _____ Count 0
Specify Type _____ Count 0
Specify Type _____ Count _____

2.K. Private Crossing Signs *(if private)* ☐ Yes ☐ No

2.L. LED Enhanced Signs *(List types)*

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 1 Pedestrian _____	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☒ Incandescent ☐ LED ☒ Back Lights Included ☒ Side Lights Included	6

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	1

3.J. Non-Train Active Warning
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None

3.K. Other Flashing Lights or Warning Devices
Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☐ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic Number of Lanes 2 ☐ Divided Traffic	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 32
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	20 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2010 AADT 001921	02 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
08 / 18 / 2019	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	797875M

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near WESTWEGO	LA 18 (Street/Road Name) | * (Block Number)	TBD

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None Westbank Ind Ld	☒ None	(prefix) | 0007.800 | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9245310	(WGS84 std: -nnn.nnnnnnn) -90.1449660	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
	LA 541 TIES INTO LA 18 AT THIS CROSSING
30.B. Railroad Use *	**31.B. State Use ***
30.C. Railroad Use *	**31.C. State Use ***
30.D. Railroad Use *	**31.D. State Use ***
32.A. Narrative (Railroad Use) *	**32.B. Narrative** (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	8	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 1 Transit 0 Industry 0

5. Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
08/18/2019		797875M

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
3	0	3	☒ W10-1 3 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent ☐ LED Not Over Traffic Lane 0	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 3	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 140

☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 25	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2014 AADT 14600	15 %	☐ Yes ☒ No Average Number per Day 0	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 07 / 2019	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	797883E

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near AVONDALE	LA 90 (Street/Road Name) | * (Block Number)	US 90

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None Westbank Ind Ld	☒ None	(prefix) | 0009.866 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☐ At Grade ☒ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☒ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9158030	(WGS84 std: -nnn.nnnnnnn) -90.1731800	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day
0	0	0	0	☒ How many trains per week? 1

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks
Main 1 Siding 0 Yard 1 Transit 0 Industry 1

5. Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☒ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/07/2019		797883E

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☐ Yes ☒ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☒ None
0	0		☐ W10-1 _____ ☐ W10-3 _____ ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☐ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☒ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☐ Yes ☒ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ 3 Quad ☐ 4 Quad ☐ Full *(Barrier)* Resistance ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☐ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing ☐ (0) Rural ☒ (1) Urban	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☒ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☒ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	34 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2014 AADT 36600	15 %	☐ Yes ☒ No Average Number per Day 0	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0801LV031**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b. **0801LV031**
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0801LV031**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797884L	**08/30/01**	**05:15 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE	**LIVONIA**	**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **HWY 18 & RIVER ROAD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **35**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **INDUSTRY**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **10**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **3** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **02** **06** **07** **10**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: **2**

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **1**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Driver's Age: **30**

39. Driver's Gender — 1. Male, 2. Female — Code: **1**

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **3**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0201LV006**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b. **0201LV006**
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0201LV006**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797884L	**02/07/01**	**02:30 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE	**LIVONIA**	**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **HWY 18/ RIVER RD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **40**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **3**

18. Position of Car Unit in Train: **2**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **55** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **INDUSTRY**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **9**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated — mph — Code: **R**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s)						
	02	**05**	**06**	**08**	**07**	

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: **2**

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age: **35**

39. Driver's Gender — 1. Male, 2. Female — Code: **2**

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$10,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **3**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1292LU003**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1292LU003**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797884L	**12/04/92**	**11:30 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr. / Code
AVONDALE		**JEFFERSON**	**22** / **LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **RIVER ROAD HWY 18** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **10**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **70** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **3**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **EAST MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated — Code	31. Time Table Direction — 1. North 2. South 3. East 4. West — Code
2	**1**	**1**	**4** mph **E**	**3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **02** **06**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$6,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0790LU007**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0790LU007**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797884L	**07/29/90**	**03:20 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** — 12. Highway Name or No. **LA 18 - RIVER ROAD** — ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **INDUSTRY**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	mph	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
1	**1**	**2**	**4**	**E**			**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **07** **10**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code:

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**3**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$700**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **3**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **M831119**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **M831119**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797884L	**04/23/83**	**04:15 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **HWY 18** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **30**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **2**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **AVONDALE SHIPYARD SP**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)*	Code	31. Time Table Direction	Code
1	**1**	**1**	R. Recorded / E. Estimated **5** mph	**E**	1. North 2. South 3. East 4. West	**4**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07** **10** **11**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **1**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$850**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **2**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
01 / 21 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☒ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	797884L

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near AVONDALE	LA18/RIVER ROAD (Street/Road Name) | * (Block Number)	TBD

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None Livonia	☒ None	(prefix) | 0010.878 | (suffix) (nnnn.nnn)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9194120	(WGS84 std: -nnn.nnnnnnn) -90.1878720	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) * RAIL REMOVED THROUGH LA 18

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
1	1	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2020	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 0 Transit 0 Industry 1

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
01/21/2020		797884L

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 2 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count 0)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian _____	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent ☒ LED Not Over Traffic Lane 0	☐ Incandescent ☒ LED ☒ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
01 / 2020 ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☒ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 4	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 70

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2015 AADT 9700	03 %	☐ Yes ☒ No Average Number per Day 0	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0598LV012**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0598LV012**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**05/05/98**	**08:45 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE	**LIVONIA**	**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	**RIVER ROAD**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other *(specify)* — Code: **C**

14. Vehicle Speed *(est. mph at impact)*: **35**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **3**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **70** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **SINGLE MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
1	**1**	**3**	**4** mph	**E**		**2**

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code: **2**

35. Location of Warning — 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **3**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age	39. Driver's Gender 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown	Code	41. Driver 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)*	Code
38		**1**		**2**		**3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*: **1**

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0591LU001**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0591LU001**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**05/01/91**	**06:15 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	**LOUISIANA HWY 18**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **20**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **3**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **3**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **EAST MAIN**

27. FRA Track Class: **2**

28. Number of Locomotive Units: **1**

29. Number of Cars: **1**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **5** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **07** **10** **11**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **2**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$200**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0189LU207**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0189LU207**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**01/18/89**	**08:25 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **LA HWY 18-AVON SHIPY** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **4**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **6**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **55** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **3**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **AVON SHIPYD LEAD**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
1	**1**	**6**	**4** mph	**E**		**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **07** **10**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$200**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0488LU003**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0488LU003**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**04/08/88**	**02:10 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **LA 18** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **25**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **12**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **55** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **#727 ITT TANK TERM**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **11**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **5** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07** **10**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$2,500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1186LA203**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1186LA203**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**11/10/86**	**06:20 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE,LA		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	**HWY 18**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **4**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing 2. Stopped on Crossing 3. Moving over crossing 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **2**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)*	23. Weather *(single entry)*
78 °F	1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train 2. Passenger train 3. Commuter train 4. Work train 5. Single car 6. Cut of cars 7. Yard/Switching 8. Light loco(s) 9. Main./inspect. car A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **LEAD**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded; E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
1	**1**	**3**	**4** mph	**E**		**2**

32. Type of Crossing Warning — 1. Gates 2. Cantilever FLS 3. Standard FLS 4. Wig wags 5. Hwy. traffic signals 6. Audible 7. Crossbucks 8. Stop signs 9. Watchman 10. Flagged by crew 11. Other *(specify)* 12. None

Code(s): **10** **11**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown	Code
	1		**2**		**3**

38. Driver's Age	39. Driver's Gender — 1. Male 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown	Code	41. Driver — 1. Drove around or thru the gate 2. Stopped and then proceeded 3. Did not stop 4. Stopped on crossing 5. Other *(specify)*	Code
				2		**3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown	Code	43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure 2. Standing railroad equipment 3. Passing Train 4. Topography 5. Vegetation 6. Highway Vehicles 7. Other *(specify)* 8. Not Obstructed	Code
	2		**8**

Casualties to:	Killed	Injured	44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**	45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**
46. Highway-Rail Crossing Users	**0**	**0**	47. Highway Vehicle Property Damage *(est. dollar damage)*: **$2,500**	48. Total Number of Highway-Rail Crossing Users *(include driver)*: **2**
49. Railroad Employees	**0**	**0**	50. Total Number of People on Train *(include passengers and crew)*	51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**
52. Passengers on Train	**0**	**0**		

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **XXPI50008**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **XXPI50008**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**01/23/85**	**10:40 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **RIVER ROAD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **15**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **6**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **26** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **8**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **ITT TRACK**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
1	**1**	**0**	**4** mph	**E**		**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07** **10**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**2**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **3**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **XXPD4H1654**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **XXPD4H1654**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**08/03/84**	**10:40 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **RIVER ROAD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **2**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **78** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **ITT**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **5**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **3** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07** **10** **11**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **M1103**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **M1103**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797885T	**03/03/79**	**07:10 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **RIVER RD** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **2**

18. Position of Car Unit in Train: **6**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **3**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **4**

26. Track Number or Name: **AVONDALE SHIPYARD TR**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)*	Code	31. Time Table Direction	Code
1	**1**	**11**	R. Recorded / E. Estimated **2** mph	**E**	1. North 2. South 3. East 4. West	**3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **07** **11**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **2**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **1**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**2**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$650**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **2**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
05 / 07 / 2019	☒ Railroad ☐ Transit ☐ State ☐ Other	☐ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☒ Admin. Correction	797885T

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near AVONDALE	LA18 RIVER ROAD (Street/Road Name) | * (Block Number)	TBD

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None Livonia Sub	☒ None	(prefix) | 0011.308 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9183730	(WGS84 std: -nnn.nnnnnnn) -90.1942820	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
0	0	1	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 0 Transit 0 Industry 1

5. Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☒ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
05/07/2019		797885T

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0	2	☒ W10-1 2 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count 0)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
☐ Yes ☒ No Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 0	3.E. Total Count of Flashing Light Pairs
Roadway 0 Pedestrian _____	☐ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	0

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	0

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☒ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☒ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2015 AADT 9700	09 %	☐ Yes ☒ No Average Number per Day 0	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0220GC014**
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0220GC014**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month/day/year): **0 2 / 1 3 / 2020**	6. Time of Accident/Incident: **12:40** AM ☑ PM ☐
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision: **LIVONIA SUB**	9. County: **JEFFERSON**
10. State Abbr.: **LA** Code: **22**		
11. City *(if in a city)*	12. Highway Name or No.: **RIVER ROAD** Public ☑ Private ☐	

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* (1. North 2. South 3. East 4. West) — Code: **4**

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? (1. Highway User 2. Rail Equipment 3. Both 4. Neither) — Code: **4**

Rail Equipment Involved

17. Equipment — Code: **1**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **22**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by (1. Highway User 2. Rail Equipment 3. Both 4. Neither) — Code: **4**

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **74** °F	22. Visibility *(single entry)* (1. Dawn 2. Day 3. Dusk 4. Dark) — Code: **4**	23. Weather *(single entry)* (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow) — Code: **2**		
24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing — Code: **7**	25. Track Type Used by Rail Equipment Involved (1. Main 2. Yard 3. Siding 4. Industry) — Code: **2**	26. Track Number or Name: **INDUSTRY 727**		
27. FRA Track Class (1-9,X): **1**	28. Number of Locomotive Units: **2**	29. Number of Cars: **26**	30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated: **6** mph — Code: **E**	31. Time Table Direction (1. North 2. South 3. East 4. West) — Code: **4**
32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None — Code(s): **11**	33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:	34. Roadway Conditions: A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving) — Code: **B**		
35. Location of Warning: 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach — Code: **1**	36. Crossing Warning Interconnected with Highway Signals (1. Yes 2. No 3. Unknown) — Code:	37. Crossing Illuminated by Street Lights or Special Lights (1. Yes 2. No 3. Unknown) — Code: **2**		
38. Highway User's Age: **23**	39. Highway User's Gender (1. Male 2. Female) — Code: **1**	40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train (1. Yes 2. No 3. Unknown) — Code: **2**	41. Highway User: 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide — Code: **3**	
42. Driver Passed Standing Highway Vehicle (1. Yes 2. No 3. Unknown) — Code: **2**	43. View of Track Obscured by *(primary obstruction)*: 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed — Code: **8**			

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was (1. Killed 2. Injured 3. Uninjured): **2**	45. Was Driver in the Vehicle? (1. Yes 2. No) — Code: **1**	
47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,500**	48. Total Number of Vehicle Occupants *(including driver)*: **1**	
50. Total Number of People on Train *(include passengers and train crew)*: **3**	51. Is a Rail Equipment Accident / Incident Report Being Filed (1. Yes 2. No) — Code: **2**	

53a. Special Study Block — Video Taken? ☐ Yes ☑ No; Video Used? ☐ Yes ☑ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*
HIGHWAY USER'S ACTIONS: DID NOT STOP. #32 WARNING DEVICES: FUSEES.

55. Typed Name and Title	56. Signature	57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0220GC006**
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0220GC006**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month/day/year): **0 2 / 0 7 / 2020**	6. Time of Accident/Incident: **11:35** AM ☐ PM ☑
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision: **LIVONIA SUB**	9. County: **JEFFERSON**
10. State Abbr.: **LA** Code: **22**		
11. City *(if in a city)*: **AVONDALE**	12. Highway Name or No.: **LA18**	Public ☑ Private ☐

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — Code: **3**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **2**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **52** °F

22. Visibility *(single entry)* — Code: **4**
1. Dawn 2. Day 3. Dusk 4. Dark

23. Weather *(single entry)* — Code: **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist *(single entry)* — Code: **7**
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU

25. Track Type Used by Rail Equipment Involved — Code: **4**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **INDUSTRY 724**

27. FRA Track Class (1-9,X): **1**

28. Number of Locomotive Units: **2**

29. Number of Cars: **11**

30. Consist Speed *(Recorded speed if available)* — Code: **E**
R. Recorded; E. Estimated: **3** mph

31. Time Table Direction — Code: **3**
1. North 3. East 2. South 4. West

32. Type of Crossing Warning — Code(s): **07** **09**
1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions — Code: **A**
A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: **1**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — Code:
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **1**
1. Yes 2. No 3. Unknown

38. Highway User's Age: **40**

39. Highway User's Gender — Code: **2**
1. Male 2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **3**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: **3**
1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? — Code: **1**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,500**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*: **1**

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☐ Yes ☑ No; Video Used? ☐ Yes ☑ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*
HIGHWAY USER'S ACTIONS: DID NOT STOP.

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0519GC022**
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0519GC022**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month/day/year): **0 5 / 0 8 / 2019**	6. Time of Accident/Incident: **12:50** AM ☑ PM ☐
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision: **LIVONIA SUB**	9. County: **JEFFERSON**
10. State Abbr.: **LA** Code: **22**		
11. City *(if in a city)*	12. Highway Name or No.: **RIVER RD.** Public ☑ Private ☐	

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — Code: **3**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **2**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **2**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **32**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **72** °F

22. Visibility *(single entry)* — Code: **4**
1. Dawn 2. Day 3. Dusk 4. Dark

23. Weather *(single entry)* — Code: **2**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist *(single entry)* — Code: **7**
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU

25. Track Type Used by Rail Equipment Involved — Code: **2**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **INDUSTRY 600**

27. FRA Track Class (1-9,X): **1**

28. Number of Locomotive Units: **2**

29. Number of Cars: **32**

30. Consist Speed *(Recorded speed if available)* — Code: **E**
R. Recorded; E. Estimated: **5** mph

31. Time Table Direction — Code: **3**
1. North 3. East 2. South 4. West

32. Type of Crossing Warning — Code(s): **09** **11**
1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions — Code: **A**
A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: **1**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — Code:
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **2**
1. Yes 2. No 3. Unknown

38. Highway User's Age: **40**

39. Highway User's Gender — Code: **1**
1. Male 2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **3**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: **3**
1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? — Code: **1**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$2,500**

48. Total Number of Vehicle Occupants *(including driver)*: **2**

50. Total Number of People on Train *(include passengers and train crew)*: **1**

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☑ Yes ☐ No; Video Used? ☐ Yes ☑ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*
HIGHWAY USER'S ACTIONS: DID NOT STOP. #32 WARNING DEVICES: YIELD SIGN

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0915LV012**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0915LV012**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month/day/year): **0 9 / 1 4 / 2015**	6. Time of Accident/Incident: **11:15** AM ☐ PM ☑
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision: **LIVONIA SUB**	9. County: **JEFFERSON**
10. State: Abbr. **LA** Code **22**		
11. City *(if in a city)*: **AVONDALE**	12. Highway Name or No.: **RIVER ROAD** Public ☑ Private ☐	

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — Code: **4**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **3**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **1**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **80** °F

22. Visibility *(single entry)* — Code: **4**
1. Dawn 2. Day 3. Dusk 4. Dark

23. Weather *(single entry)* — Code: **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

24. Type of Equipment Consist *(single entry)* — Code: **7**
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU

25. Track Type Used by Rail Equipment Involved — Code: **4**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **IMTT LEAD**

27. FRA Track Class (1-9,X): **1**

28. Number of Locomotive Units: **3**

29. Number of Cars: **7**

30. Consist Speed *(Recorded speed if available)* — Code: **R**
R. Recorded; E. Estimated; mph

31. Time Table Direction — Code: **1**
1. North 3. East 2. South 4. West

32. Type of Crossing Warning
1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None
Code(s): **07** **11**

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions — Code: **A**
A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: **1**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — Code:
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **1**
1. Yes 2. No 3. Unknown

38. Highway User's Age: **24**

39. Highway User's Gender — Code: **1**
1. Male 2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **3**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

44. Driver was: **3** (1. Killed 2. Injured 3. Uninjured)

45. Was Driver in the Vehicle? — Code: **1**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*: **1**

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☑ Yes ☐ No; Video Used? ☑ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*
TRAIN WAS SHOVING AND CAME TO A STOP, THE HIGHWAY USER DISREGARDED THE FUSEES & CROSSBUCKS AND STRUCK THE RAILCAR.

55. Typed Name and Title | 56. Signature | 57. Date

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0613LV013**
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0613LV013**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month/day/year): **06/10/2013**	6. Time of Accident/Incident: **10:00** AM ☐ PM ☑
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision: **AVONDALE SUB**	9. County: **JEFFERSON**
10. State Abbr.: **LA** Code: **22**		
11. City *(if in a city)*: **AVONDALE**	12. Highway Name or No.: **LA18 - IMTT**	Public ☑ Private ☐

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — Code: **3**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **2**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

21. Temperature *(specify if minus)*: **75** °F

22. Visibility *(single entry)* — Code: **4**
1. Dawn 2. Day 3. Dusk 4. Dark

24. Type of Equipment Consist *(single entry)*
1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **7**

27. FRA Track Class (1-9,X): **1**

28. Number of Locomotive Units: **2**

29. Number of Cars: **8**

32. Type of Crossing Warning
1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None
Code(s): **07** **11**

35. Location of Warning — Code: **1**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

38. Highway User's Age: **40**

39. Highway User's Gender — Code: **1**
1. Male 2. Female

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	0	0
49. Railroad Employees	0	0
52. Passengers on Train	0	0

53a. Special Study Block — Video Taken? ☐ Yes ☑ No; Video Used? ☐ Yes ☑ No

Rail Equipment Involved

17. Equipment — Code: **3**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **6**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

23. Weather *(single entry)* — Code: **1**
1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow

25. Track Type Used by Rail Equipment Involved — Code: **2**
1. Main 2. Yard 3. Siding 4. Industry

26. Track Number or Name: **YARD**

30. Consist Speed *(Recorded speed if available)* — Code: **R**
R. Recorded; E. Estimated; mph

31. Time Table Direction — Code: **1**
1. North 3. East 2. South 4. West

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions — Code: **A**
A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

36. Crossing Warning Interconnected with Highway Signals — Code:
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **1**
1. Yes 2. No 3. Unknown

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **3**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

44. Driver was: **3**
1. Killed 2. Injured 3. Uninjured

45. Was Driver in the Vehicle? — Code: **1**
1. Yes 2. No

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*: **1**

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2**
1. Yes 2. No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*
HIGHWAY USER'S ACTIONS: DID NOT STOP. OTHER PROTECTION: FUZEES

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. Alphabetic Code: **UP**	1b. Railroad Accident/Incident No.: **0302LV025**
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.: **0302LV025**
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Union Pacific Railroad Company [UP]**	3a. Alphabetic Code: **UP**	3b. Railroad Accident/Incident No.: **0302LV025**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month / day / year): **0 3 / 2 1 / 2002**	6. Time of Accident/Incident: **11:45** AM ☐ PM ☑
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision	9. County: **JEFFERSON**
10. State: Abbr. **LA** Code **22**		
11. City *(if in a city)*: **AVONDALE**	12. Highway Name or No.: **RIVER ROAD**	Public ☑ Private ☐

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **40**

15. Direction *(geographical)* — Code: **2**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **3**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **4**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **45** °F	22. Visibility *(single entry)* — Code: **4** (1. Dawn 2. Day 3. Dusk 4. Dark)	23. Weather *(single entry)* — Code: **1** (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow)	
24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **7**	25. Track Type Used by Rail Equipment Involved — Code: **4** (1. Main 2. Yard 3. Siding 4. Industry)	26. Track Number or Name: **INDUSTRY**	
27. FRA Track Class (1-9,X): **1**	28. Number of Locomotive Units: **1**	29. Number of Cars: **18**	30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated mph — Code: **R**
31. Time Table Direction — Code: **4** (1. North 2. South 3. East 4. West)			

32. Type of Crossing Warning — Code(s): **07** **11**
1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None

33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:

34. Roadway Conditions — Code:
A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)

35. Location of Warning — Code: **1**
1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach

36. Crossing Warning Interconnected with Highway Signals — Code: **2**
1. Yes 2. No 3. Unknown

37. Crossing Illuminated by Street Lights or Special Lights — Code: **2**
1. Yes 2. No 3. Unknown

38. Highway User's Age: **20**

39. Highway User's Gender — Code: **2**
1. Male 2. Female

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2**
1. Yes 2. No 3. Unknown

41. Highway User — Code: **3**
1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide

42. Driver Passed Standing Highway Vehicle — Code: **2**
1. Yes 2. No 3. Unknown

43. View of Track Obscured by *(primary obstruction)* — Code: **8**
1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**2**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was: **2** (1. Killed 2. Injured 3. Uninjured)

45. Was Driver in the Vehicle? — Code: **1** (1. Yes 2. No)

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$3,000**

48. Total Number of Vehicle Occupants *(including driver)*: **2**

50. Total Number of People on Train *(include passengers and train crew)*: **3**

51. Is a Rail Equipment Accident / Incident Report Being Filed — Code: **2**
1. Yes 2. No

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING
ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1.Name of Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. Alphabetic Code: **MP**	1b. Railroad Accident/Incident No.: **M81003**
2.Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Missouri Pacific Railroad Company [MP]**	3a. Alphabetic Code: **MP**	3b. Railroad Accident/Incident No.: **M81003**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month/day/year): **1 2 / 2 2 / 1981**	6. Time of Accident/Incident: **5:35** AM ☐ PM ☑
7. Nearest Railroad Station: **AVONDALE**	8. Subdivision	9. County: **JEFFERSON**
10. State Abbr.: **LA** Code: **22**		
11. City *(if in a city)*: **AVONDALE**	12. Highway Name or No.: **HWY 18**	Public ☑ Private ☐

Highway User Involved

13. Type — Code: **A**
C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*

14. Vehicle Speed *(est. mph at impact)*: **6**

15. Direction *(geographical)* — Code: **2**
1. North 2. South 3. East 4. West

16. Position — Code: **3**
1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — Code: **4**
1. Highway User 2. Rail Equipment 3. Both 4. Neither

Rail Equipment Involved

17. Equipment — Code: **2**
1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*
A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s)

18. Position of Car Unit in Train: **3**

19. Circumstance — Code: **2**
1. Rail equipment struck highway user 2. Rail equipment struck by highway user

20b. Was there a hazardous materials release by — Code:
1. Highway User 2. Rail Equipment 3. Both 4. Neither

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F	22. Visibility *(single entry)* — Code: **4** (1. Dawn 2. Day 3. Dusk 4. Dark)	23. Weather *(single entry)* — Code: **3** (1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow)			
24. Type of Equipment Consist *(single entry)*: 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU — Code: **7**	25. Track Type Used by Rail Equipment Involved — Code: **4** (1. Main 2. Yard 3. Siding 4. Industry)	26. Track Number or Name: **AVONDALE SHIPYD LEAD**			
27. FRA Track Class (1-9,X)	28. Number of Locomotive Units: **1**	29. Number of Cars: **3**	30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated: **4** mph — Code: **E**	31. Time Table Direction — Code: **4** (1. North 2. South 3. East 4. West)	
32. Type of Crossing Warning: 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None — Code(s): **10** **11**	33. Signaled Crossing Warning (See reverse side for instructions and codes) — Code:	34. Roadway Conditions — Code: A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving)			
35. Location of Warning — Code: **1** (1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach)	36. Crossing Warning Interconnected with Highway Signals — Code: **2** (1. Yes 2. No 3. Unknown)	37. Crossing Illuminated by Street Lights or Special Lights — Code: **3** (1. Yes 2. No 3. Unknown)			
38.Highway User's Age	39.Highway User's Gender — Code: (1. Male 2. Female)	40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train — Code: **2** (1. Yes 2. No 3. Unknown)	41. Highway User — Code: **3** (1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide)		
42. Driver Passed Standing Highway Vehicle — Code: **2** (1. Yes 2. No 3. Unknown)	43. View of Track Obscured by *(primary obstruction)* — Code: **8** (1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed)				

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was (1. Killed 2. Injured 3. Uninjured)	**3**
45. Was Driver in the Vehicle? (1. Yes 2. No) — Code:	**1**
47. Highway Vehicle Property Damage *(est. dollar damage)*	**$2,000**
48. Total Number of Vehicle Occupants *(including driver)*	**1**
50. Total Number of People on Train *(include passengers and train crew)*	
51. Is a Rail Equipment Accident / Incident Report Being Filed (1. Yes 2. No) — Code:	**2**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

1. Name of Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. Alphabetic Code: **MP**	1b. Railroad Accident/Incident No.: **M81026**
2. Name of Other Railroad or Other Entity Filling for Equipment Involved in Train Accident/Incident	2a. Alphabetic Code	2b. Railroad Accident/Incident No.
3. Name of Railroad or Other Entity Responsible for Track Maintenance *(single entry)*: **Missouri Pacific Railroad Company [MP]**	3a. Alphabetic Code: **MP**	3b. Railroad Accident/Incident No.: **M81026**
4. U.S. DOT Grade Crossing ID No.: **797886A**	5. Date of Accident/Incident (month / day / year): **0 1 / 2 8 / 1981**	6. Time of Accident/Incident: **3:05** AM ☐ PM ☑
7. Nearest Railroad Station: **BELLE CHASSE**	8. Subdivision	9. County: **JEFFERSON**
10. State: Abbr. **LA** Code **22**		
11. City *(if in a city)*: **GRETNA**	12. Highway Name or No.: **BEHRMAN**	Public ☑ Private ☐

Highway User Involved

13. Type — C. Truck-trailer; F. Bus; J. Other Motor Vehicle; A. Auto; D. Pick-up truck; G. School Bus; K. Pedestrian; B. Truck; E. Van; H. Motorcycle; M. Other *(specify)*. Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **3**

15. Direction *(geographical)* 1. North 2. South 3. East 4. West. Code: **2**

16. Position — 1. Stalled or stuck on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped on crossing by traffic; 5. Blocked on crossing by gates. Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? 1. Highway User 2. Rail Equipment 3. Both 4. Neither. Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL; D. EMU Locomotive(s); E. DMU Locomotive(s). Code: **2**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user 2. Rail equipment struck by highway user. Code: **1**

20b. Was there a hazardous materials release by 1. Highway User 2. Rail Equipment 3. Both 4. Neither. Code:

20c. State here the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* 1. Dawn 2. Day 3. Dusk 4. Dark. Code: **2**

23. Weather *(single entry)* 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow. Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight Train; 2. Passenger Train-Pulling; 3. Commuter Train-Pulling; 4. Work Train; 5. Single Car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Maint./inspect. car; A. Spec. MoW Equip.; B. Passenger Train-Pushing; C. Commuter Train-Pushing; D. EMU; E. DMU. Code: **4**

25. Track Type Used by Rail Equipment Involved 1. Main 2. Yard 3. Siding 4. Industry. Code: **1**

26. Track Number or Name: **MAIN LINE**

27. FRA Track Class (1-9,X): **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **4**

30. Consist Speed *(Recorded speed if available)* R. Recorded E. Estimated: **2** mph. Code: **R**

31. Time Table Direction 1. North 2. South 3. East 4. West. Code: **2**

32. Type of Crossing Warning — 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None. Code(s): **03**

33. Signaled Crossing Warning (See reverse side for instructions and codes). Code:

34. Roadway Conditions — A. Drv; B. Wet; C.Snow/Slush; D.Ice; E. Sand,Mud,Dirt,Oil,Gravel; F.Water (Standing, Moving). Code:

35. Location of Warning 1. Both Sides 2. Side of Vehicle Approach 3. Opposite Side of Vehicle Approach. Code: **1**

36. Crossing Warning Interconnected with Highway Signals 1. Yes 2. No 3. Unknown. Code: **3**

37. Crossing Illuminated by Street Lights or Special Lights 1. Yes 2. No 3. Unknown. Code: **3**

38. Highway User's Age:

39. Highway User's Gender 1. Male 2. Female. Code:

40. Highway User Went Behind or in Front of Train and Struck or was Struck by Second Train 1. Yes 2. No 3. Unknown. Code: **2**

41. Highway User 1. Went around the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*; 6. Went around/thru temporary barricade (if yes, see instructions); 7. Went thru the gate; 8. Suicide/Attempted suicide. Code: **3**

42. Driver Passed Standing Highway Vehicle 1. Yes 2. No 3. Unknown. Code: **3**

43. View of Track Obscured by *(primary obstruction)* 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other (specify); 8. Not Obstructed. Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was 1. Killed 2. Injured 3. Uninjured: **3**

45. Was Driver in the Vehicle? 1. Yes 2. No. Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$800**

48. Total Number of Vehicle Occupants *(including driver)*: **1**

50. Total Number of People on Train *(include passengers and train crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed 1. Yes 2. No. Code: **2**

53a. Special Study Block — Video Taken? ☐ Yes ☐ No; Video Used? ☐ Yes ☐ No

53b. Special Study Block

54. Narrative Description *(Be specific, and continue on separate sheet if necessary)*

55. Typed Name and Title | 56. Signature | 57. Date

NOTE: This report is part of the reporting railroad's accident report pursuant to the accident reports statute and, as such shall not "be admitted as evidence or used for any purpose in any suit or action for damages growing out of any matter mentioned in said report...." 49 U.S.C. 20903. See 49 C.F.R. 225.7 (b).

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

OMB approved 6/6/2018, Approval expires 6/30/2021

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
08 / 24 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	797886A

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near AVONDALE	LA18 -IMTT/RIVER ROAD (Street/Road Name) | * (Block Number)	LA 18

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☐ Yes ☒ No If Yes, Specify RR

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF COAST	☐ None Livonia Sub	☒ None	(prefix) | 0011.390 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☐ Number Per Day 0

23. Type of Land Use
☐ Open Space ☐ Farm ☐ Residential ☐ Commercial ☒ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9182756	(WGS84 std: -nnn.nnnnnnn) -90.1955064	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
1	1	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2016	3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 5 to 10

4. Type and Count of Tracks
Main 0 Siding 0 Yard 0 Transit 0 Industry 1

5. Train Detection (Main Track only)
☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☒ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
08/24/2020		797886A

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 1 ☐ W10-3 0 ☐ W10-11 0 ☐ W10-2 0 ☐ W10-4 0 ☐ W10-12 0

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count* 0 *)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 2 ☐ Incandescent Not Over Traffic Lane 0 ☒ LED	☐ Incandescent ☒ LED ☒ Back Lights Included ☐ Side Lights Included	8

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
08 / 2020 ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☐ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic Number of Lanes 2 ☐ Divided Traffic	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * 81
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☐ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☐ Yes ☒ No If Yes, Approximate Distance *(feet)* _____	☒ 0° – 29° ☐ 30° – 59° ☐ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☒ (03) Federal AID, Not NHS ☐ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☒ (4) Minor Arterial ☐ (7) Local	☒ Yes ☐ No	35 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2015 AADT 9700	10 %	☐ Yes ☒ No Average Number per Day 0	☒ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1093LU010**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1093LU010**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797887G	**10/15/93**	**06:20 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	**AVONDALE GARDEN ROAD**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **15**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **2**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)*	23. Weather *(single entry)*
76 °F	1. Dawn 2. Day 3. Dusk 4. Dark — Code: **1**	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **2**

26. Track Number or Name: **YARD**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)*	Code	31. Time Table Direction	Code
2	**2**	**59**	R. Recorded / E. Estimated **7** mph	**E**	1. North 2. South 3. East 4. West	**2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **01** **03** **06** **07**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning	36. Crossing Warning Interconnected with Highway Signals	37. Crossing Illuminated by Street Lights or Special Lights
1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**	1. Yes 2. No 3. Unknown — Code: **2**	1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age	39. Driver's Gender	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train	41. Driver
	1. Male 2. Female — Code:	1. Yes 2. No 3. Unknown — Code: **2**	1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **1**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$100**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1286LA207**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1286LA207**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797887G	**12/22/86**	**05:30 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*	12. Highway Name or No.	
AVONDALE	**GARDEN RD**	☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto; B. Truck; C. Truck-trailer; D. Pick-up truck; E. Van; F. Bus; G. School Bus; H. Motorcycle; J. Other Motor Vehicle; K. Pedestrian; M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **10**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **2**

16. Position — 1. Stalled on crossing; 2. Stopped on Crossing; 3. Moving over crossing; 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*; 2. Train *(units pushing)*; 3. Train *(standing)*; 4. Car(s) *(moving)*; 5. Car(s) *(standing)*; 6. Light loco(s) *(moving)*; 7. Light loco(s) *(standing)*; 8. Other *(specify)*; A. Train pulling- RCL; B. Train pushing- RCL; C. Train standing- RCL — Code: **6**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user; 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*	22. Visibility *(single entry)*	23. Weather *(single entry)*
52 °F	1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**	1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **3**

24. Type of Equipment Consist *(single entry)* — 1. Freight train; 2. Passenger train; 3. Commuter train; 4. Work train; 5. Single car; 6. Cut of cars; 7. Yard/Switching; 8. Light loco(s); 9. Main./inspect. car; A. Spec. MoW Equip. — Code: **8**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded; E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
2	**1**	**0**	**10** mph	**E**		**2**

32. Type of Crossing Warning — 1. Gates; 2. Cantilever FLS; 3. Standard FLS; 4. Wig wags; 5. Hwy. traffic signals; 6. Audible; 7. Crossbucks; 8. Stop signs; 9. Watchman; 10. Flagged by crew; 11. Other *(specify)*; 12. None

Code(s): **01** **03**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides; 2. Side of Vehicle Approach; 3. Opposite Side of Vehicle Approach	Code	36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown	Code	37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown	Code
	1		**2**		**3**

38. Driver's Age	39. Driver's Gender — 1. Male; 2. Female	Code	40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown	Code	41. Driver — 1. Drove around or thru the gate; 2. Stopped and then proceeded; 3. Did not stop; 4. Stopped on crossing; 5. Other *(specify)*	Code
				2		**4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure; 2. Standing railroad equipment; 3. Passing Train; 4. Topography; 5. Vegetation; 6. Highway Vehicles; 7. Other *(specify)*; 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$200**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **XXPD4A1935**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **XXPD4A1935**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797887G	**09/14/84**	**06:35 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GARDEN RD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **25**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **65** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **1**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **20**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **4** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **06** **07** **10**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$400**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **M80282**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **M80282**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797887G	**10/08/80**	**03:55 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)*: **WAGGAMAN**
12. Highway Name or No.: **AVONDALE GARDENS RD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **82** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **DRILL EXTENSION**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **2**

29. Number of Cars: **57**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **5** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **01** **05** **06** **07**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **1**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$900**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **L1426**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **L1426**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797887G	**10/12/78**	**07:10 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **SPUR CROSSING** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **10**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **3**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **67** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class: **1**

28. Number of Locomotive Units: **1**

29. Number of Cars: **8**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **10** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **03**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date *(MM/DD/YYYY)*	B. Reporting Agency	C. Reason for Update *(Select only one)*	D. DOT Crossing Inventory Number
01 / 25 / 2021	☐ Railroad ☐ Transit ☒ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	797887G

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
Union Pacific Railroad Company [UP]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☒ In ☐ Near WAGGAMAN	AVONDALE GARDEN ROAD *(Street/Road Name)* | * *(Block Number)*	RT

7. Do Other Railroads Operate a Separate Track at Crossing? ☒ Yes ☐ No	8. Do Other Railroads Operate Over Your Track at Crossing? ☒ Yes ☐ No
If Yes, Specify RR: ATK, BNSF	If Yes, Specify RR: BNSF, ATK

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost *(prefix) | (nnnn.nnn) | (suffix)*
☐ None LIVONIA	☐ None LIVONIA	☒ None	0012.210

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR *(if applicable)*	16. Crossing Owner *(if applicable)*
		☒ N/A	☐ N/A UP

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access *(if Private Crossing)*	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☐ Transit ☒ Intercity Passenger ☐ Shared Use Transit ☐ Commuter ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 1

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone *(FRA provided)*
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	*(WGS84 std: nn.nnnnnnn)* 29.9185792	*(WGS84 std: -nnn.nnnnnnn)* -90.2080530	☒ Actual ☐ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use * Consolidated numbers with DOT 757991S (now closed)	31.D. State Use *
32.A. Narrative *(Railroad Use)* *	32.B. Narrative *(State Use)* *

33. Emergency Notification Telephone No. *(posted)*	34. Railroad Contact *(Telephone No.)*	35. State Contact *(Telephone No.)*
800-848-8715	402-544-3721	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains *(6 AM to 6 PM)*	1.B. Total Night Thru Trains *(6 PM to 6 AM)*	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
10	10	24	1	

2. Year of Train Count Data *(YYYY)*	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed *(mph)* 60 3.B. Typical Speed Range Over Crossing *(mph)* From 30 to 60

4. Type and Count of Tracks
Main 3 Siding 0 Yard 3 Transit 0 Industry 0

5. Train Detection *(Main Track only)*
☒ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
01/25/2021		797887G

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1)* *(count)*	2.C. YIELD Signs *(R1-2)* *(count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
0	0	0	☒ W10-1 1 ☐ W10-3 ☐ W10-11 ☐ W10-2 ☐ W10-4 ☐ W10-12

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count 0)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☒ RR Xing Symbols ☐ None	☐ All Approaches ☐ Median ☐ One Approach ☒ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count 0 Specify Type _____ Count 0 Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 8	3.E. Total Count of Flashing Light Pairs
Roadway 2 Pedestrian 0	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☒ LED ☒ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
_____/_____ ☒ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☐ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____
☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 40	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	20 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2010 AADT 2814	02 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☒ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of		Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad	**Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0289LU206**
2. Other Railroad Involved in Train Accident/Incident		2a.	2b.
3. Railroad Responsible for Track Maintenance	**Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0289LU206**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**02/06/89**	**09:48 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GEORGE ST** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **1**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **6**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **45** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **2**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **8**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **ALEX SUB MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
3	**1**	**0**	**12** mph	**E**		**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **2**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$2,500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1088LU013**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1088LU013**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**10/26/88**	**06:00 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **GEORGE ST** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **15**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **6**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **70** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **1**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **8**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **ALEX SUB MAIN LINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
3	**1**	**0**	**15** mph	**E**		**2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**1**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0988LU221**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0988LU221**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**09/25/88**	**04:00 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GEORGE ST** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **2**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **3**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **ALEX SUB MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)*	Code	31. Time Table Direction	Code
3	**1**	**73**	R. Recorded / E. Estimated **10** mph	**E**	1. North 2. South 3. East 4. West	**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,000**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0488LU205**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0488LU205**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**04/26/88**	**08:45 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **WAGGAMAN** | 12. Highway Name or No. **GEORGE ST XING** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **5**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **7**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **2**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **75** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **2**

26. Track Number or Name: **101 DRIL EXTENSION**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
1	**1**	**13**	**10** mph	**E**		**2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **1**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **3**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$500**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **1186LA013**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **1186LA013**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**11/11/86**	**07:25 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE,LA		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **GEORGE ST** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **1**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **2**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **78** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **4**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAINLINE**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
2	**1**	**15**	**15** mph	**E**		**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None

Code(s): **03** **07**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**3**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **2**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,200**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **3**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Union Pacific Railroad Company [UP]**	1a. **UP**	1b. **0586NO203**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Union Pacific Railroad Company [UP]**	3a. **UP**	3b. **0586NO203**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**05/30/86**	**10:15 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **GEORGE RD** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **15**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **82** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **4**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated	Code	31. Time Table Direction — 1. North 2. South 3. East 4. West	Code
2	**1**	**67**	**18** mph	**E**		**1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **1**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$525**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **XXPD4H0601**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **XXPD4H0601**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**03/31/84**	**03:35 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE** | 12. Highway Name or No. **GEORGE ST** | ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **0**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **3**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **2**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **61** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **2**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class	28. Number of Locomotive Units	29. Number of Cars	30. Consist Speed *(Recorded if available)* R. Recorded E. Estimated	Code	31. Time Table Direction 1. North 2. South 3. East 4. West	Code
1	**3**	**102**	**4** mph	**E**		**2**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **4**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$1,400**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block | 53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **M81203**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **M81203**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**08/06/81**	**06:20 AM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GEORGE ST** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **B**

14. Vehicle Speed *(est. mph at impact)*: **7**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **3**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **88** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **1**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **7**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class:

28. Number of Locomotive Units: **1**

29. Number of Cars: **1**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **12** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **1**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **07**

33. Signaled Crossing Warning:

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **3**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**0**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$0**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **1**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title

56. Signature

57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

HIGHWAY-RAIL GRADE CROSSING ACCIDENT/INCIDENT REPORT

OMB Approval No. 2130-0500

Name Of	Alphabetic Code	RR Accident/Incident No.
1. Reporting Railroad: **Missouri Pacific Railroad Company [MP]**	1a. **MP**	1b. **M1168**
2. Other Railroad Involved in Train Accident/Incident	2a.	2b.
3. Railroad Responsible for Track Maintenance: **Missouri Pacific Railroad Company [MP]**	3a. **MP**	3b. **M1168**

4. U.S. DOT-AAR Grade Crossing ID No.	5. Date of Accident/Incident	6. Time of Accident/Incident
797889V	**04/21/78**	**06:20 PM**

7. Nearest Railroad Station	8. Division	9. County	10. State Abbr.	Code
AVONDALE LA		**JEFFERSON**	**22**	**LA**

11. City *(if in a city)* **AVONDALE**
12. Highway Name or No. **GARDEN ROAD** ☑ Public ☐ Private

Highway User Involved

13. Type — A. Auto, B. Truck, C. Truck-trailer, D. Pick-up truck, E. Van, F. Bus, G. School Bus, H. Motorcycle, J. Other Motor Vehicle, K. Pedestrian, M. Other *(specify)* — Code: **A**

14. Vehicle Speed *(est. mph at impact)*: **20**

15. Direction *(geographical)* — 1. North 2. South 3. East 4. West — Code: **4**

16. Position — 1. Stalled on crossing, 2. Stopped on Crossing, 3. Moving over crossing, 4. Trapped — Code: **3**

20a. Was the highway user and/or rail equipment involved in the impact transporting hazardous materials? — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code: **4**

Rail Equipment Involved

17. Equipment — 1. Train *(units pulling)*, 2. Train *(units pushing)*, 3. Train *(standing)*, 4. Car(s) *(moving)*, 5. Car(s) *(standing)*, 6. Light loco(s) *(moving)*, 7. Light loco(s) *(standing)*, 8. Other *(specify)*, A. Train pulling- RCL, B. Train pushing- RCL, C. Train standing- RCL — Code: **1**

18. Position of Car Unit in Train: **1**

19. Circumstance — 1. Rail equipment struck highway user, 2. Rail equipment struck by highway user — Code: **1**

20b. Was there a hazardous materials release by — 1. Highway User 2. Rail Equipment 3. Both 4. Neither — Code:

20c. State the name and quantity of the hazardous material released, if any

21. Temperature *(specify if minus)*: **79** °F

22. Visibility *(single entry)* — 1. Dawn 2. Day 3. Dusk 4. Dark — Code: **3**

23. Weather *(single entry)* — 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow — Code: **1**

24. Type of Equipment Consist *(single entry)* — 1. Freight train, 2. Passenger train, 3. Commuter train, 4. Work train, 5. Single car, 6. Cut of cars, 7. Yard/Switching, 8. Light loco(s), 9. Main./inspect. car, A. Spec. MoW Equip. — Code: **1**

25. Track Type Used by Rail Equipment Involved — 1. Main 2. Yard 3. Siding 4. Industry — Code: **1**

26. Track Number or Name: **MAIN**

27. FRA Track Class: **2**

28. Number of Locomotive Units: **1**

29. Number of Cars: **1**

30. Consist Speed *(Recorded if available)* — R. Recorded, E. Estimated: **10** mph — Code: **E**

31. Time Table Direction — 1. North 2. South 3. East 4. West — Code: **3**

32. Type of Crossing Warning — 1. Gates, 2. Cantilever FLS, 3. Standard FLS, 4. Wig wags, 5. Hwy. traffic signals, 6. Audible, 7. Crossbucks, 8. Stop signs, 9. Watchman, 10. Flagged by crew, 11. Other *(specify)*, 12. None — Code(s): **02**

33. Signaled Crossing Warning: **20 sec warn min (1);**

34. Whistle Ban — 1. Yes 2. No 3. Unknown — Code:

35. Location of Warning — 1. Both Sides, 2. Side of Vehicle Approach, 3. Opposite Side of Vehicle Approach — Code: **1**

36. Crossing Warning Interconnected with Highway Signals — 1. Yes 2. No 3. Unknown — Code: **2**

37. Crossing Illuminated by Street Lights or Special Lights — 1. Yes 2. No 3. Unknown — Code: **2**

38. Driver's Age:

39. Driver's Gender — 1. Male, 2. Female — Code:

40. Driver Drove Behind or in Front of Train and Struck or was Struck by Second Train — 1. Yes 2. No 3. Unknown — Code: **2**

41. Driver — 1. Drove around or thru the gate, 2. Stopped and then proceeded, 3. Did not stop, 4. Stopped on crossing, 5. Other *(specify)* — Code: **3**

42. Driver Passed Standing Highway Vehicle — 1. Yes 2. No 3. Unknown — Code: **2**

43. View of Track Obscured by *(primary obstruction)* — 1. Permanent Structure, 2. Standing railroad equipment, 3. Passing Train, 4. Topography, 5. Vegetation, 6. Highway Vehicles, 7. Other *(specify)*, 8. Not Obstructed — Code: **8**

Casualties to:	Killed	Injured
46. Highway-Rail Crossing Users	**0**	**2**
49. Railroad Employees	**0**	**0**
52. Passengers on Train	**0**	**0**

44. Driver was — 1. Killed 2. Injured 3. Uninjured — Code: **3**

45. Was Driver in the Vehicle? — 1. Yes 2. No — Code: **1**

47. Highway Vehicle Property Damage *(est. dollar damage)*: **$150**

48. Total Number of Highway-Rail Crossing Users *(include driver)*: **3**

50. Total Number of People on Train *(include passengers and crew)*:

51. Is a Rail Equipment Accident / Incident Report Being Filed — 1. Yes 2. No — Code: **2**

53a. Special Study Block

53b. Special Study Block

54. Narrative Description

55. Typed Name and Title	56. Signature	57. Date

FORM FRA F 6180.57

* NOTE THAT ALL CASUALTIES MUST BE REPORTED ON FORM FRA F 6180.55A

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk * denotes an optional field.

A. Revision Date (MM/DD/YYYY)	B. Reporting Agency	C. Reason for Update (Select only one)	D. DOT Crossing Inventory Number
09 / 04 / 2020	☒ Railroad ☐ Transit ☐ State ☐ Other	☒ Change in Data ☐ New Crossing ☐ Closed ☐ No Train Traffic ☐ Quiet Zone Update ☐ Re-Open ☐ Date Change Only ☐ Change in Primary Operating RR ☐ Admin. Correction	797889V

Part I: Location and Classification Information

1. Primary Operating Railroad	2. State	3. County
BNSF Railway Company [BNSF]	LOUISIANA	JEFFERSON

4. City / Municipality	5. Street/Road Name & Block Number	6. Highway Type & No.
☐ In ☒ Near AVONDALE	GEORGE STREET (Street/Road Name) | * (Block Number)	RT

7. Do Other Railroads Operate a Separate Track at Crossing?	8. Do Other Railroads Operate Over Your Track at Crossing?
☐ Yes ☒ No If Yes, Specify RR	☒ Yes ☐ No If Yes, Specify RR ATK, UP

9. Railroad Division or Region	10. Railroad Subdivision or District	11. Branch or Line Name	12. RR Milepost
☐ None GULF	☐ None LAFAYETTE	☐ None LIVE OAK-IOWA J	(prefix) | 0012.25 (nnnn.nnn) | (suffix)

13. Line Segment *	14. Nearest RR Timetable Station *	15. Parent RR (if applicable)	16. Crossing Owner (if applicable)
1280	AVONDALE TOFC	☒ N/A	☐ N/A BNSF

17. Crossing Type	18. Crossing Purpose	19. Crossing Position	20. Public Access (if Private Crossing)	21. Type of Train	22. Average Passenger Train Count Per Day
☒ Public ☐ Private	☒ Highway ☐ Pathway, Ped. ☐ Station, Ped.	☒ At Grade ☐ RR Under ☐ RR Over	☐ Yes ☐ No	☒ Freight ☒ Intercity Passenger ☐ Commuter ☐ Transit ☐ Shared Use Transit ☐ Tourist/Other	☐ Less Than One Per Day ☒ Number Per Day 2

23. Type of Land Use
☐ Open Space ☐ Farm ☒ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard

24. Is there an Adjacent Crossing with a Separate Number?	25. Quiet Zone (FRA provided)
☐ Yes ☒ No If Yes, Provide Crossing Number	☒ No ☐ 24 Hr ☐ Partial ☐ Chicago Excused Date Established

26. HSR Corridor ID	27. Latitude in decimal degrees	28. Longitude in decimal degrees	29. Lat/Long Source
☒ N/A	(WGS84 std: nn.nnnnnnn) 29.9192190	(WGS84 std: -nnn.nnnnnnn) -90.2117280	☐ Actual ☒ Estimated

30.A. Railroad Use *	31.A. State Use *
30.B. Railroad Use *	31.B. State Use *
30.C. Railroad Use *	31.C. State Use *
30.D. Railroad Use *	31.D. State Use *
32.A. Narrative (Railroad Use) *	32.B. Narrative (State Use) *

33. Emergency Notification Telephone No. (posted)	34. Railroad Contact (Telephone No.)	35. State Contact (Telephone No.)
800-832-5452	817-352-1549	225-379-1543

Part II: Railroad Information

1. Estimated Number of Daily Train Movements

1.A. Total Day Thru Trains (6 AM to 6 PM)	1.B. Total Night Thru Trains (6 PM to 6 AM)	1.C. Total Switching Trains	1.D. Total Transit Trains	1.E. Check if Less Than One Movement Per Day ☐ How many trains per week?
6	6	0	0	

2. Year of Train Count Data (YYYY)	3. Speed of Train at Crossing
2017	3.A. Maximum Timetable Speed (mph) 49 3.B. Typical Speed Range Over Crossing (mph) From 1 to 49

4. Type and Count of Tracks
Main 3 Siding 0 Yard 1 Transit 0 Industry 0

5. Train Detection (Main Track only)
☒ Constant Warning Time ☐ Motion Detection ☐ AFO ☐ PTC ☐ DC ☐ Other ☐ None

6. Is Track Signaled?	7.A. Event Recorder	7.B. Remote Health Monitoring
☒ Yes ☐ No	☐ Yes ☐ No	☐ Yes ☐ No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date *(MM/DD/YYYY)*	PAGE 2	D. Crossing Inventory Number *(7 char.)*
09/04/2020		797889V

Part III: Highway or Pathway Traffic Control Device Information

1. Are there Signs or Signals? ☒ Yes ☐ No

2. Types of Passive Traffic Control Devices associated with the Crossing

2.A. Crossbuck Assemblies *(count)*	2.B. STOP Signs *(R1-1) (count)*	2.C. YIELD Signs *(R1-2) (count)*	2.D. Advance Warning Signs *(Check all that apply; include count)* ☐ None
2	0		☒ W10-1 1 ☒ W10-3 2 ☐ W10-11 _____ ☐ W10-2 _____ ☐ W10-4 _____ ☐ W10-12 _____

2.E. Low Ground Clearance Sign *(W10-5)*	2.F. Pavement Markings	2.G. Channelization Devices/Medians	2.H. EXEMPT Sign *(R15-3)*	2.I. ENS Sign *(I-13)* Displayed
☐ Yes *(count_____)* ☒ No	☒ Stop Lines ☐ Dynamic Envelope ☐ RR Xing Symbols ☐ None	☒ All Approaches ☒ Median ☐ One Approach ☐ None	☐ Yes ☒ No	☒ Yes ☐ No

2.J. Other MUTCD Signs ☐ Yes ☒ No	2.K. Private Crossing Signs *(if private)*	2.L. LED Enhanced Signs *(List types)*
Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____	☐ Yes ☐ No	

3. Types of Train Activated Warning Devices at the Grade Crossing *(specify count of each device for all that apply)*

3.A. Gate Arms *(count)*	3.B. Gate Configuration	3.C. Cantilevered *(or Bridged)* Flashing Light Structures *(count)*	3.D. Mast Mounted Flashing Lights *(count of masts)* 2	3.E. Total Count of Flashing Light Pairs
Roadway 1 Pedestrian _____	☒ 2 Quad ☐ Full *(Barrier)* Resistance ☐ 3 Quad ☐ 4 Quad ☐ Median Gates	Over Traffic Lane 0 ☐ Incandescent Not Over Traffic Lane 0 ☐ LED	☐ Incandescent ☐ LED ☐ Back Lights Included ☐ Side Lights Included	4

3.F. Installation Date of Current Active Warning Devices: *(MM/YYYY)*	3.G. Wayside Horn	3.H. Highway Traffic Signals Controlling Crossing	3.I. Bells *(count)*
08 / 1992 ☐ Not Required	☐ Yes Installed on *(MM/YYYY)* _____/_____ ☒ No	☐ Yes ☒ No	2

3.J. Non-Train Active Warning	3.K. Other Flashing Lights or Warning Devices
☐ Flagging/Flagman ☐ Manually Operated Signals ☐ Watchman ☐ Floodlighting ☐ None	Count 0 Specify type _____

4.A. Does nearby Hwy Intersection have Traffic Signals?	4.B. Hwy Traffic Signal Interconnection	4.C. Hwy Traffic Signal Preemption	5. Highway Traffic Pre-Signals	6. Highway Monitoring Devices *(Check all that apply)*
☐ Yes ☒ No	☒ Not Interconnected ☐ For Traffic Signals ☐ For Warning Signs	☐ Simultaneous ☐ Advance	☐ Yes ☒ No Storage Distance * _____ Stop Line Distance * _____	☐ Yes - Photo/Video Recording ☐ Yes – Vehicle Presence Detection ☐ None

Part IV: Physical Characteristics

1. Traffic Lanes Crossing Railroad	2. Is Roadway/Pathway Paved?	3. Does Track Run Down a Street?	4. Is Crossing Illuminated? *(Street lights within approx. 50 feet from nearest rail)*
☐ One-way Traffic ☒ Two-way Traffic ☐ Divided Traffic Number of Lanes 2	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No

5. Crossing Surface *(on Main Track, multiple types allowed)* Installation Date * *(MM/YYYY)* _____/_____ Width * _____ Length * _____

☐ 1 Timber ☐ 2 Asphalt ☐ 3 Asphalt and Timber ☒ 4 Concrete ☐ 5 Concrete and Rubber ☐ 6 Rubber ☐ 7 Metal
☐ 8 Unconsolidated ☐ 9 Composite ☐ 10 Other *(specify)* _____

6. Intersecting Roadway within 500 feet?	7. Smallest Crossing Angle	8. Is Commercial Power Available? *
☒ Yes ☐ No If Yes, Approximate Distance *(feet)* 75	☐ 0° – 29° ☐ 30° – 59° ☒ 60° - 90°	☒ Yes ☐ No

Part V: Public Highway Information

1. Highway System	2. Functional Classification of Road at Crossing	3. Is Crossing on State Highway System?	4. Highway Speed Limit
☐ (01) Interstate Highway System ☐ (02) Other Nat Hwy System (NHS) ☐ (03) Federal AID, Not NHS ☒ (08) Non-Federal Aid	☐ (0) Rural ☒ (1) Urban ☐ (1) Interstate ☐ (5) Major Collector ☐ (2) Other Freeways and Expressways ☐ (3) Other Principal Arterial ☐ (6) Minor Collector ☐ (4) Minor Arterial ☒ (7) Local	☐ Yes ☒ No	20 MPH ☒ Posted ☐ Statutory

5. Linear Referencing System *(LRS Route ID)* *

6. LRS Milepost *

7. Annual Average Daily Traffic *(AADT)*	8. Estimated Percent Trucks	9. Regularly Used by School Buses?	10. Emergency Services Route
Year 2010 AADT 1921	01 %	☐ Yes ☒ No Average Number per Day _____	☐ Yes ☐ No

Submission Information - *This information is used for administrative purposes and is not available on the public website.*

Submitted by _____ Organization _____ Phone _____ Date _____

Appendix F

Traffic Data Report

This appendix contains all traffic data collected by National Data and Surveying (NDS) during the project and will be delivered on the project resource drive.

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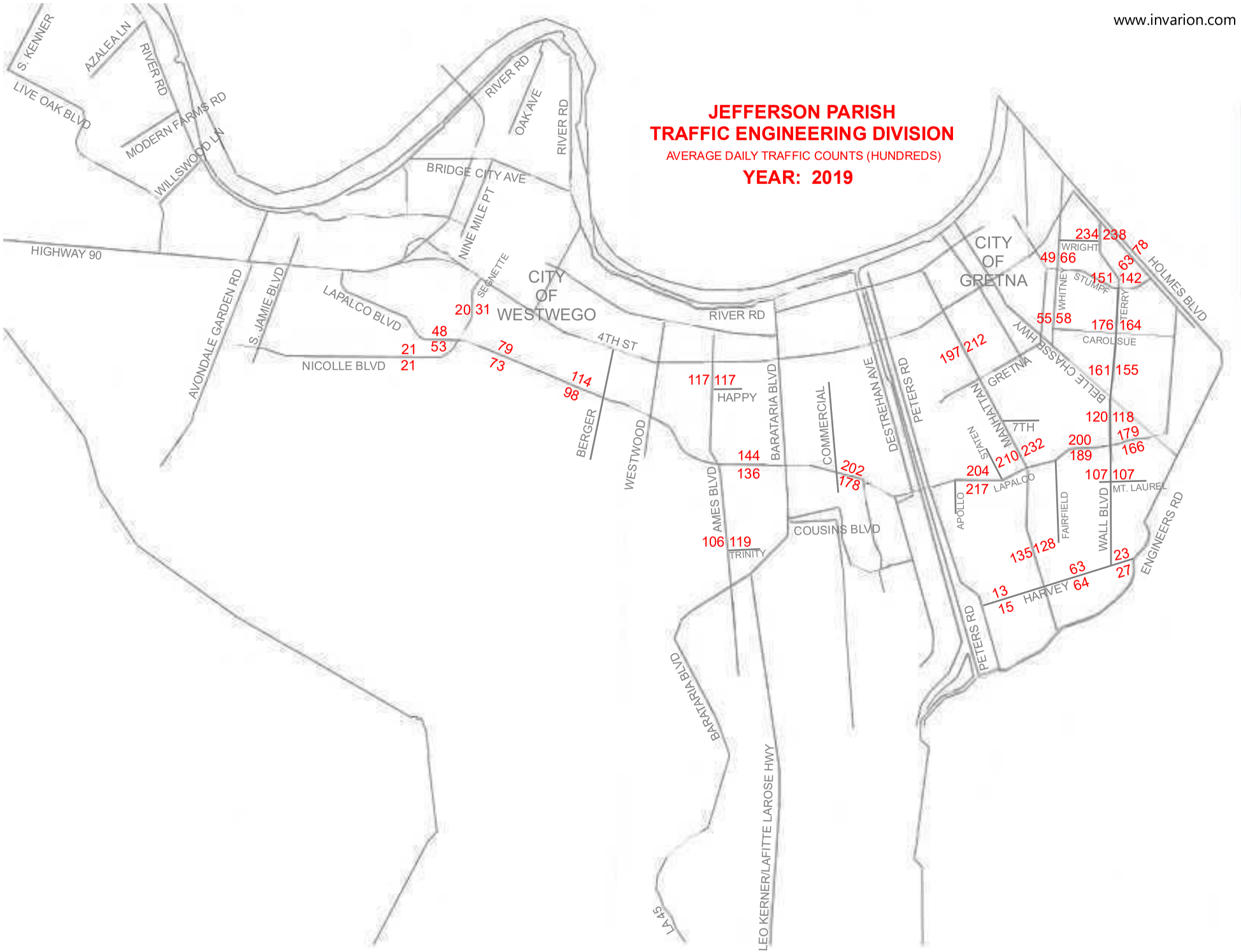
JEFFERSON PARISH
TRAFFIC ENGINEERING DIVISION

AVERAGE DAILY TRAFFIC COUNTS (HUNDREDS)

YEAR: 2019



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Appendix G

Stage 0 Checklist and Preliminary Scope and Budget Checklist

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STAGE 0
Environmental Checklist

Route Louisiana Highway 18 (Rail Crossing797885T) Parish: Jefferson Parish

C.S. Not Applicable Begin Log mile Not Applicable End Log mile Not Applicable

ADJACENT LAND USE: Industrial, transportation (Road, railway)

Any property owned by a Native American Tribe?
(Y or N or Unknown) If so, which Tribe? Unknown

Any property enrolled into the Wetland Reserve Program?
(Y or N or Unknown) If so, give the location No, Wetlands not identified at the project site in the NWI data available for review. Area of project is fully developed. Ground cover consists of stones, some dirt and the railroad crossing materials (crossties, rails, asphalt, etc.)

Are there any other known wetlands in the area?
(Y or N) If so, give the location No

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Cemeteries No
(Y or N) Churches No
(Y or N) Schools No
(Y or N) Public Facilities (i.e., fire station, library, etc.) No
(Y or N) Community water well/supply No

Section 4(f) issue: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(Y or N) Public recreation areas No
(Y or N) Public parks No
(Y or N) Wildlife Refuges No
(Y or N) Historic Sites No

Is the project impacting, or adjacent to, a property listed on the National Register of Historic Places? (Y or N) **Is the project within a historic district or a national landmark district?** (Y or N) If the answer is yes to either question, list names and locations below:
No

Do you know of any threatened or endangered species in the area? (Y or N)
If so, list species and location. No

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (Y or N) If yes, name the stream. No

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? NO

What year was the existing bridge built? Not Applicable

Are any waterways impacted by the project considered navigable? (Y or N) If unknown, state so, list the waterways: Not Applicable

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? (If the answer is yes, list names and locations.)
(Y or N) Leaking Underground Storage Tanks Database checked, No, none at project site
(Y or N) CERCLIS Database checked, No, none apparent at project site

(Y or N) ERNS Database checked, No, none apparent at project site

(Y or N) Enforcement and Compliance History Database checked, No, none apparent at project site

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (Y or N) No
If so, give the name and location:

Any chemical plants, refineries or landfills adjacent to the project? (Y or N) **Any large manufacturing facilities adjacent to the project?** (Y or N) **Dry Cleaners?** (Y or N) If yes to any, give names and locations: Yes, project is adjacent to the Intl-Matex Tank Terminals (IMTT) bulk liquid storage facility located at 5450 River Road, Avondale, LA 70094 and the Avondale Marine campus located at 5100 River Road, Avondale, LA 70094. No, there are no dry cleaners or landfills adjacent to the project.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (Y or N) List the type and location of wells being impacted by the project. Database reviewed, no oil or gas wells found at project site or in adjacent area.

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? No

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain No, location is an existing rail crossing over LA 18.

Is the project area population minority or low income? (Y or N) No, there is no residential population adjacent to the project. The project area does include minority and low income population groups (See Map Atlas, Appendix D).

What type of detour/closures could be used on the job? Temporary construction closures required to facilitate construction at site, as well as installation of crossing signage and signals.

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
Location is an existing rail crossing; it remains unclear how much of the current rail and sub-base can be re-used. Cost estimates assume complete replacement and upgrade to match current standards of practice. Visual inspection of area did not reveal any indications of additional utilities (i.e. no markers evident) at site. Database review did not yield specific issues at this site, but Phase I ESA may be required to determine presence of remnant materials in soil or ballast at site associated with former industrial activity t the Avondale Marine site, or current industrial activity and fluids transport to and from the IMTT terminal.

Ed E. Elam, AICP, PTP, TSSP-Rail
Point of Contact

504-812-6347
Phone Number

12/16/2021
Date

STAGE 0
Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
http://www.indianaffairs.com/tribes.htm

Louisiana Wetlands Reserve Program:
http://www.nrcs.usda.gov/programs/wrp/states/la.html

Community Water Well/Supply
http://sonris.com/default.htm

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
http://www.wlf.louisiana.gov/refuges
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
http://www.fws.gov/refuges/refugelocatormaps/Louisiana.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
http://www.crt.state.la.us/parks/ihistoricsiteslisting.aspx

National Register of Historic Places (Louisiana):
http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome
http://www.nationalregisterofhistoricplaces.com/la/state.html

National Historic Landmarks Program:
http://www.nps.gov/history/nhl/

Threatened and Endangered Species Databases:
http://www.wlf.louisiana.gov/wildlife/louisiana-natural-heritage-program

Louisiana Scenic Rivers:
http://www.wlf.louisiana.gov/wildlife/scenic-rivers
http://media.wlf.state.la.us/experience/scenicrivers/louisiananaturalandscenicriversdescriptions/
http://www.legis.state.la.us/lss/lss.asp?doc=104995

Significant Tree Policy (EDSM I.1.1.21)
http://notes1/ppmemos.nsf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress, aesthetically important, 18" or greater in diameter at breast height and has form that separates it from surrounding or that which may be considered historic.)

CERCLIS (Superfund Sites):
http://www.epa.gov/superfund/sites/cursites/
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports: http://www.epa.gov/region4/r4data/erns/index.htm

Enforcement & Compliance History (ECHO)
http://www.epa-echo.gov/echo/

DEQ – Underground Storage Tank Program Information:
http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx
Leaking Underground Storage Tanks:
http://www.deq.state.la.us/portal/tabid/79/Default.aspx

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
http://www.fhwa.dot.gov/environment/ej2000.htm

Demographics
http://www.census.gov/

FHWA's Environmental Website
http://www.fhwa.dot.gov/environment/index.htm

Additional Databases Checked

Other Comments:

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STAGE 0
Preliminary Scope and Budget Checklist
Urban Systems Program

MPO Area: New Orleans

A. Project Background

Project Name (40 characters max.) LA 18 Rail Crossing Upgrade, Avondale

District 02/Bridge City Parish Jefferson

City/Town Avondale Local Road Name Louisiana Highway 18

If project is on a state route: Route: 18 Control Section: -n/a-

Begin Log Mile: -n/a- End Log Mile: -n/a-

List study team members: RPC, Jefferson Parish

Who is the sponsor of the study? RPC with Jefferson Parish

If different, who is the sponsor of the project?

Has someone on the project sponsor's staff attended the LPA Certification class?

Project Sponsor DUNS#:

Date Study Completed:

Describe the existing facility:

Functional classification: Minor Arterial Number and width of lanes: 2-lanes 24 ft

Shoulder width and type: Gravel, south side, 12 ft (est) Mode: Highway

Access control: none ADT: +/- 11,480 Posted Speed: 35 MPH

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): No sidewalks or adjacent paths, location is an existing at-grade rail crossing, pedestrian activity at the rail crossing would be discouraged. LA 18 is part of the bicycle path network in this area, so some cycling or walking in the area may happen.

Describe the adjacent land use: Industrial (Liquids Storage, Warehousing, Office); Transportation (Rail Yard and Rail Lines)

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? No

Are there recent, current or near future planning studies or projects in the vicinity? Yes

If yes, please describe the relationship of this project to those studies/projects. RPC, Jefferson Parish and DOTD participated in a Stage 0 Feasibility Study of this area to examine potential rail and roadway improvements. Jefferson Parish has a comprehensive land use plan update of this area which supports long-term industrial development. Jefferson Parish Economic Development (JEDCO) has an economic development strategy which outlines a strategy for overall parish-wide economic development, including redevelopment of the Avondale Marine site (former Avondale Shipyard) located at 5100 River Road, Avondale, LA.

Provide a brief chronology of these planning study activities:

Envision Jefferson 2020 (Parish Comprehensive Plan), then JEDCO Economic Development Strategy/Jefferson Edge, then Envision Jefferson 2040 (Parish Comprehensive Plan Update); Stage o Feasibility Study (Westbank Road and Rail Sub Area Plan) (2005-2020)

B. Preliminary Purpose and Need

State the Purpose (reason for proposing the project) and Need (problem or issue)/Corridor Vision and a brief scope of the project. Also, identify any additional goals and objectives for the project.

The purpose of this study is to analyze proposed and forecast industrial developments on the west bank of Jefferson Parish in support of a larger planning effort that includes the evaluation of multi-modal transportation, land use, utilities, and other infrastructure, and to identify strategic transportation investments that will complement and enhance planned development in the area.

The need for the study was derived by constituent and business community concerns to parish leadership related to land use, economic development, and redevelopment changes occurring or forecast to occur in the near term on the west bank of Jefferson Parish that could impact the area's transportation network, land use, and utilities if allowed to occur without appropriate management, oversight, and planning.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

Completed Stage 0 which included review of database items to determine potential for environmental issues. Formed a local stakeholder committee to review alternatives and collect input from decision makers and local agency directors (Jefferson Parish, JEDCO), state DOTD (District 02) and the RPC. Engaged Class I railroads and Port of New Orleans (as operator of the NO Public Belt Railroad and the Port facilities) to determine interest in project and input on alternatives for rail improvement. Engaged owner/operator of Avondale Marine to determine long-range plans for development.

What transportation agencies were included in the agency coordination effort?

Port of New Orleans, DOTD District 02, RPC, Jefferson Parish

Describe the level of participation of other agencies and how the coordination effort was implemented.

Project reviews and discussion during Stage 0 Feasibility Study process reflected in the final documentation and recommendations provided. Input of meetings with agencies and others documented to show record of discussions and reviews conducted during the Stage 0 Feasibility Study process.

What steps will need to be taken with each agency during NEPA scoping?

Consultation and Coordination will be required. Review of site under appropriate DOTD and federal guidelines as issued by the lead agency (US DOT, FRA, etc.)

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

Four meetings of local stakeholder committee – documented in the Stage 0 Feasibility Study with minutes, agendas, presentations, etc. Committee meetings occurred on the following dates:2/25/2021; 06/02/2021; 10/22/2021. Meetings with others (officials, railroads, agency personnel, etc.) took place between 03/10/2021 and 10/22/2021.

E. Preliminary Project Scope, Range of Alternatives, Alternative Evaluation and Screening

Provide a project scope and give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility? Provide a written description of project limits. Attach a vicinity map showing project limits. If applicable also attach an aerial photo with concept layout.

Proposed scope of the project is to upgrade the existing rail crossing #797885T. Aerial photo of site contained in Stage 0 Feasibility Study.

Will design exceptions be required? Unknown

Follow this link to view LADOTD Minimum Design Guidelines:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/Road_Design/Memoranda/Minimum%20Design%20Guidelines.pdf

What impact would this project have on freight movements? Project would accommodate freight cargo transiting between the Avondale Marine facility and Union Pacific Railroad yard and mainline in Avondale. This would provide access to the other rail facilities on the Eastbank of the Mississippi River (via the NO Rail Gateway), as well as to facilities elsewhere in Jefferson and Plaquemines Parish, based upon the demand and cargo handled.

Does this project cross or is it near a railroad crossing? Yes, the project is at an existing rail crossing (US DOT Crossing #797885T).

DOTD's "Complete Streets" policy should be taken into consideration. Per the policy, any exception for not accommodating bicyclists, pedestrians and transit users will require the approval of the DOTD chief engineer. For exceptions on Federal-aid highway projects, concurrence from FHWA must also be obtained. In addition any exception in an urbanized area, concurrence from the MPO must also be obtained. Follow this link to view the policy:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Highway_Safety/Complete_Streets/Pages/default.aspx

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible. This project is a rail crossing upgrade. There are shared bicycle roadway accommodations on LA 18 and as such, would need to be taken into account as part of this project.

How are Context Sensitive Solutions (CSS) being incorporated into the project? For more information on CSS follow this link: Project is improvement of existing rail crossing.

E. Preliminary Project Scope, Range of Alternatives, Alternative Evaluation and Screening (Continued)

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how. (See EDSM IV.2.1.4 for more information.) Not applicable

Were any safety analyses performed? If so describe results and attach documentation. For safety analysis guidance follow this link:
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Multimodal/Highway_Safety/Pages/default.aspx
No, this would need to be taken into consideration at the time of final design. FRA records indicate that the last train crossed this location in 2001.

Are there any abnormal crash locations or overrepresented crashes within the project limits? None

What future traffic analyses are anticipated? Yes, to determine the effect of crossing traffic on the operations of LA 18, given train volumes supplied by Avondale Marine and any future tenant.

Will fiber optics be required? If so, are there existing lines to tie into? Unknown

Are there any future ITS/traffic considerations? Potentially, existing warning devices are passive with no automatic detection systems in place. Consultation with DOTD and railroads will identify future considerations.

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? This remains to be completed

- If yes, describe the mobility and safety analysis and assessment that was conducted as required in the development of a TMP.
- What further data will need to be collected to address the content and scope of the TMP in the design stage/phase of this project?

Was Construction Transportation Management/Property Access taken into consideration? Yes, final construction activities and improvements will need to maintain access to existing rail crossings in area and driveway access to the IMTT and UP Railroad facilities. Construction staging/sequencing will be completed as part of the final design activities for this improvement.

Were alternative construction methods considered to mitigate work zone impacts? No – the project will follow standard construction methods defined by DOTD standards. Nighttime construction can be used to minimize impact on traffic access and operations. There are no adjacent residential structures in the area to prevent construction at night. Construction site near active rail line and yard.

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.
Location is an existing crossing. Project will consist of an upgrade to an existing at-grade rail crossing.

Give an explanation for any alternative that was eliminated based on the screening criteria.
One alternative to create a new crossing of LA 18 eliminated during the Stage 0 Feasibility Study evaluation of projects with local railroad representatives.

Which alternatives should be brought forward into NEPA and why? Project identified replaces existing crossing. Appropriate level of NEPA documentation process to be determined by DOTD.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Stakeholders commented during the development of alternatives. This is documented in the Stage 0 Feasibility Study.

Describe any unresolved issues with the public, stakeholders and/or agencies.
None as of the close of the Stage 0 Feasibility Study.

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? Base + 10-year growth (2020+10 years)

What method was used for forecasting traffic volumes? Existing plus development-based (using ITE Trip Generation Manual estimates plus existing traffic volumes collected for project).

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan? Yes, consistent with freight and economic development objectives for the region.

What future year policy and/or data assumptions were used in the transportation planning process as they are related to land use, economic development, transportation costs and network expansion?

Land Use projections for future development used to examine potential vehicle traffic needs. Projection of rail traffic based upon evolving customer demand associated with development of the Avondale Marine campus and fruition of marking efforts to develop and attract tenants to the facility.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist

H. Preliminary Budget/Cost Estimate

Provide a cost estimate for each feasible alternative:

Phase	Total Estimated Cost	Funding Source (STP>200K, STP<200K, CMAQ, DEMO, Local)	Match Provided By (City, Parish, State)	TIP Fiscal Year
Environmental (document, mitigation, etc.)	$13,000	STP>200K		Year 1
Engineering Design	$65,200	STP>200K		Year 1
R/W Acquisition (C of A if applicable)	Unknown	---		
Utility Relocations	Unknown	---		
Construction	$652,000	STP>200k		Year 2
Construction Engineering & Inspection Services	$71,800	STP>200K		Year 2
TOTAL COST	$802,000*			

*Engineers Opinion of Probable Construction Costs (Class 5), 12/20/2021, developed by Wilson & Company. Estimated range of cost could vary from 30% to 50% given the availability of information.

ATTACH ANY ADDITIONAL DOCUMENTATION

Westbank Transporation
Grading, Drainage & Track
At-grade crossing #797885T upgrade with active warning devices

Engineers Opinion of Probable Construction Costs (Class 5)

12/20/2021

		Base Cost			
Line	**Description**	**Quantity**	**Unit**	**Unit Cost**	**Total**
Site Civil					**$275,000**
	Mobilization				
	Mobilization *10%*	1	LS	$ 25,000	$ 25,000
	Site Development Work				
6	Traffic Control *Crossing @ LA 18*	1	LS	$ 100,000	$ 100,000
11	Utility adjustments	1	LS	$ 100,000	$ 100,000
12	Final Cleanup, stripping & Demobilization	1	LS	$ 50,000	$ 50,000
Rail					**$ 376.750**
13	Track, 136 LB Rail , Timber Ties, OTM, Ballast & Surfacing	175	TF	$ 300	$ 52,500
15	Track Removal *(Remove Track @ Turnout Location)*	175	TF	$ 150	$ 26,250
16	At-Grade Crossing Panels (curved) *(LA 18)*	120	LF	$ 400	$ 48,000
17	Active warning devices and signal control	1	LS	$ 250,000	$ 250,000

Summary of Direct Construction Costs				
Direct Construction Costs				**$651,750**
	Site Civil			$275,000
	Rail Civil			$376,750
Summary of Engineering and CRS Costs				
	Project Management, Surveying, Engineering	10	% of Direct Costs	$65,175
	Permitting	2	% of Direct Costs	$13,035
	Material Testing	2	% of Direct Costs	$13,035
	Construction Related Services	6	% of Direct Costs	$39,105
	Contractor Performance Bond	3	% of Direct Costs	$19,553
Engineering Costs				**$149,903**
Total Engineering and CRS				
Estimated Budgetary Totals				
	Direct Construction Costs			$651,750
	Engineering / Permitting / Material Testing / Construction Related Services			$149,903
			Estimated Budgetary Totals	**$801,653**
			-30%	**+50%**
			Estimated Range of Project Cost	**$600,000**	**$1,200,000**

	Primary Characteristic	*Secondary Characteristic*		
ESTIMATE CLASS	**MATURITY LEVEL OF PROJECT DEFINITION DELIVERABLES** Expressed as % of complete definition	**END USAGE** Typical purpose of estimate	**METHODOLOGY** Typical estimating method	**EXPECTED ACCURACY RANGE** Typical variation in low and high ranges
Class 5	0% to 2%	Concept screening	Capacity factored, parametric models, judgment, or analogy	L: -20% to -50% H: +30% to +100%

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