

Stage 0 Feasibility Study

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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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with a Crossing of LA 18



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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.

The contents of this report reflect the views of the author(s) who is (are) responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views of policies of the State or Federal Highway Administration. This report does not constitute a standard, specification, or regulation." This document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379–1871 before releasing any information.

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 O 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

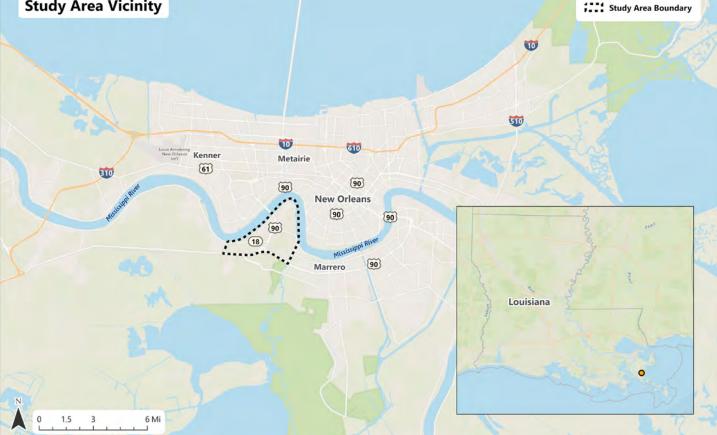
The study area, as depicted on Figure 2, contains approximately 4,760 acres of mostly vacant land. The area's residential population,

Figure 1: Project Vicinity Map, Jefferson Parish, LA

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

Study Area Vicinity





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 <u>purpose</u> 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 <u>need</u> 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/Latino²	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 Income⁴	\$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	<i>7</i> 59	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	7.0 1%	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 leveetop 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.

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



Figure 3: Transportation Network





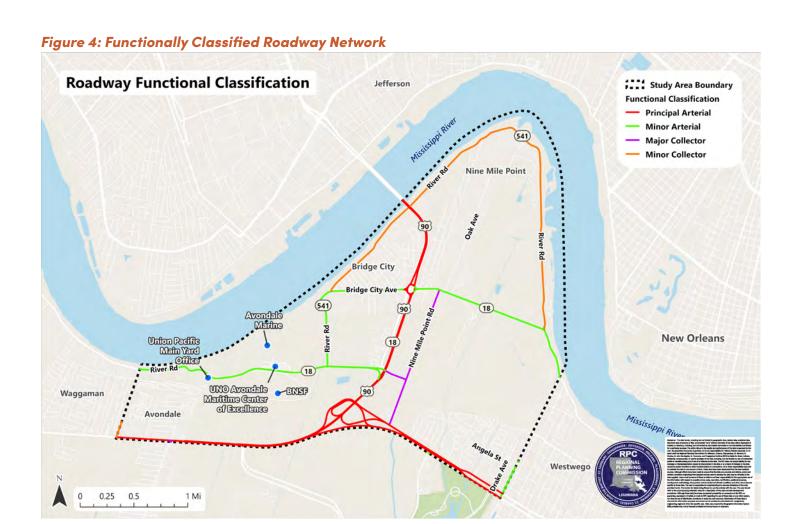




Table 2: Transportation Network Characteristics

Comillon			CI	naracter	ristics
Corridor (Start/End)	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	Υ	4	45	Commercial, Undeveloped
LA Highway 18 Avondale Garden Rd to US Highway 90	MA	Υ	2-4	35-40	Industrial, Agricultural
W. Nine Mile Point Road Nine Mile Point Road to US Highway 90	МС	N	2	35	Undeveloped
Bridge City Avenue River Road to US Highway 90	MA	Υ	2	35	Residential, Commercial, Agricultural, Public
Seven Oaks Boulevard US Highway 90 to River Road	MA	Υ	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	Υ	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	МС	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

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

^{2 -} Based upon field review completed in 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

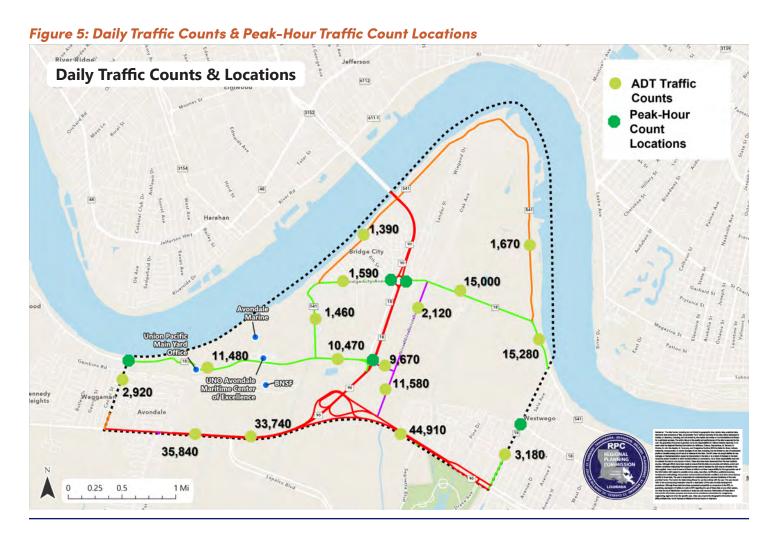




Table 3: Average Daily Traffic Volumes

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 Edition⁴ 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)
Α	< 10	< 10
В	> 10 and < 20	> 10 and < 15
С	> 20 and < 35	> 15 and < 25
D	> 35 and < 55	> 25 and < 35
Е	> 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

		Existing								
Intersection	Control	AM LOS	AM Delay (sec)	PM LOS	PM Delay (sec)					
Avondale Garden Rd & LA 18/River Rd	TWSC	В	14.2	С	15.1					
Seven Oaks Blvd & Nine Mile Point Rd	TWSC	С	16.9	С	18.5					
W Nine Mile Point Rd & Nine Mile Point Rd	AWSC	D	27.6	В	14.1					
Louisiana St & LA 18 (4th St)	Signalized	В	17.4	В	15.0					
US 90 SB & Bridge City Ave WB	Signalized	В	10.1	Α	9.0					
US 90 NB & Seven Oaks Blvd WB	Signalized	Α	5.2	В	10.5					
US 90 SB & Bridge City Ave EB	Signalized	В	12.9	В	15.0					
US 90 NB & Seven Oaks Blvd EB	Signalized	Α	4.7	Α	3.8					
US 90 SB & LA 18 WB	Signalized	С	25.3	С	25.4					
US 90 NB & W Nine Mile Point WB	Signalized	С	29.6	С	29.8					
US 90 SB & LA 18 EB	Signalized	С	26.7	С	23.4					
US 90 NB & W Nine Mile Point EB	Signalized	С	27.6	С	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	Doork House					South	bound			Eastb	ound			Westk	oound		Intersection
Intersection	reak nour	L	Т	R	U-Turn	L	Т	R	U-Turn	L	Т	R	U-Turn	L	Т	R	U-Turn	Total
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	11 <i>7</i>	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		North	bound			South	bound			Eastk	ound	Westbound			oound		Intersection
intersection	reak nour	L	Т	R	U-Turn	L	Т	R	U-Turn	L	Т	R	U-Turn	L	Т	R	U-Turn	Total
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 projectalternatives. 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, lefferson 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

Deileand	Characteristics									
Railroad	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									
CSX Corporation	CSX									
Kansas City Southern	KCS	None	None							
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



Rail Approach, HP Long Bridge on Jefferson Parish West Bank

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 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 FRAGIS 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. 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.

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



New Orleans Public Belt Railroad (NOPB)



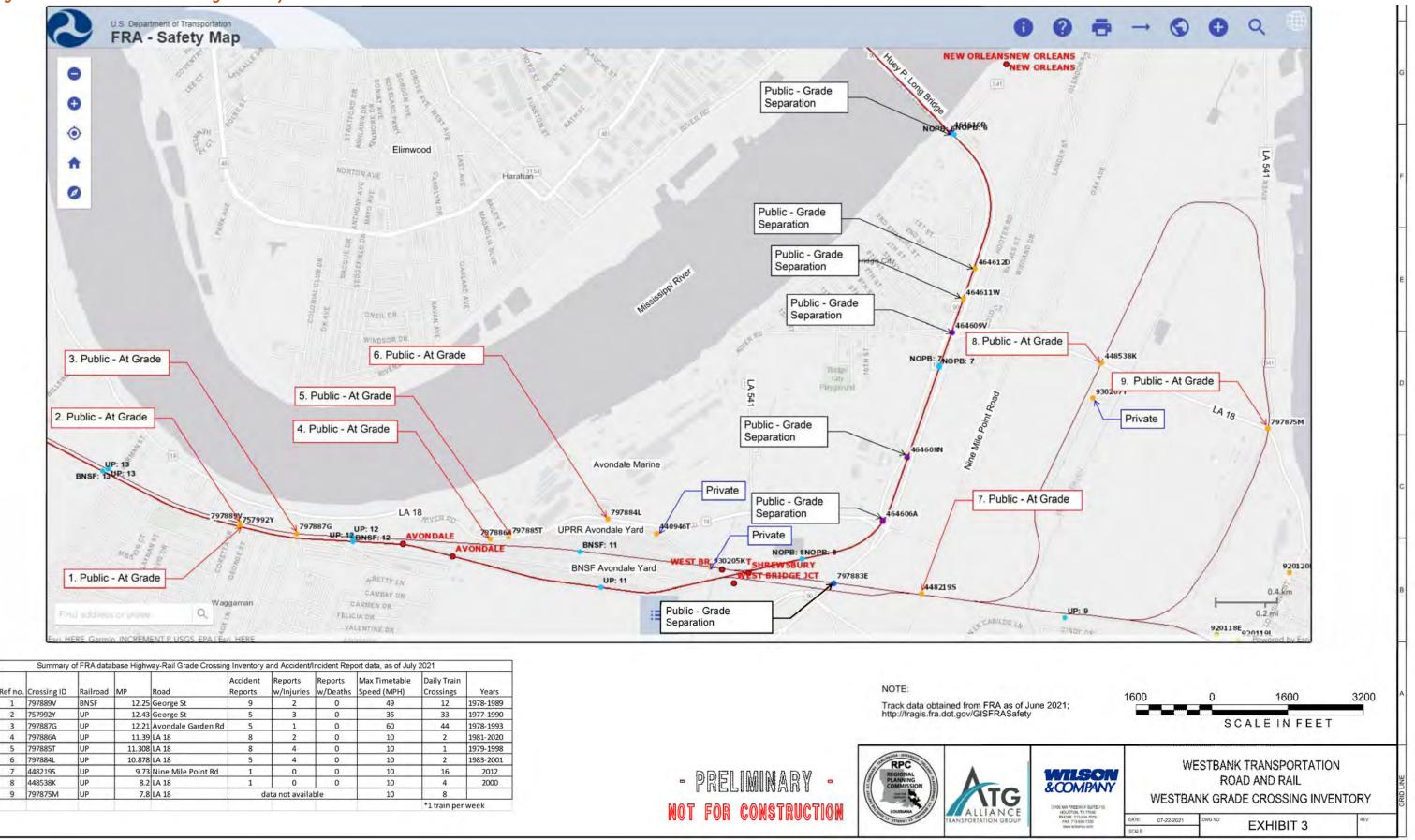
NO and Gulf Coast (NOGC) Railroad

- 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.

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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



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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 LA18 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 multistory 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 <u>5</u>: 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 <u>6</u>: 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. 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	Туре	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 Louisiana¹⁷ 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 passby 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	Description	Quantity	ADT	AM Peak		PM Peak	
Code	Code Description		ADT	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 JEDCO¹⁸ 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	Υ	Future Industrial Area	Industrial (LI)	Adjacent	291.87 acres 89.85%
MMC Site #1 LA 18 near LA 541	76.09 Acres	Υ	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

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

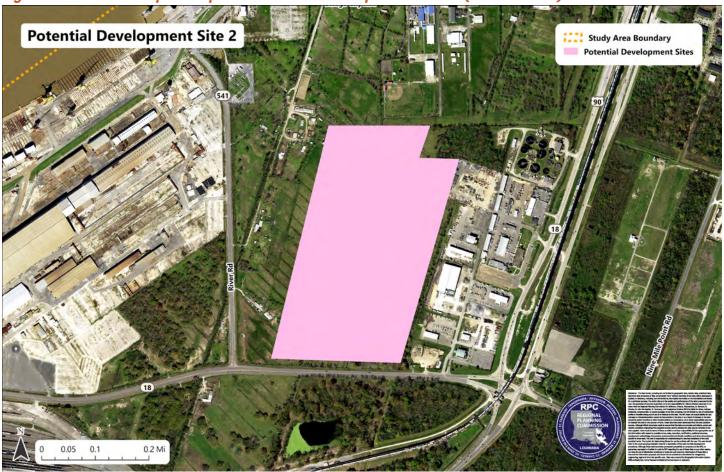




Table 13: Potential Development Site #2 Detailed Description

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

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

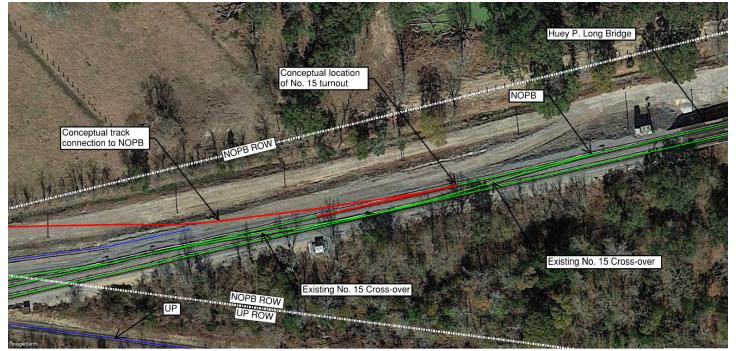


NOPB to Avondale Marine Track Connection

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'
- <u>Vertical grades and curves:</u> 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.
- <u>Distance of elevated track within Avondale</u> <u>Marine:</u> 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.

<u>Limited Access: Rail Operation Risk</u> - 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 atgrade 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 additional 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

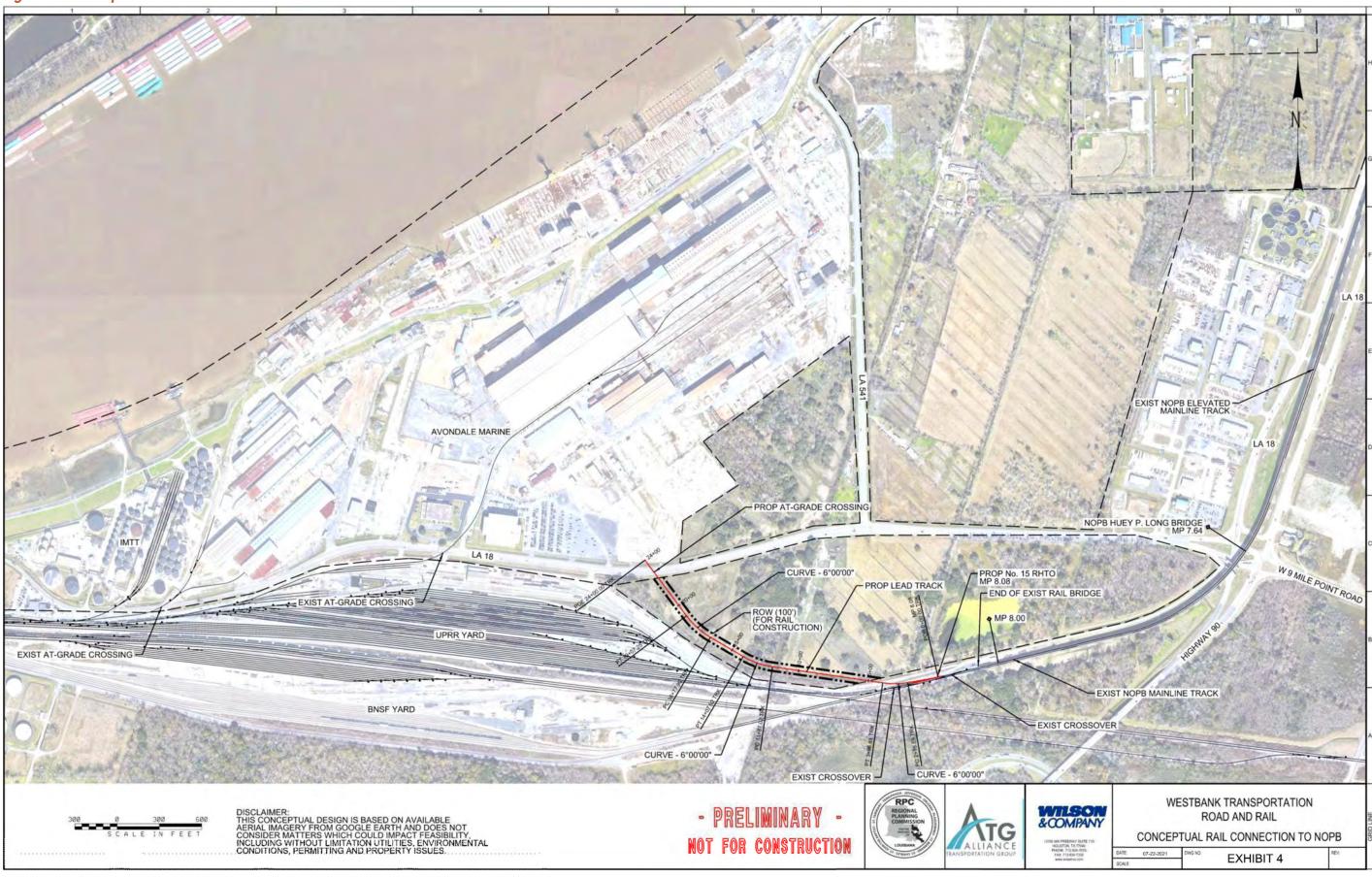


Figure 13: Conceptual Profile for Rail Connection to NOPB Across LA 18 Near Avondale Marine

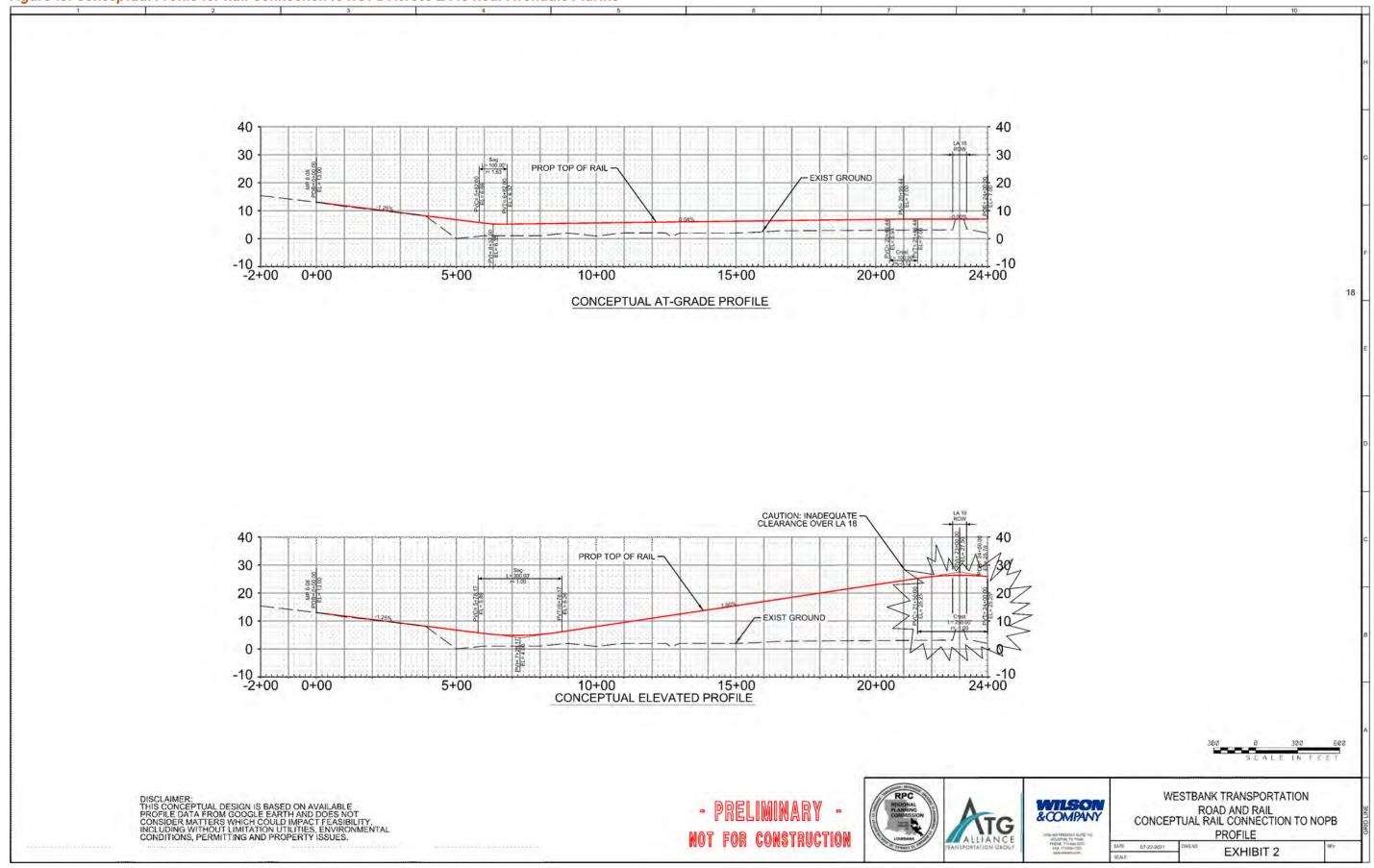
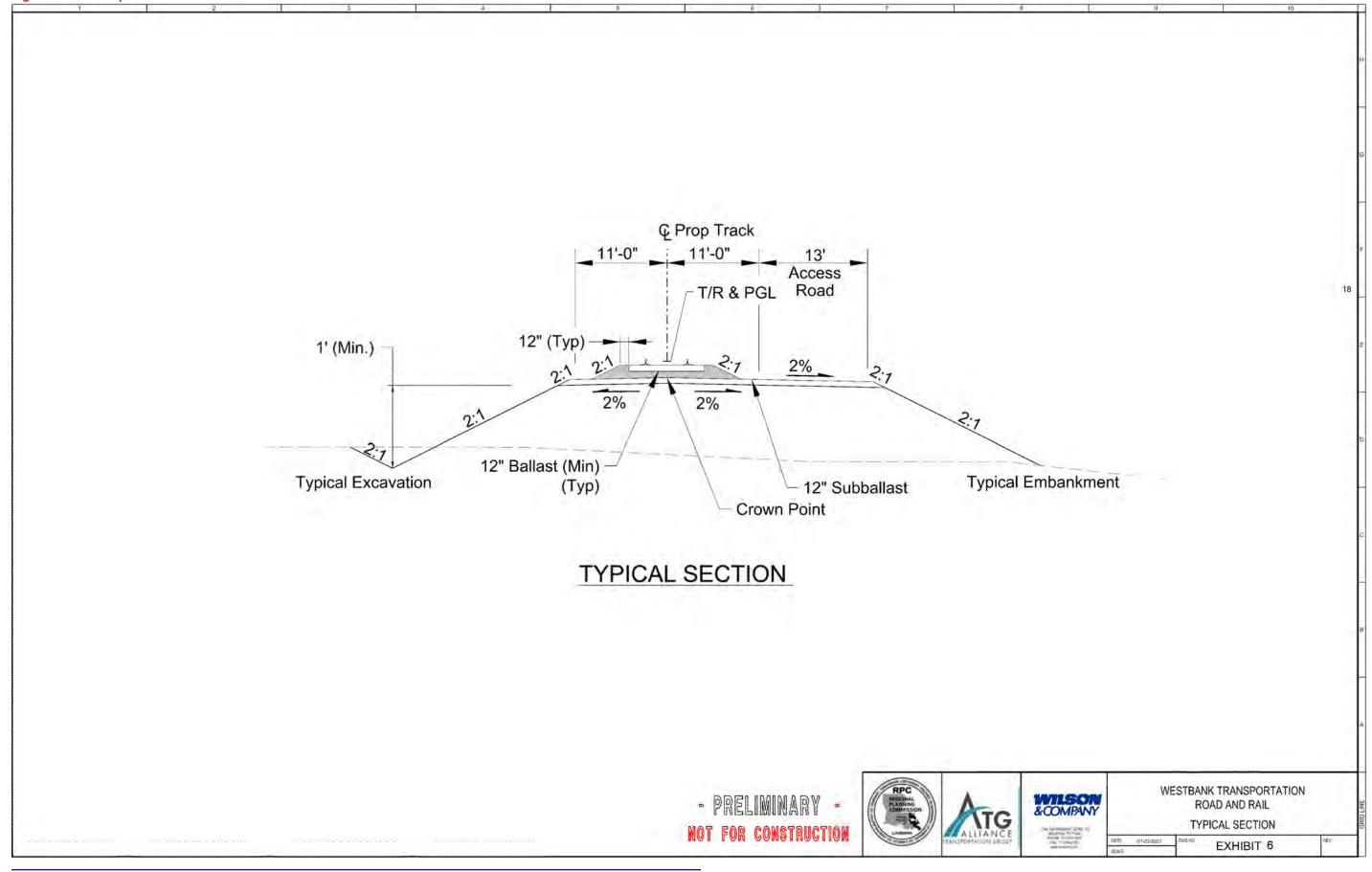


Figure 14: Conceptual Cross Section for Rail Connection



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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.

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- 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.
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- New Orleans Regional Planning Commission. Jefferson Parish. Jefferson Parish Bicycle Master Plan, December 2013.
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- 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 Gustavo Clavijo NDS **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.

RR: RPC Transportation Road and Rail

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.

RR: RPC Transportation Road and Rail

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

REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

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 Deano Bonano @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)

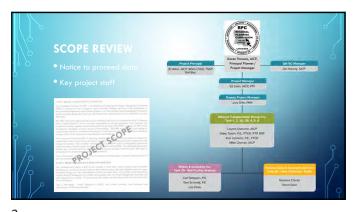
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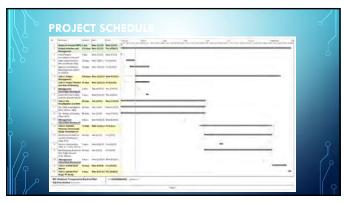








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REGIONAL PLANNING COMMISSION

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:

<u>The purpose</u> 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





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) Jefferson Parish

Karen Parsons, Jeff Roesel

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)

Jefferson Parish

Karen Parsons, Jeff Roesel

Councilman Deano Bonano, Juliette Cassagne, Mark Drewes, Angela DeSoto, Annalisa

Kelly

LADOTD District 02

Jeff Keevers (T Parker Host) – Virtual

Others ATG Ed Elam – in-person, Jory Dille Lauren Osborne – Virtual

Bao Long Lee

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.

١. 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).

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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 atgrade 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 resubdivision 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.

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• 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

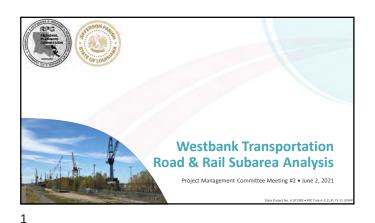
REGIONAL PLANNING COMMISSION

JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. CHARLES, ST. JOHN THE BAPTIST, ST. TAMMANY AND TANGIPAHOA PARISHES

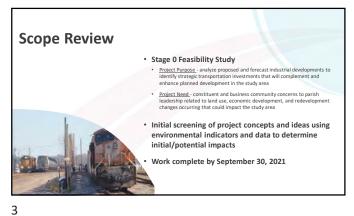
Westbank Road and Rail Sub-Area Analysis Project Management Committee Meeting #2 Wednesday, June 2, 2021 2:00 pm Parish President's Conference Room

WORKING AGENDA

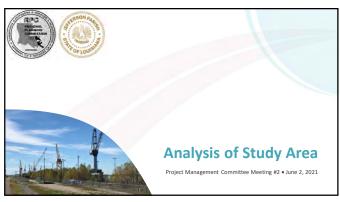
- I. Introduction and Scope Review
- II. Coordination Update
- III. Analysis of Study Area Update
- IV. Transportation Improvement Conceptual Alternative
- V. Scenario Analysis Sites Discussion
- VI. Project Schedule/Remaining Tasks
- VII. Other Items for Discussion or Comments
- VIII. Adjourn





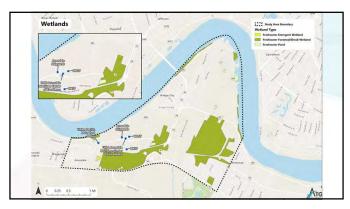


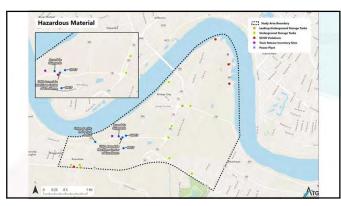


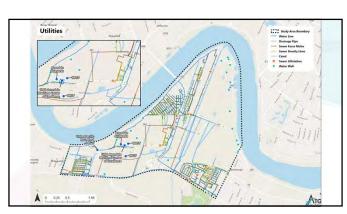






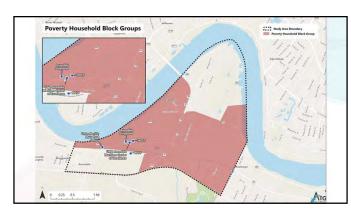




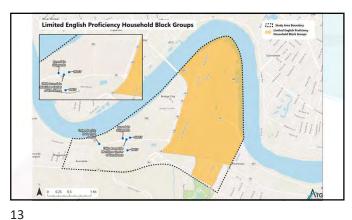


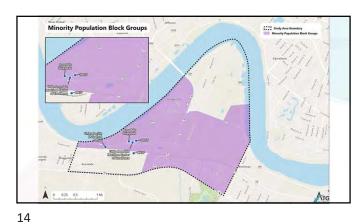
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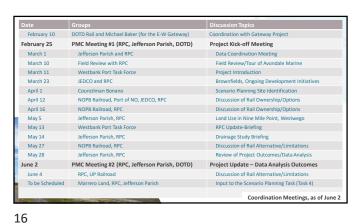


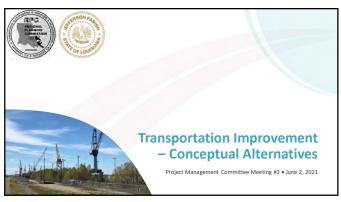
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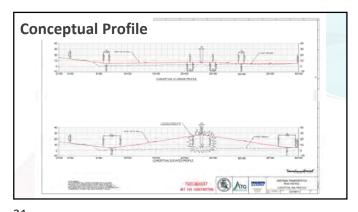














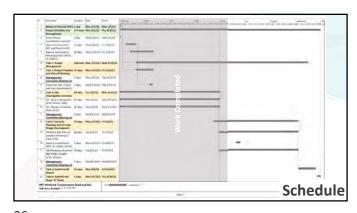
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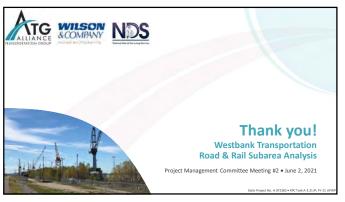




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One Galleria Boulevard, Suite 1900

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: October 26, 2021

TIME: 1:30 pm

LOCATION: Jefferson Parish, President's Conference Room, Teams Meeting

INVITED

Regional Planning Commission (RPC) Jefferson Parish

Karen Parsons, Jeff Roesel

 ${\tt Councilman\,Byron\,Lee,\,Ryan\,Brown,\,Juliette\,Cassagne,\,Bess}$

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) Jefferson Parish

Karen Parsons, Jeff Roesel

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.

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- 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.

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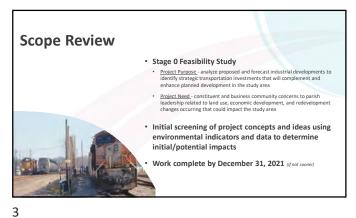
- Initial traffic assumptions and level of service information with the addition of development sites to the network indicate no loss of performance in those intersections analyzed. There is a minimal increase in delay by no change in the overall level-of-service. Existing capacity of the network appears 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. <u>Nine Mile Point Road at UP Railway</u> 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.
 - <u>Comments</u> Mark Drewes noted that a grade separation may present a challenge to adjacent property
 access and the driveways of the existing truckstop 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. <u>Seven Oaks Boulevard at LA 541/LA 18</u> 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.
 - <u>Comments</u> 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. <u>LA 541 at LA 18-</u> 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.
 - <u>Comments</u> 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







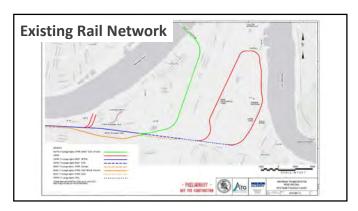


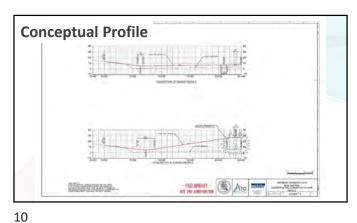




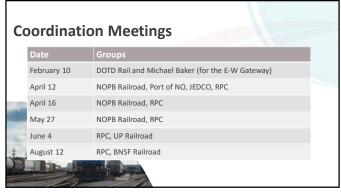










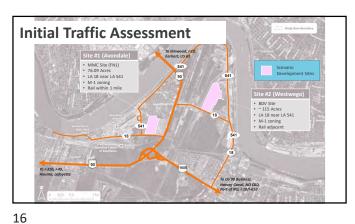


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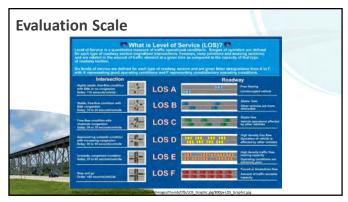


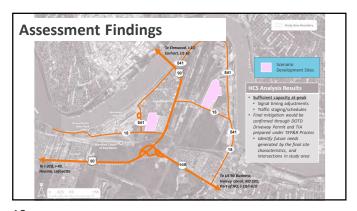


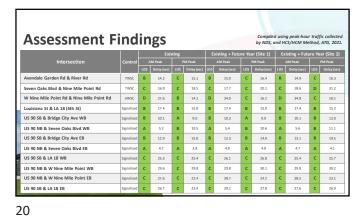


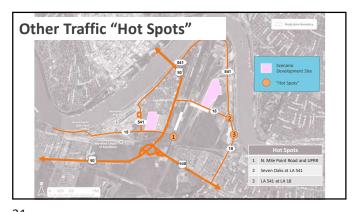


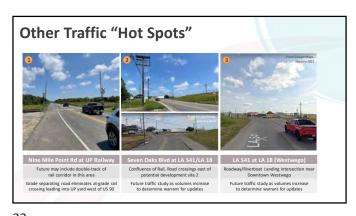




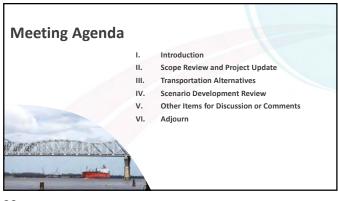


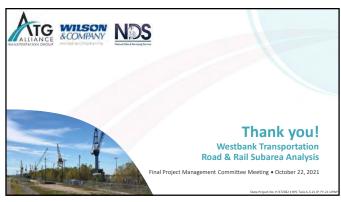






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Appendix B

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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LPELS Firm Registration No. 2678

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

RE: RPC Transportation Road and Rail

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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LPELS Firm Registration No. 2678

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.

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:

 <u>Coordination with JEDCO</u> – RPC/ATG need to coordinate with JEDCO on their Brownfields grant and program. RE: RPC Transportation Road and Rail

- <u>Coordination with Jefferson Business Council</u> RPC/ATG needs to review the current regional infrastructure priority list to see what is included for the Study Area.
- <u>Coordination with NOPB</u> 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.





Jefferson Parish Port Task Force • March 11, 2021

Presenters



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

Project Manager



Jory Dille, PMP Director of Planning

Deputy Project Manager



ALLIANCE www.alliance-transportation.com

Presentation Overview

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

Project Team



Karen Parsons, AICP,

Jim Harvey, AICP

QA/QC Manager

Principal Planner/ **Project Manager**

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

Project Principal

Project Manager

Ed Elam, AICP, PTP

Deputy Project Manager

Jory Dille, PMP

Alliance Transportation Group, Inc. Task 1, 2, 3A, 3B, 4, 5, 6

Gaby Tassin, P.E., PTOE, PTP, RSP Keri Johnson, P.E., PTOE Lauren Osborne, AICP Mike Chaney, AICP

National Data & Surveying Services

Carl Simpson, P.E. Tom Schmidt, P.E. Lee Peek

Wilson & Company, Inc. Task 3A - Rail Facility Analysis

Kevin Deal

Gustavo Clavijo



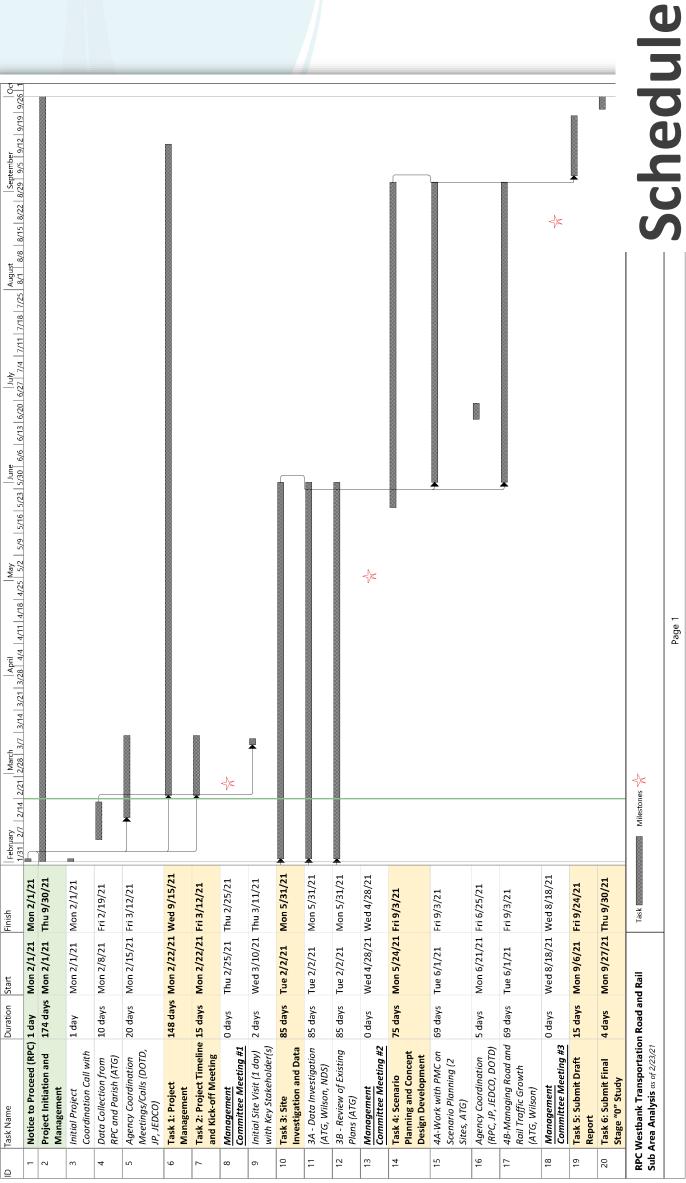
Scope Review

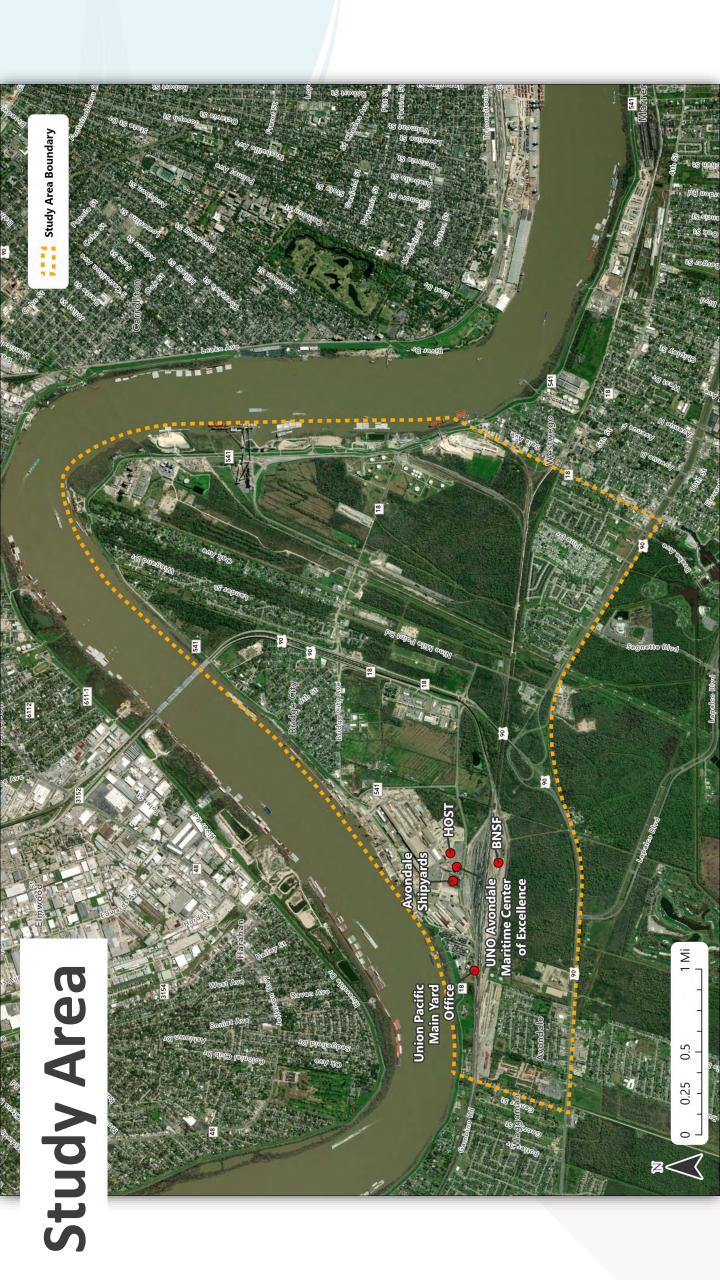
Stage 0 Feasibility Study

- Project Purpose analyze proposed and forecast industrial developments to identify strategic transportation investments that will complement and enhance planned development in the study area
- leadership related to land use, economic development, and redevelopment Project Need - constituent and business community concerns to parish 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





Status Report

Project Initiation

Data collection commenced

Field review authorized

Project Kick-off Meeting

Study Area Site Visit

Traffic data collection

02/04/21

02/25/21

03/10-11/21

03/15/21







Westbank Transportation Road & Rail Subarea Analysis Thank you!

Jefferson Parish Port Task Force • March 11, 2021



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LPELS Firm Registration No. 2678

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

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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

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• 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.

RE: RPC Transportation Road and Rail

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.

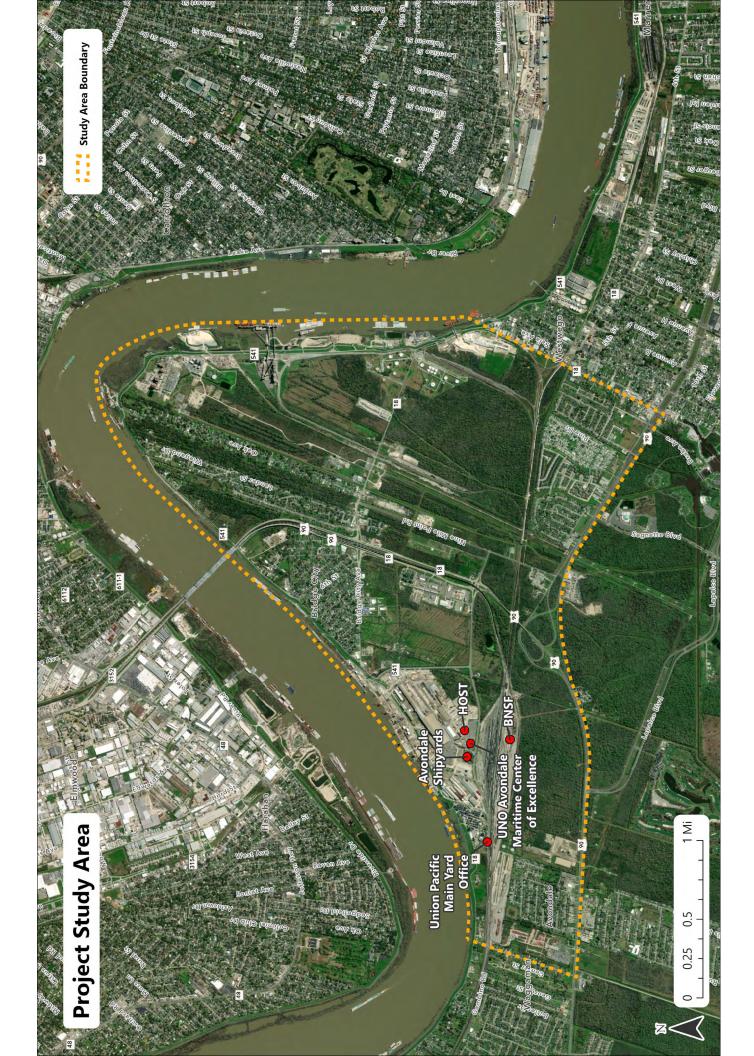
V. Other Items for Discussion or Comments

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.

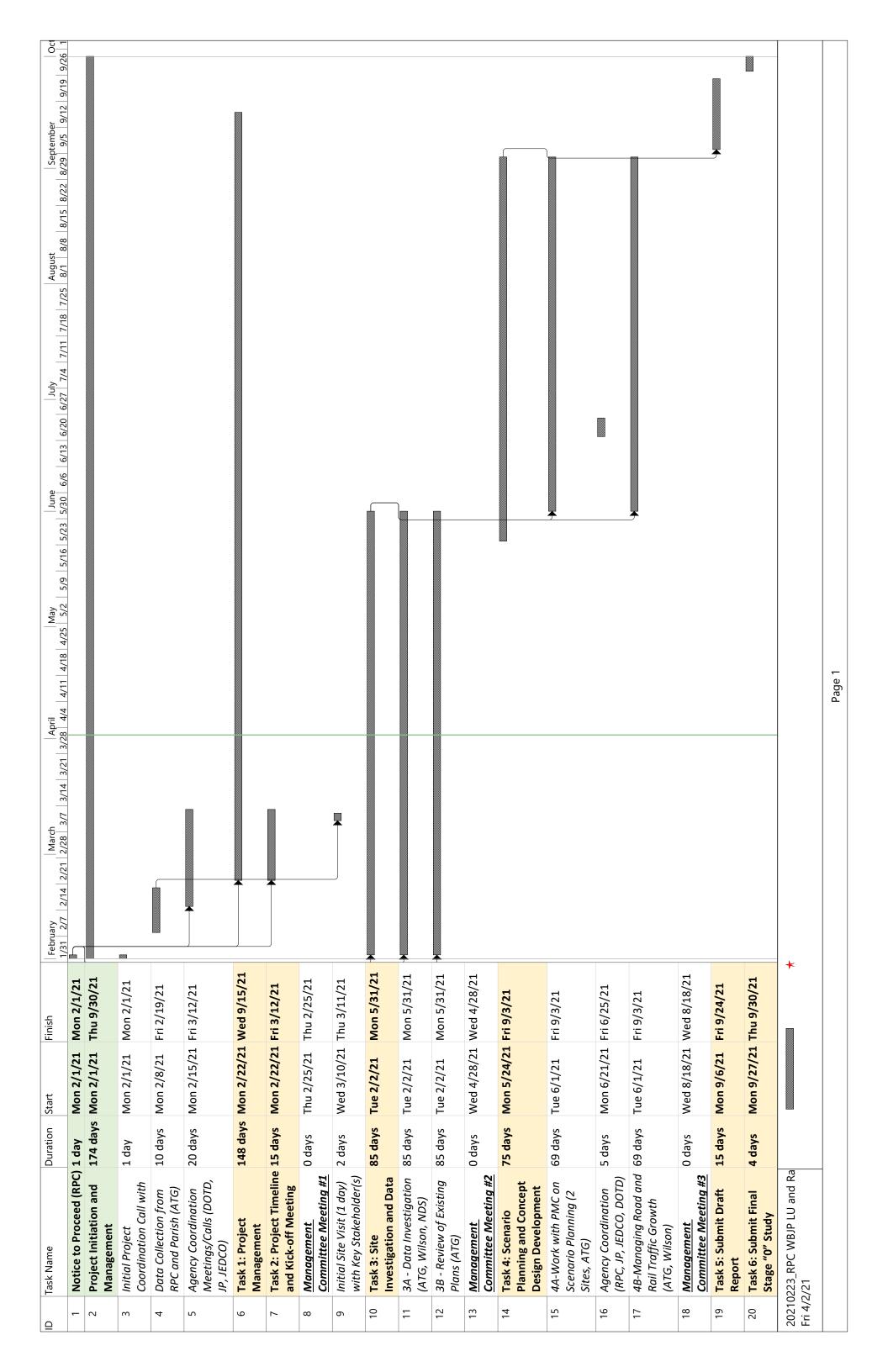
VI. Adjourn

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 todate
- Upcoming project meetings: NOPB with Port of NO, Monday, April 12



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LAKE CHARLES OFFICE

748 Bayou Pines East Suite C

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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

RE: RPC Transportation Road and Rail

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.





One Galleria Boulevard, Suite 1900

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Phone: 504.812.6347

LPELS Firm Registration No. 2678

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

NOPB

ATG

Brandi Christian

Mike Stolzman

Ed Elam, Jory Dille

Wilson & Co. Jimmy Anderson (Optional)

ATTENDED

Regional Planning Commission (RPC)

Karen Parsons

Port of NOBrandi ChristianNOPBMike StolzmanATGEd Elam, Jory Dille

Wilson & Co. Jimmy Anderson (Optional)

PURPOSE: The purpo

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:

<u>Curvature and Slope</u> – 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.

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<u>Train Traffic</u> – 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.

<u>Economics</u> – 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	





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 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.

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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.

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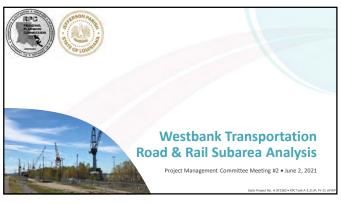
- It was discussed that any projects that would impede or delay operations across the HP Long Bridge could have economic ramifications by slowing traffic passing through the gateway (which includes through trains connecting to other ports on the coast, Amtrak Sunset Limited, and international trains). 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

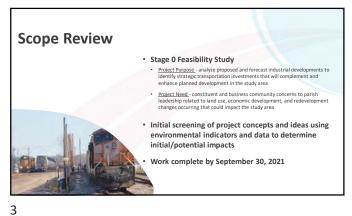
Action Items	Responsible Party
Provide exhibits for group information	ATG
Provide project team contact information	ATG/RPC
Provide meeting summary to UP for comments	ATG/RPC
Share discussion findings with Council offices and JEDCO	ATG/RPC

Project Team Contact Information

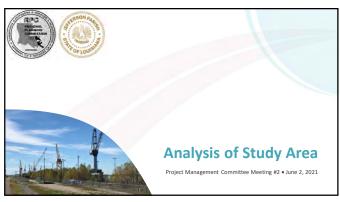
NORPC	Alliance Transportation Group (ATG)	Wilson & Company, Inc.
Karen Parsons, AICP NORPC 10 Veterans Memorial Boulevard, New Orleans, LA 70124 504-483-8511 kparsons@norpc.org	Ed Elam, AICP, PTP ATG One Galleria Boulevard, Suite 1900, Metairie, LA 70001 504-812-6347 eelam@emailatg.com	Jimmy Anderson,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

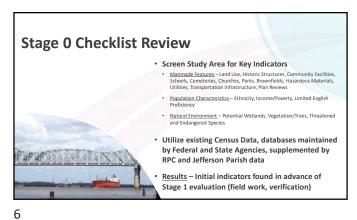


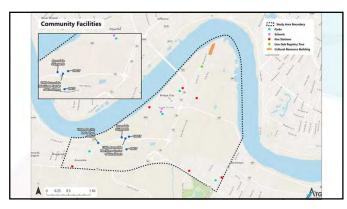


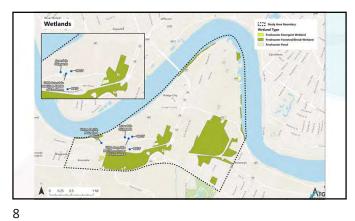


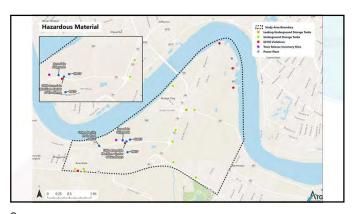


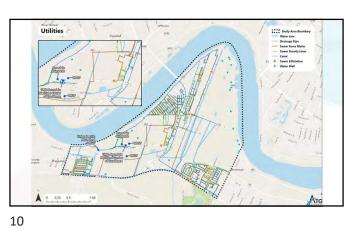






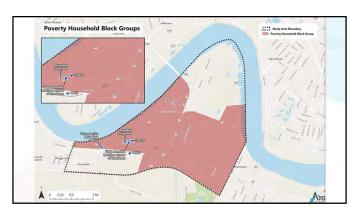






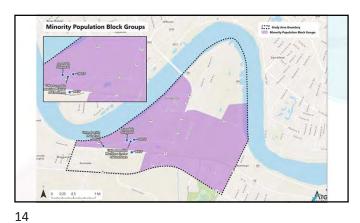
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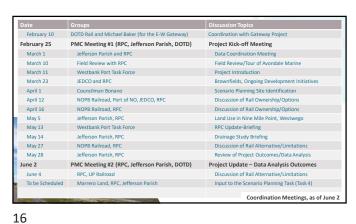


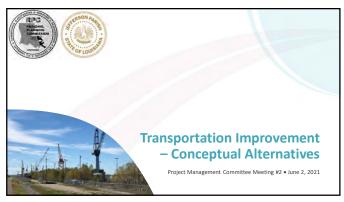
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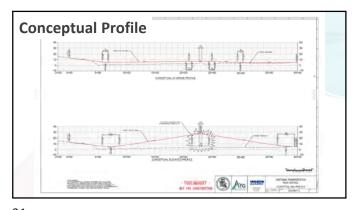














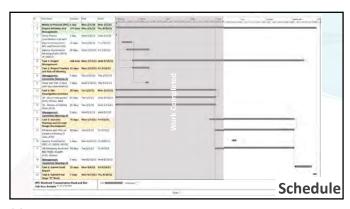
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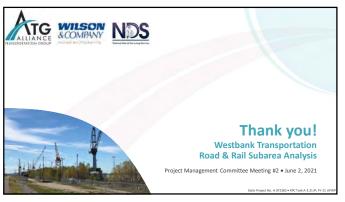




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One Galleria Boulevard, Suite 1900 Metairie, LA 70001 Phone: 504-217.5836

LPELS Firm Registration No. 2678

RPC Transportation Road and Rail PLDV-2021.0022

Meeting Information

DATE: 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.

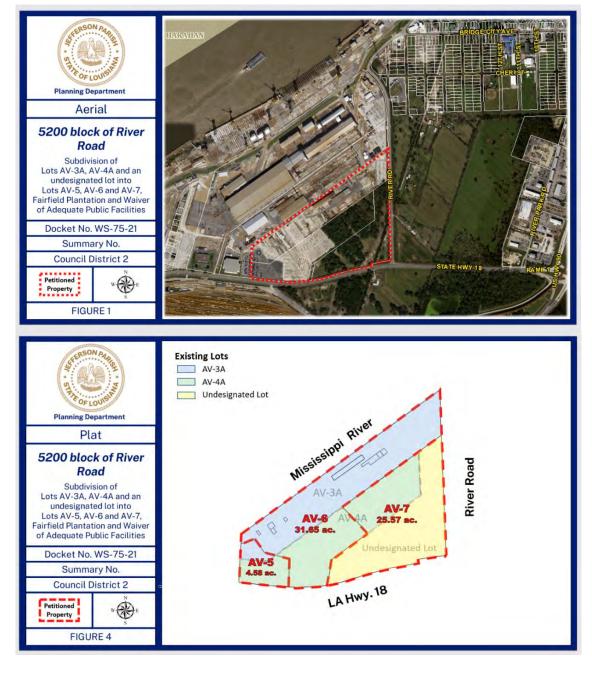
ATG and RPC discussed the proposed resubdivision of the Marrero Land properties east of the Avondale Marine site. JEDCO will be reaching out to the planning department to discuss their current recommendation (as approved by

RE: RPC Transportation Road and Rail

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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LPELS Firm Registration No. 2678

Phone: 504.217.5836

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.

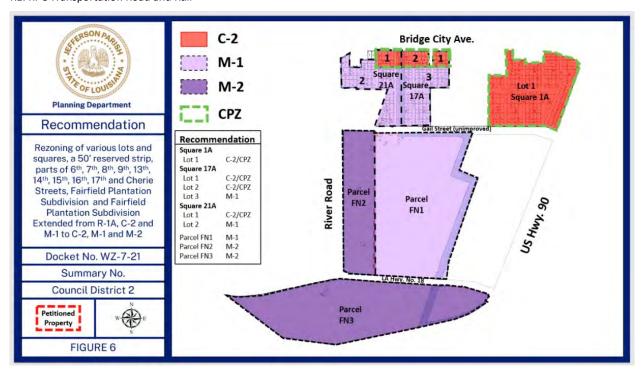
Discussion Subdivision Request in Bridge City/Avondale

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.

RE: RPC Transportation Road and Rail



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

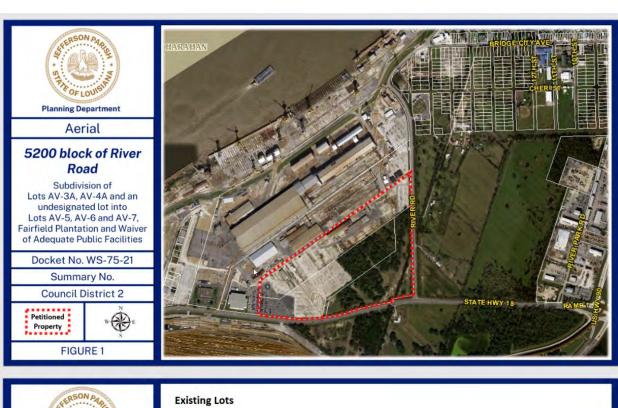
The Parish provided information during the meeting which illustrated that property being used at the Avondale Marine facility is currently owned by Marrero Land (See Figures 1 and 4). This is new information to the study, as it was understood these areas were part of the Avondale Marine campus. The area 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.

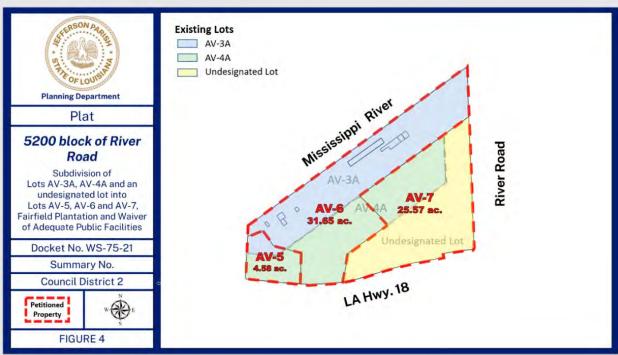
Follow-ups

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

RE: RPC Transportation Road and Rail

- 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

Jared Gamon - BNSF

Jory Dille - ATG

Mike Martucci - BNSF

John Caufield - BNSF

Megan Shea - BNSF

Dentin Chapman - BNSF

Eric Hamilton - BNSF

Jared Gamon - BNSF

Mike Martucci - BNSF

John Caufield - BNSF

Pon Helm - BNSF

Program - 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.
 - O Noted the teams interest in the BNSF feedback and rail operations in the area
 - o 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
 - o #15 turnout, downgrade, curving to the right and crossing LA 18 at-grade
 - O Looked at grade separation at LA18, not feasible due to limited clearance
 - o Restricted headroom for switching trains
- BNSF
 - O 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
 - o 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
- o 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
- o 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 requ	aired.		



One Galleria Boulevard, Suite 1900 Metairie, LA 70001

LPELS Firm Registration No. 2678

Phone: 504-217.5836

RPC Transportation Road and Rail PLDV-2021.0022

Meeting Information

DATE:August 16, 2021TIME:2:00 pmLOCATION: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

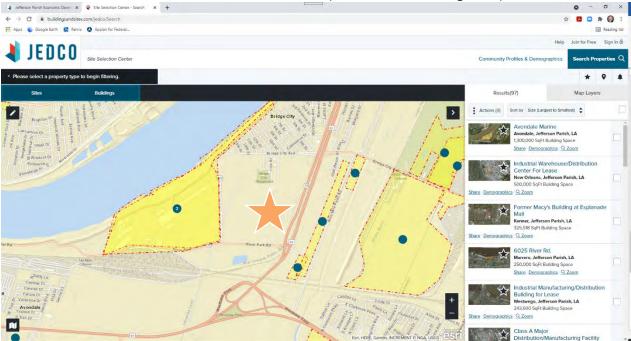
The discussion consisted of a review of vacant parcels across the study area to identify the two sites to be considered within the Task 4 Scenario Analysis review. The outcome of the scenario analysis will be to project traffic demands (vehicle and truck) based upon development of a maximum build out 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:

- <u>Site Size</u> minimum of 75-100 acres of developable area;
- <u>Frontage/Access</u> 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)



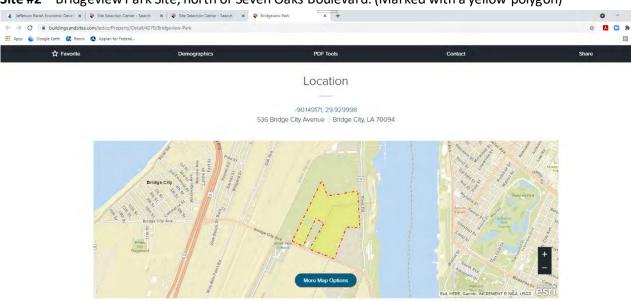
<u>Site size</u> – 76 acres, to be subdivided from a larger tract of 100 acres.

<u>Land Use and Zoning</u> – 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.

<u>Access to Rail</u> – 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)



<u>Site size</u> – 115 acres (no wetland areas recorded based upon NWI maps supplied at the JEDCO website). <u>Land Use and Zoning</u> – Currently in agricultural use (pasture and fields). Current zoning is Light industrial. <u>Frontage/Access</u> – 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.

<u>Access to Rail</u> – None – but within $\frac{1}{2}$ 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	Relevant Project	Project Description	Page Number
	H.010017 US 90Z: WESTBANK	Major Bridge Rehabilitation	2
State of Louisiana STIP	EXPRESSWAY REHAB 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)
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
Envision Jefferson 2040	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
	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
Jefferson EDGE 2025	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	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
(continued)	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.



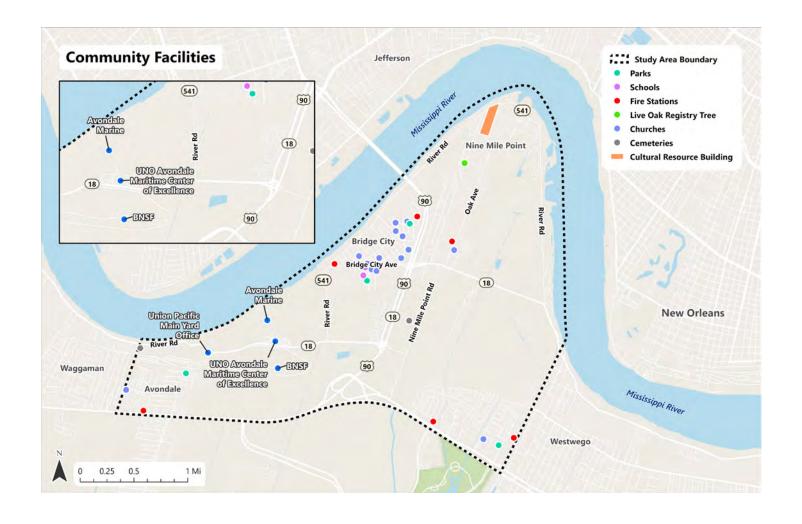
Disclaimer: The data herein, including but not limited to geographic data, tabular data, analytical data, electronic data structures or files, are provided "as is" without warranty of any kind, either expressed or implied, or statutory, including, but not limited to, the implied warranties or merchantability 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

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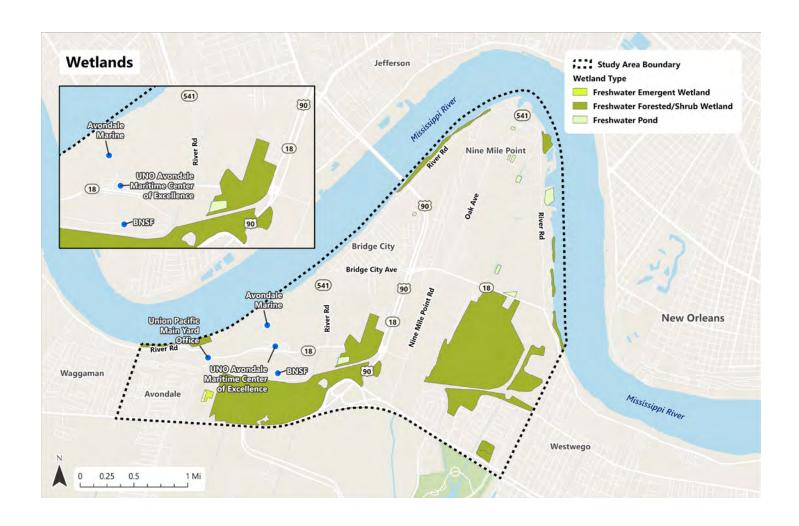


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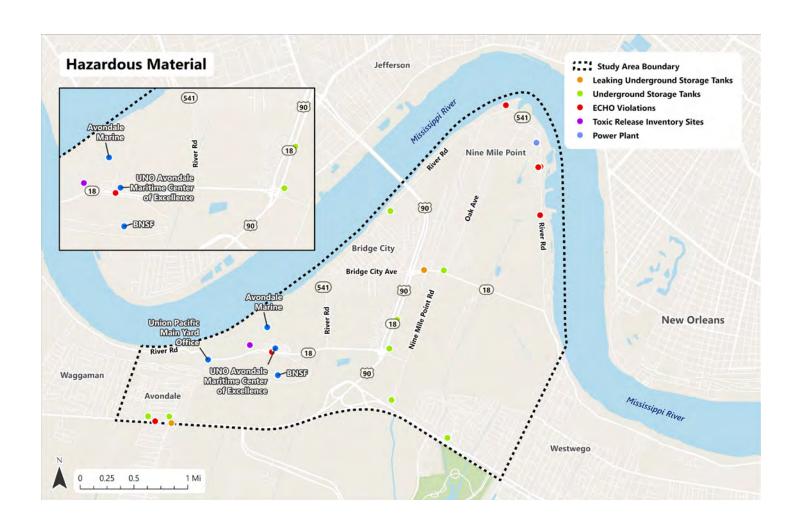




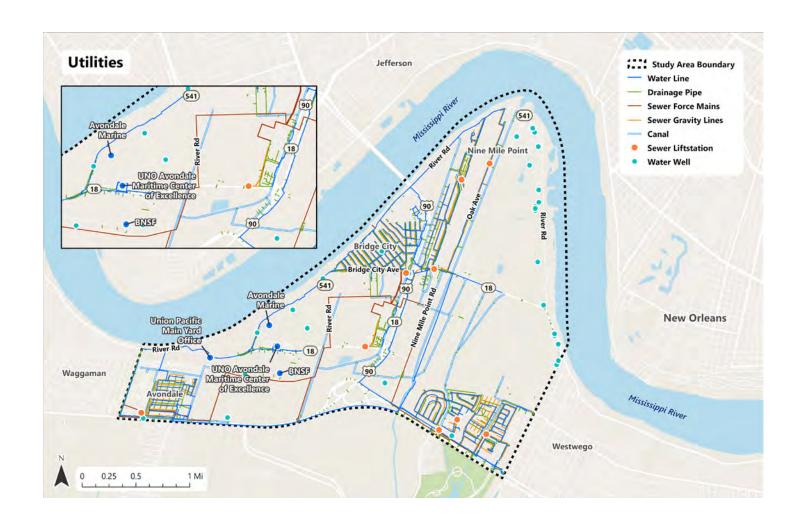








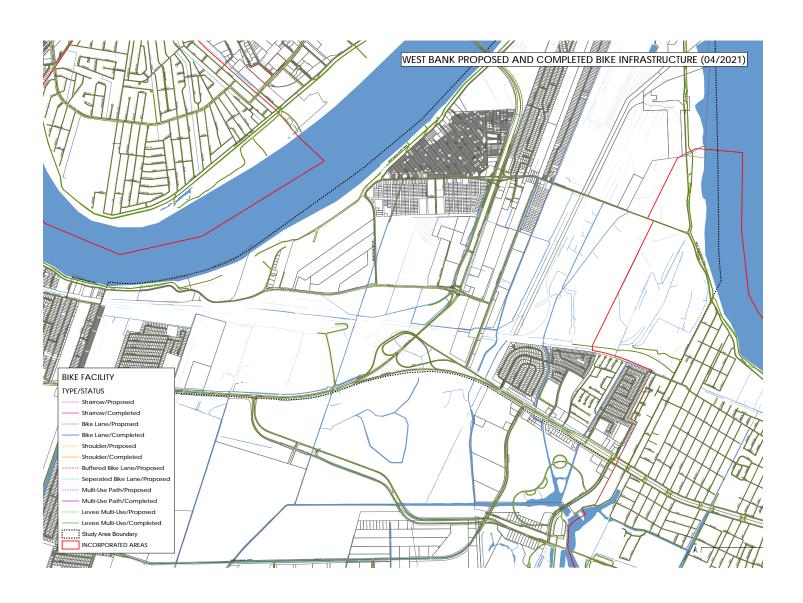




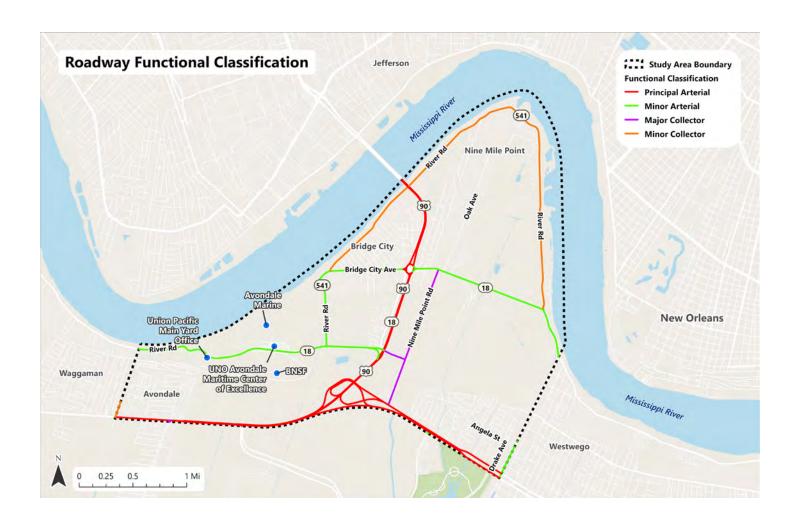




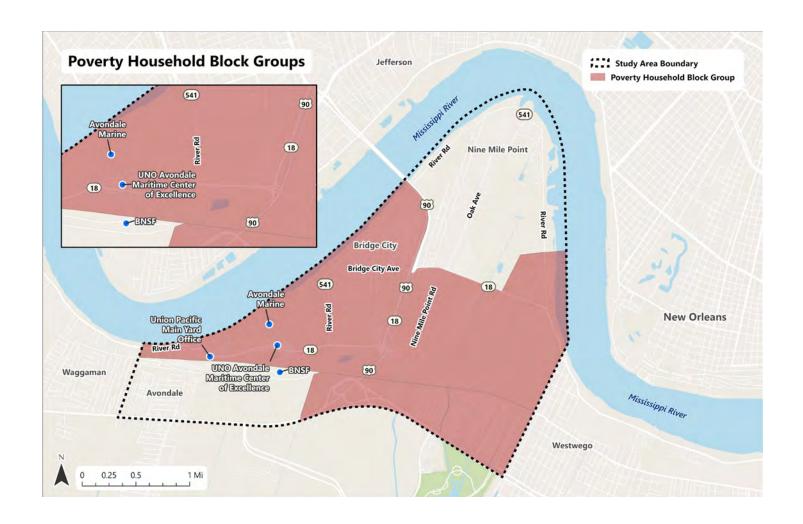




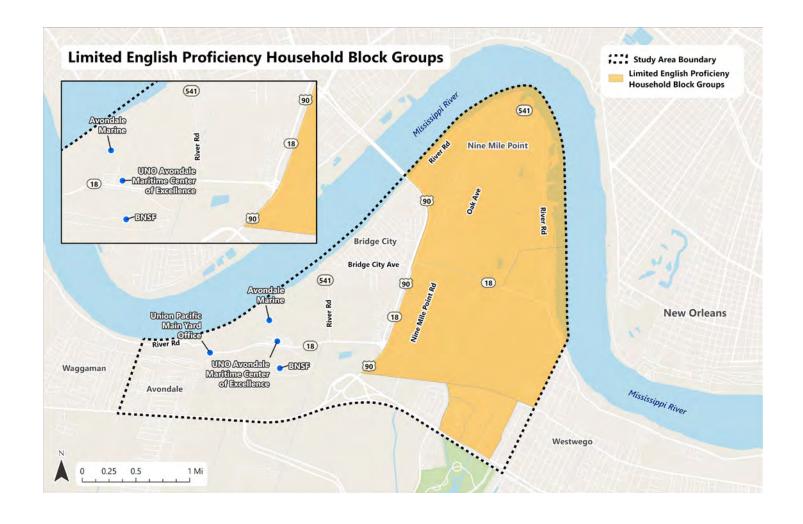




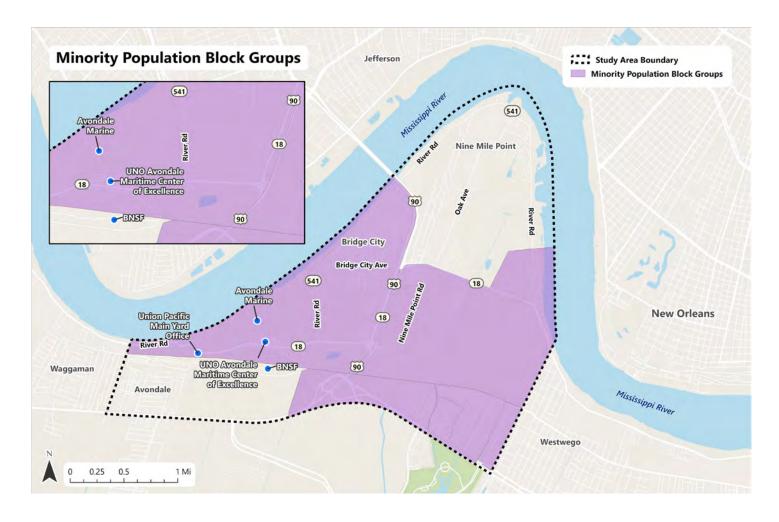












Note, maps for Poverty Households, Limited English Proficiency, Minority Population are drawn to the Census' Block Group Geography. The Block Groups include areas with no population present west of US 90 including the Avondale Marine and Union Pacific Railroad sites, as well as land developed for pasture/agricultural 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

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WCI project no. 20-700-203-00

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The contents of this report reflect the views of the author(s) who is (are) responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views of policies of the State or Federal Highway Administration. This report does not constitute a standard, specification, or regulation." This document and the information contained herein is prepared solely for the purpose of identifying, evaluating, and planning safety improvements on public roads which may be implemented utilizing federal aid highway funds; and is therefore exempt from discovery or admission into evidence pursuant to 23 U.S.C. 409. Contact the Traffic Safety Office at (225) 379-1871 before releasing any information.

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 available 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.

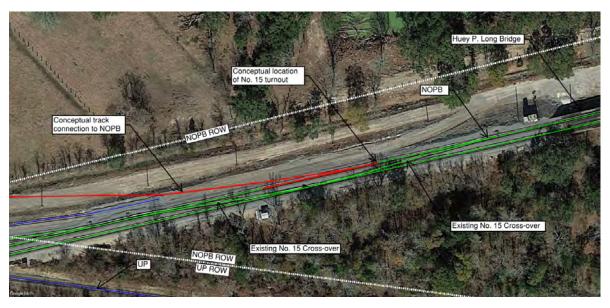


Figure 2. 1 Universal cross-overs, near NOPB MP 8

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
 - o Required clearance 16'-6"
 - o 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.

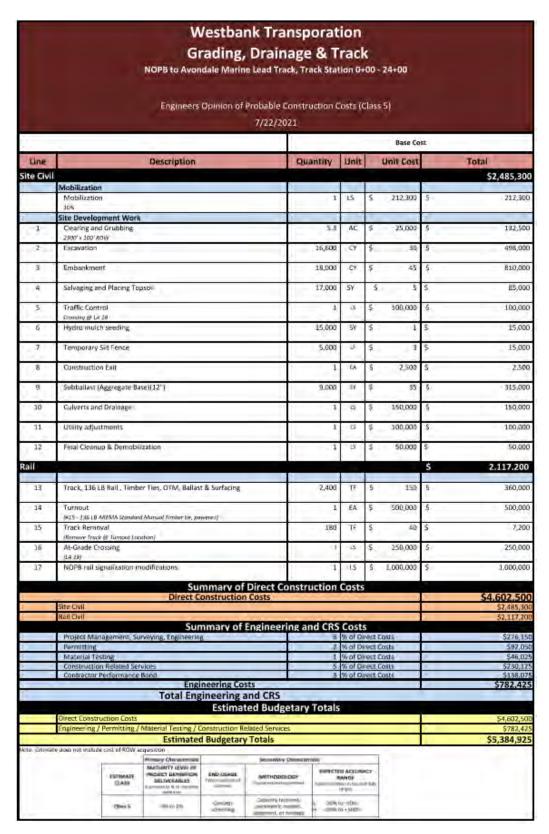


Figure 3. 1 Engineers Opinion of Probable Construction Cost

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

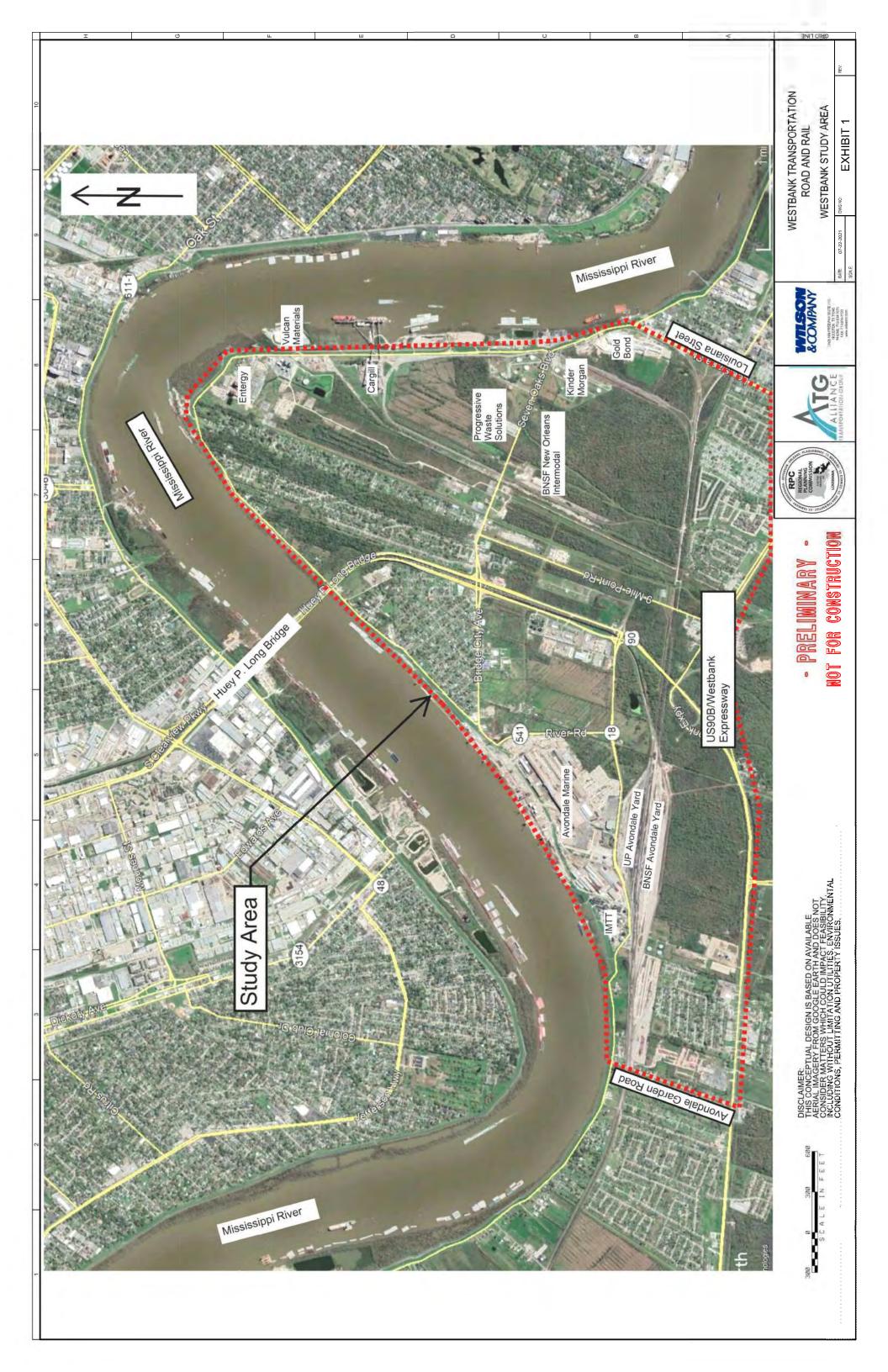
EXHIBIT 2 – Trackage Map

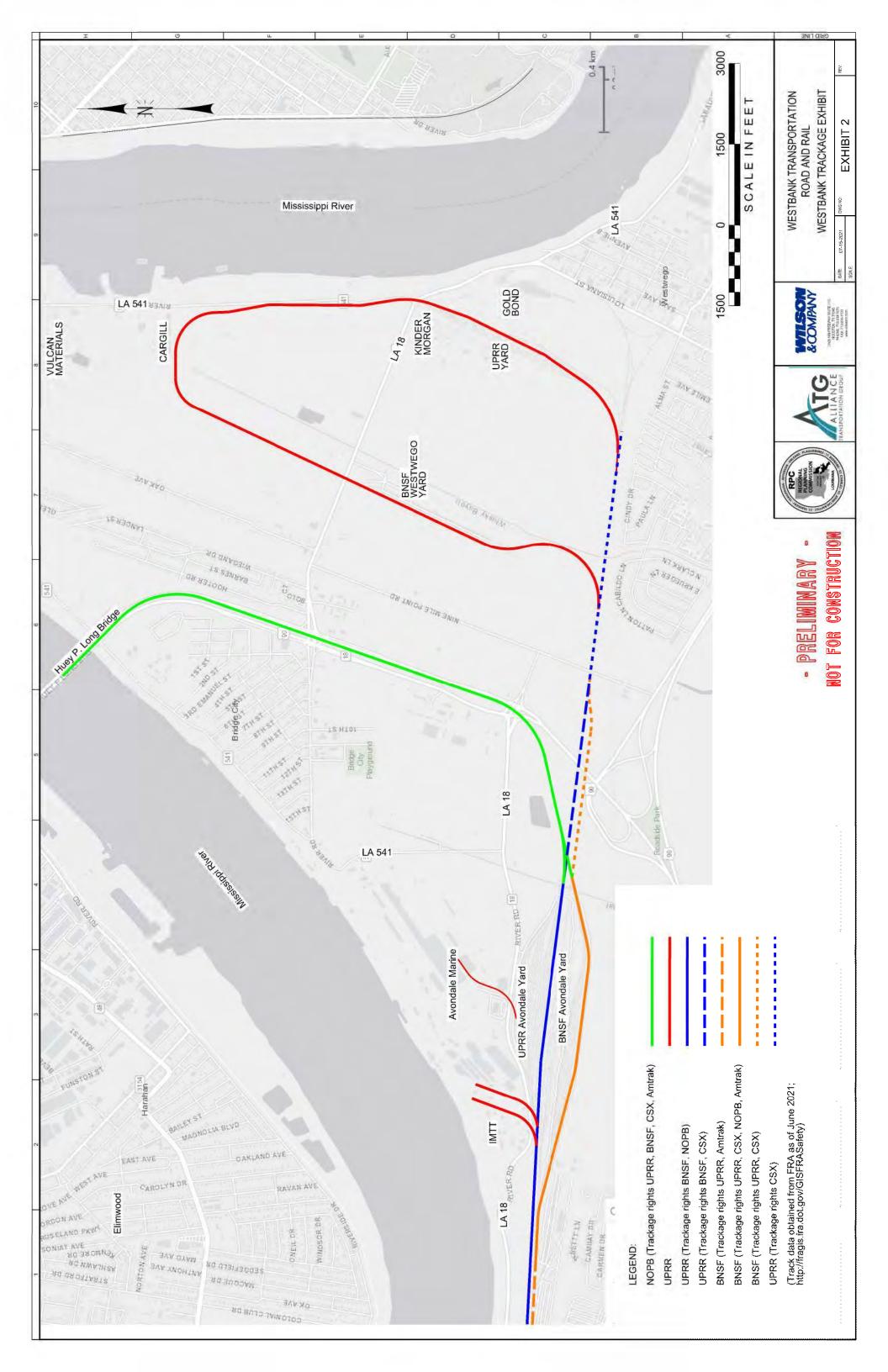
EXHIBIT 3 – Crossing Inventory

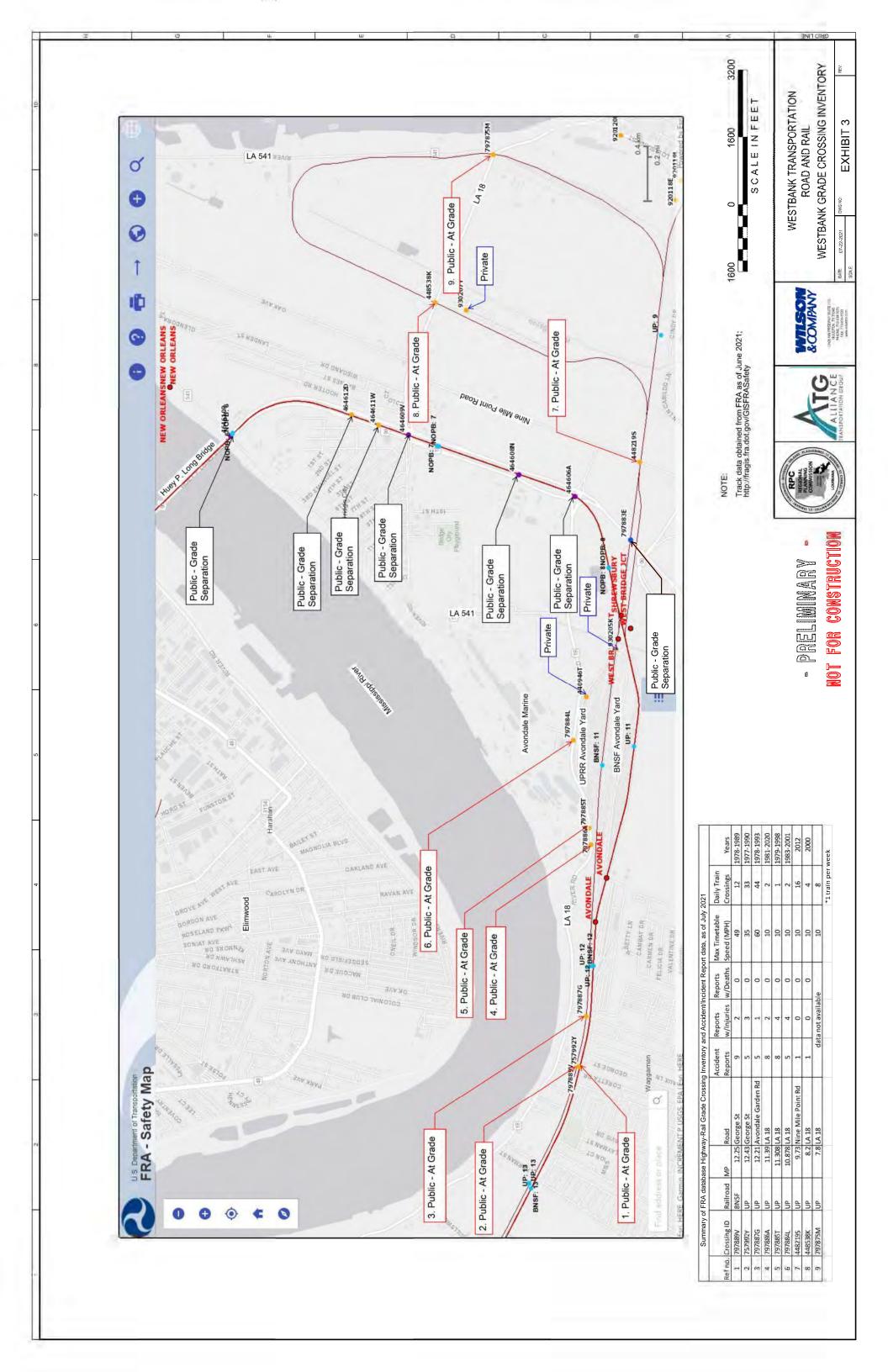
EXHIBIT 4 – Conceptual Rail Connection

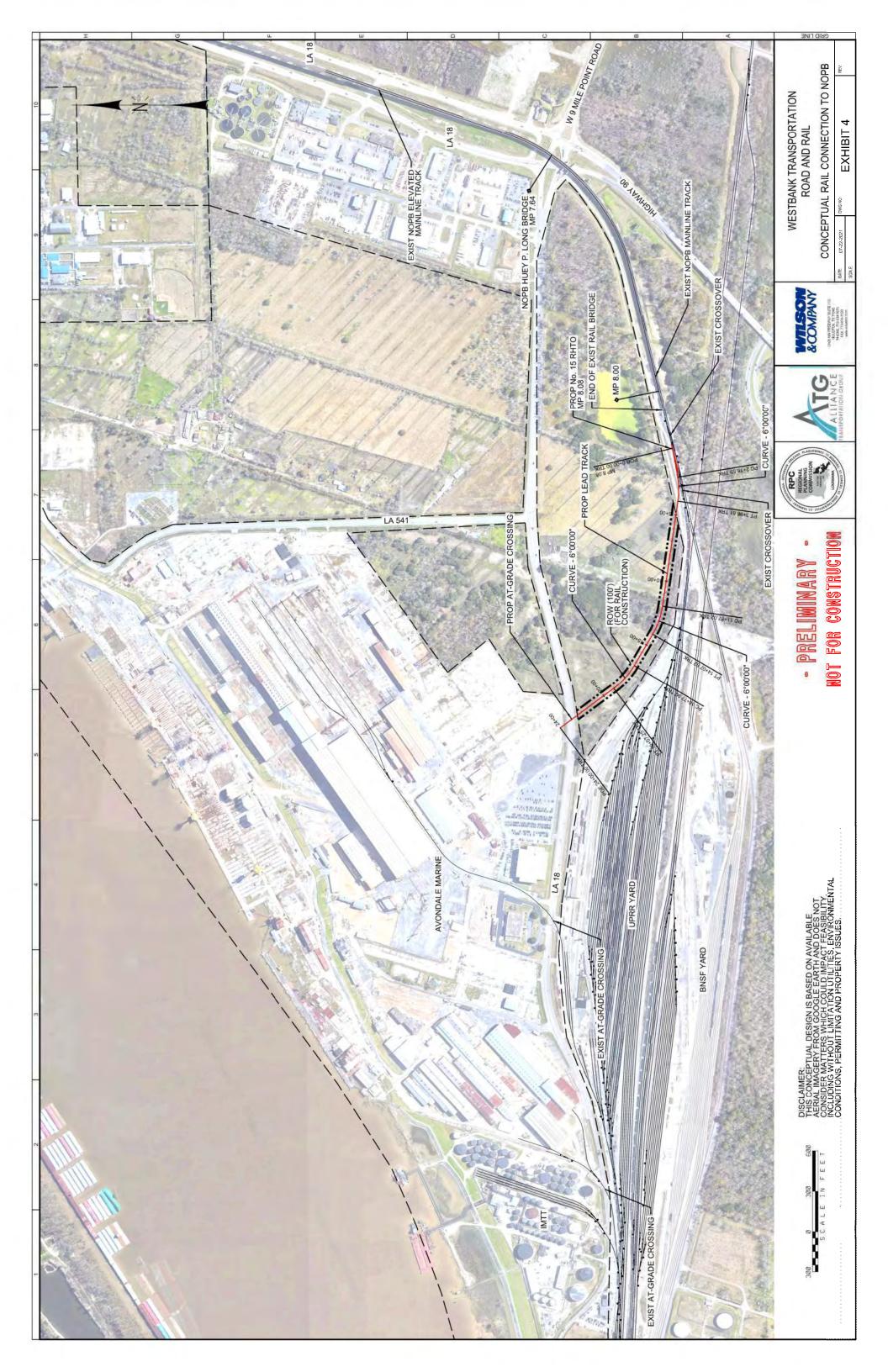
EXHIBIT 5 – Conceptual Profiles

EXHIBIT 6 – Track Typical Section

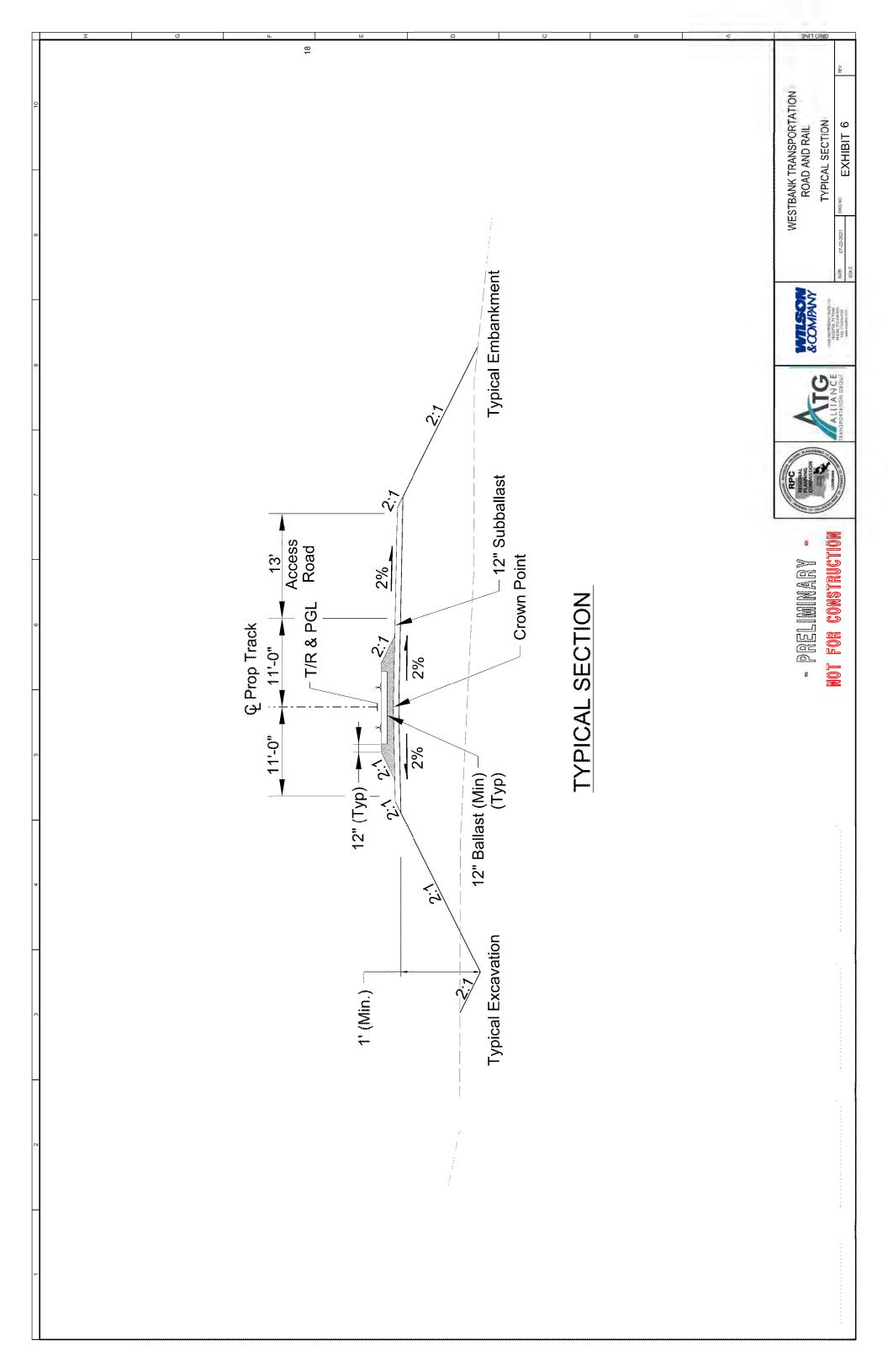








18 WESTBANK TRANSPORTATION ROAD AND RAIL CONCEPTUAL RAIL CONNECTION TO NOPB PROFILE **EXHIBIT 2** & COMPANY 24+00 24+00 24+00 30 9 20 0 20+00 20+00 - EXIST GROUND CAUTION: INADEQUATE -CLEARANCE OVER LA 18 NOT FOR CONSTRUCTION - PRELIMINARY **EXIST GROUND** CONCEPTUAL AT-GRADE PROFILE 15+00 10+00 15+00 CONCEPTUAL ELEVATED PROFILE PROP TOP OF RAIL PROP TOP OF RAIL --5+00 DISCLAIMER:
THIS CONCEPTUAL DESIGN IS BASED ON AVAILABLE
PROFILE DATA FROM GOOGLE EARTH AND DOES NOT
CONSIDER MATERS WHICH COULD IMPACT FEASIBILITY,
INCLUDING WITHOUT LIMITATION LITHTIES. ENVIRONMENTAL.
CONDITIONS, PERMITTING AND PROPERTY ISSUES. 0+0 00.61 ⊨ 00.00 ⊨80° MP 8.08 -10 -2+00 -10 -2+00 30 20 10 40 10 30 0 0



Appendix A – FRA Accident/Incident Reports

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of								Alphat	etic Coc	de RR	Accident/Inci	dent No.
1. Reporting Railroad Union Pacific Railroad Company [UP] 1a. UP 1b. 1012LV029)
2. Other Railroad Involved in Tra	in Accident/	Incident						2a.		2b.		
3. Railroad Responsible for Trac	k Maintenan	ce U	Jnion Pacific	Railr	oad Company [U	J P]		3a. UI	P	3b. ₁	1012LV029)
4. U.S. DOT-AAR Grade Crossin	g ID No.	448	3219S	5. Da	te of Accident/Incide	lent 1	0/30/12	6. Time	of Accid	lent/Incide	ent 10:30	PM
7. Nearest Railroad Station			8. Div	ision			9. County	!		10. S	state	Code
AVONDALE							JEFFI	ERSON		A	bbr. 22	LA
11. City (if in a city) AVON	DALE		12. Hig	ghway N	Name or No. 9 M	ILE P	OINT R	OAD		✓ P	Public	Private
Highw	ay User Invo	olved	•				Rail Equi	pment Involve	d			
13. Type C. Truck-trailer F. E	us	J. Other M	otor Vehicle	Code		17. Equipment 4. Car(s) (moving) 8. Other (specify) 1. Train (units pulling) 5. Car(s) (standing) A. Train pulling- RCL						
A. Auto D. Pick-up truck G. S		K. Pedestr	ian	D	2. Train (units p						hing- RCL	1
	Notorcycle	M. Other (geograp	. , , ,		3. Train (stand			loco(s) (stand	ling) C.	Train star	nding- RCL	_ •
'	Direction North 2. Se		-	Code 3	18. Position of Ca	ar Onit i	n Irain		33			
16. Position 1. Stalled on cross	ng 3. Mo	oving over c	rossing	Code	19. Circumstance	1. Ra	il equipme	nt struck highv	vay user	-		Code
2. Stopped on Cros		• • • • • • • • • • • • • • • • • • • •		2. Rail equipment struck by highway user Code 20b. Was there a hazardous materials release by						ser		2
20a. Was the highway user and/ in the impact transporting h			ed	Code	20b. Was there a	hazaro	dous mater	ials release by	'			Code
1. Highway User 2. Rail			4. Neither	4	1. Highwa	ay Use	r 2. Rail	Equipment	3. Both	4. Neith	ner	4
20c. State the name and quantity	of the haza	rdous mate	rial released, i	f any								
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) (specify if minus) 70 °F 1. Dawn 2. Day 3. Dusk 4. Dark 4 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow										Code		
(specify if fillings)	I. Dawn 2.	Day 3. Dt						Fog 5. Sieet	- 1			
24. Type of Equipment Consist 1. Freight train	4. Work tra	in 7. Yard/	A. Spec. MoV Switching	v Equip	25. Track Type L Equipment Ir				Code	26. Track	Number or	Name
(single entry) 2. Passenger train			•	Code	Equipment	iivoive	1					
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 2 MA										MAIN	LINE	
27. FRA Track 28. Number Class Locom		29. Numbe Cars			eed (Recorded if a	vailable	e) Code	31. Time Tab	ole Direct	tion		Code
Class Locomotive Cars R. Recorded 1 Units 3 E. Estimated 5 mph E 1. North 2. South 3. East										3. East	4. West	1
32. Type of 1. Gates	4. Wig wag	S	7. Crossbucks	10. F	lagged by crew	1	33. Signa	led Crossing	;	34. Whistle	e Ban	Code
Crossing 2. Cantilever FLS	•	•			ther (specify)		Warn	ing		1. Yes 2. No	i	
Warning 3. Standard FLS Code(s) 01 0			9. Watchman	12. N	one		20 sec v	arn min (1):				
35. Location of Warning	3 06)7 Code 36. Cr	ossina	Warning Interconne	ected	Code	37. Crossir		3. Unk		Code
1. Both Sides		•		with Highway Signals Lights or Special Lights							J. 1001	Codo
2. Side of Vehicle Approach			1 1	1. Yes 2. No 3. Unknown 1. Yes 2. No 3						3 Unkno	own	1
3. Opposite Side of Vehicle A 38. Driver's 39. Driver's Code	. 1	r Drovo Poh	nind or in Front			1. Drive	<u> </u>	1. 100	2.110	O. Omare		Code
Age Gender			as Struck by S					d or thru the g	ate 4. S	Stopped or	n crossing	Code
1. Male 1		1. Yes 2. N	No 3. Unknov	wn	2			then proceed	ed 5. 0	Other (s	specify)	7
2. Female 42. Driver Passed Standing	Code	43 Vious	of Track Obscu	ırod by	(primary obsti		id not stop					Code
Highway Vehicle			manent Structu		3. Passing Trai		•	7. Othe	r (spec	cify)		L
1. Yes 2. No 3. Unknown	2	2. Star	nding railroad	equipme	ent 4. Topography	6. Hi	ighway Ve	hicles 8. Not (Obstructe	ed		8
0	Killed	le i · · · · ·	44. Driver v	vas		Co	de	45. Was Driv	er in the	e Vehicle?		Code
Casualties to:	Killed	Injured	1. Kille	d 2. Inj	ured 3. Uninjured	3		1. Yes	2. No			1
46. Highway-Rail Crossing Users			47. Highwa	y Vehic	le Property Damag	je _,		48. Total Nu	mber of	Highway-I	Rail Crossin	g Users
40. Flighway Rail Grossling Oscik	0	0	(est. do	llar dan	nage)	\$	2,000	(include			1	
49. Railroad Employees	0	0	1		of People on Train	1		51. Is a Rail		ent Accide Being Filed		Code
52. Passengers on Train	0	0	(Include	e passe	ngers and crew)	2		1. Yes	•	50111g 1 1100	-	2
53a. Special Study Block	•				53b. Special Stud	dy Bloc	k					
55. Typed Name and Title		56. Signatu	ıre							57	. Date	

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Form. For private hig pedestrian station gra Parts I and II, and the I, and the Submission	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. C. Reason for Update (Select only one) D. DOT Crossing													
A. Revision Date		B. Reporting	Agency	C. I	Reason	for Updat	t e (Se	lect only o	one)				D. DO	Γ Crossing
(MM/DD/YYYY) 08 / 19 / 2019		■ Railroad	☐ Tra		Change		New		Closed	☐ No Train	☐ Quiet		Invent	ory Number
00 / 19 / 2019		☐ State	□ Oth	her Dat	ta Re-Ope	n 🗆 l	ssing Date ange (Change in Primary	Traffic ☐ Admin. Correction	Zone Up	odate	448219	9S
				Part I: I	Locat				tion Informatio					
1. Primary Operating Union Pacific Railro						2. State LOUIS				3. County JEFFERSO	N			
4. City / Municipality				eet/Road N E MILE PC			nber			6. Highway Ty				
In □ Near BRIDGE	CITY			et/Road Na		CAD		. * (Bloc	 k Number)	CITY ST				
7. Do Other Railroads	Operat	e a Separate 1		-		No	8. [Railroads Operate O	ver Your Track a	at Crossing	? 🗆 Ye	es 🗷 N	0
If Yes, Specify RR If Yes, Specify RR														
9. Railroad Division or Region 10. Railroad Subdivision or District 11. Branch or Line Name 12. RR Milepost														
5. Kalii Gau Division G	i Kegioi	'	IU. Kalii U	au Subuivis	1011 01 1	District		11. Dia	ilcii oi Lille Naille			0009.		
□ None GULF C	COAST		☐ None	Westba				■ None			(prefix)	(nnnn		(suffix)
13. Line Segment *		14. Nea Station	rest RR Tim	netable	1	5. Parent	RR (i)	f applicab	ile)	16. Crossin	g Owner (i	f applic	able)	
		Station				■ N/A				□ N/A	UP			
17. Crossing Type	18. Cro	ssing Purpose		ssing Positi	on	20. Publi	c Acc	ess	21. Type of Train	· · ·				ge Passenger
□ n. l.t.	■ High	•	I At G			(if Private	e Cros	sing)	■ Freight	☐ Transit				nt Per Day
■ Public □ Private		nway, Ped. ion, Ped.	☐ RR U			☐ Yes ☐ No			☐ Intercity Passeng☐ Commuter	ger \square Shared	l Use Trans (Other			an One Per Day r Per Day 0
23. Type of Land Use		, . ca.						Į.			., •			c
■ Open Space ☐ Farm ☐ Residential ☐ Commercial ☐ Industrial ☐ Institutional ☐ Recreational ☐ RR Yard														
24. Is there an Adjace	ent Cross	sing with a Se _l	parate Num	iber?		25. C	Quiet 2	Zone (FR	RA provided)					
☐ Yes ■ No If \	Yes. Prov	ide Crossing N	Number			Z No	o 🗆	24 Hr	☐ Partial ☐ Chica	go Excused	Date Est	tablishe	ed	
26. HSR Corridor ID	<u> </u>		tude in dec	imal degree	es		28.	Longitud	e in decimal degrees	<u> </u>	2	29. Lat/	Long So	ırce
	. NI/Λ	(MCCO)	4 std: nn.nı	2	9.9151	552 (WGS84 std: -nnn.nnnnnnn) -90.1674926 ■ Actual Estima								Estimated
30.A. Railroad Use	_ IX N/A *	(WG384	rsta: mi.m	innini)			(00		tate Use *		L	A ACTU	dI ⊔	Estimateu
30.B. Railroad Use *	k							31.B. S	tate Use *					
30.C. Railroad Use *									tate Use *					
30.D. Railroad Use									tate Use *					
32.A. Narrative (Rail			(, 0				- /		larrative (State Use)	T	/= /	, .		
33. Emergency Notific 800-848-8715	cation i	eiepnone No.	(postea)		544-37	Contact ('21	гегері	none No.)		35. State Con 225-379-154	, ,	onone r	vo.)	
					Par	t II· Rai	Irna	d Infor	mation					
1. Estimated Number	of Daily	Train Moveme	 ents		ı uı	t III. IXGI	ıı ou	<u>u </u>	mation					
1.A. Total Day Thru T			otal Night T	hru Trains	1.C.	Total Swi	tching	Trains	1.D. Total Transit	Trains	1.E. Chec	k if Les	s Than	
(6 AM to 6 PM) 2	(6 AM to 6 PM) One Movement Per Day													
2. Year of Train Count	Data (Y	YYY)		3. Speed o				(t) 1	n					ļ
2016				3.A. Maxir 3.B. Typica					oph) From 5	to _10				
4. Type and Count of	Tracks													
	Siding 0		ard 1	Trai	nsit 0		Indu	ustry 1						
5. Train Detection (Ma		,,	Dotoction		□ DTC			ther \square	None					
Constant Warn 6. Is Track Signaled?	mig i III)6		Detection	□AFO □		☐ DC Event Rec			INUITE		7.B. Rer	mote H	ealth Mo	onitoring
☐ Yes ■ No						Yes						es 🗷		J

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (A 08/19/2019	MM/DD/YYYY)					P	AGE 2			D. 448	Crossing Inve	ntory Nun	nber (7 c	har.)			
		Part	: III: Hi	ighway o	r Path	way [.]	Traffic (Control De	evice								
1. Are there	2. Types of Pa	ssive Traffic (Control [Devices asso	ciated w	vith the	Crossing										
Signs or Signals?	2.A. Crossbuck Assemblies (co	ount) (cou		gns <i>(R1-1)</i>	2.C. YI (count	U	ns <i>(R1-2)</i>	■ W10-1	2	rning Si 	☐ W10-3	B	_	V10-1	nt)		
2.E. Low Ground Cl	0 earance Sign	2.F. Pavem	ent Marl	kings				□ W10-2 nnelization			2.H. EXEMP		2.I. ENS	W10-12 2.I. ENS Sign (<i>I-13</i>) Displayed			
(W10-5) ☐ Yes (count 0)	■ Stop Line		□Dyna		elope	Devices/	proaches	□ Med		(R15-3) □ Yes		Yes	/ea			
■ No		RR Xing	•	☐ None	2		□ One A	•	■ Non		■ No		□ No	∐ No			
2.J. Other MUTCD S Specify Type		Count 2	2		2.K. Private Crossing Signs (if private)						hanced Signs	(List types)				
Specify Type Specify Type		Count Count _					☐ Yes [⊒ No									
3. Types of Train A					specify c	count of	f each dev	ice for all tha	t apply	·)							
3.A. Gate Arms (count) Roadway 2	3.B. Gate Conf	iguration ☐ Full (Barra Resistance	ier)	Structures	.C. Cantilevered (or Bridged) Flashing tructures (count) over Traffic Lane 0 □ □ Incar				3.D. Mast Mounted Flas (count of masts) 2 ☐ Incandescent ☐ Back Lights Included			hing Lights —— ■ LED □ Side		Fla	. Total Count of shing Light Pairs		
Pedestrian	☐ 4 Quad	☐ Median G	ates	Not Over T	raffic La	ne <u>0</u>	_	D		ack Lig	nts included	Include	•	4			
3.F. Installation Dat Active Warning Dev	vices: (MM/YYYY	′) Not Required		6. Wayside Ho Yes Insta No		(MM/Y	YYY)		_	Crossi	lighway Traffi ng ; ■ No	c Signals C	ontrollin		3.I. Bells (count) 2		
3.J. Non-Train Activ ☐ Flagging/Flagma	_	perated Signa	/atchman □	Floodlig	ghting [□ None				Flashing Light S	=						
4.A. Does nearby H Intersection have Traffic Signals?	on have Interconnection als? Not Interconnected For Traffic Signals Simul					Hwy Traffic Signal Preemption 5. Highway Tr ✓ Yes multaneous Storage Dista						Il that ap Photo/Vi Vehicle	y Monitoring Devices that apply) hoto/Video Recording chicle Presence Detection				
☐ Yes ☐ No	□ For W	arning Signs		Advance	. 157	nl ·		Stop Line Dis		·		☐ None					
4. Tueffie Leaves Con	ani an Dailean d		r (C' -					racteristic		. D.		4 1- 6			1-12 (6)1		
Traffic Lanes Cross Number of Lanes	2	▼ Two-way □ Divided T	Traffic raffic	Pa	Paved?					lights with ☐ Yes ■ No nearest rai					<u> </u>		
5. Crossing Surface ■ 1 Timber □ □ 8 Unconsolidate	2 Asphalt \square	3 Asphalt ar	id Timbe	er 🗷 4 Co							lth * r	 tal -	Length *	* <u>48</u>			
6. Intersecting Roa	dway within 500) feet?					7. Smalle	st Crossing A	ngle			8. Is Co	mmercia	al Pov	ver Available? *		
□ Yes 🗷 No	If Yes, Approxim	nate Distance	(feet)				□ 0° − 29	9° □ 30°	– 59°	X	60° - 90°		☐ Yes	S	■ No		
				Part	V: Pul	blic H	ighway	Informat	ion								
	tate Highway Sy Nat Hwy Systen		□ (1)	ctional Classin (Interstate Other Freew	0) Rura	l 🗷 (:	1) Urban (5) Major	_	Sys	stem? Yes	ing on State F No Referencing S		34	1 Poste	vay Speed Limit MPH d □ Statutory		
, ,	al AID, Not NHS	1 (14113)	□ (3)	Other Princip Minor Arteria	oal Arter	ial 🗆	•	Collector			epost *	ysteili (Lh.	Noute II	<i>D)</i>			
7. Annual Average		d Percent Tru			ularly Use	d by School B Average Nu		er Day	0	_ 10.	_	ncy S No	ervices Route				
Submi	ssion Inforr	mation - T	his info	ormation is	s used j	for ad	lministra	tive purpo	ses an	nd is n	ot availabl	e on the	public	web	site.		
Submitted by				Organizat	ion						Phone		Г	Date			
Public reporting but	rden for this info	ormation colle	ection is			e 30 mi	nutes per i	esponse, incl	uding t	the time		ig instructi			existing data		
sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponsor valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and n is not I The valid	completing a required to, d OMB contro	and revieus on and revieus and	ewing t I a perso er for ir	he collection be subj on be subj	on of informa ect to a penal collection is	ition. A ty for f 2130-0	Accordination of the control of the	ng to the Papo to comply with end comment	erwork Re h, a collect ts regardin	duction A tion of in g this bu	Act of form irden	1995, a federal ation unless it estimate or any		

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

A.D. V. D.Y. I													RR Accident/Incident No.	
Reporting Railroad		U	nion Pacific	Railre	oad Company [UF	<u> </u>		1a. UI	P	1b	· 1200]	LV001		
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b).			
3. Railroad Responsible for Track N	1aintenan	ce U	nion Pacific		oad Company [UP	_		3a. U]			· 1200]			
4. U.S. DOT-AAR Grade Crossing	D No.	448	538K	5. Dat	e of Accident/Inciden	nt 1	12/03/00	6. Time	of Accid	dent/Inci	dent (02:05	4M	
7. Nearest Railroad Station			8. Div	ision			9. County			10.	State		Code	
AVONDALE				ONIA			JEFFE	RSON			Abbr.	22	LA	
11. City (if in a city) BRIDGE	CITY		12. Hig	hway N	lame or No. LA 00)1				✓	Public	F	Private	
Highway	User Invo	olved						ment Involve						
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train <i>(units pu</i>	ılling	4. Car(s) 1) 5. Car(s)	(moving) (standing)		Other Train p	<i>(sp</i> ulling- R	<i>ecify)</i> RCL	Code	
A. Auto D. Pick-up truck G. Sch		K. Pedestri		В	2. Train (units pu	ıshin	ng) 6. Light I	oco(s) (movi	ng) B.	. Train p	ushing-	RCL	3	
	orcycle rection	M. Other (Code	3. Train (standing 18. Position of Car I			oco(s) (stand	iing) C.	. Train s	tanding-	RCL		
' I		outh 3. Eas	*	4					48					
16. Position 1. Stalled on crossing		oving over co	rossing	Code	19. Circumstance 1				•				Code	
2. Stopped on Crossi		• • • • • • • • • • • • • • • • • • • •	۵	3				t struck by hig		ser			2	
20a. Was the highway user and/or in the impact transporting haz			u	Code	20b. Was there a ha	azar	dous materi	als release by	/			I	Code 4	
1. Highway User 2. Rail Eq	uipment	3. Both	4. Neither	4	1. Highway	Use	er 2. Rail	Equipment	3. Both	4. Ne	ither			
20c. State the name and quantity of the hazardous material released, if any														
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry)												Code		
21. Lemperature 22. Visibility (single entry) Code 23. Weather (single entry) 22. Visibility (single entry) 23. Weather (single entry) 24. Learner (single entry) 25. Visibility (single entry) 26. Visibility (single entry) 26. Visibility (single entry) 26. Visibility (single entry) 27. Visibility (single entry) 28. Visibility											1	1		
(specify if fillinus) 15 1. Dawii 2. Day 3. Dusk 4. Daik 4 1. Gleaf 2. Gloudy 3. Raiif 4. Fog										ı	ok Num	hor or N		
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved										ack Number or Name				
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)										USTR	V			
27. FRA Track 28. Number of 29. Number of 30. Consist Speed (Recorded if available) Code 31. Time Table Direction												Code		
Class Locomoti		Cars	l	sist opt lecorde	•	illabi	ie) Code	SI. IIIIle Tak	ne Direc	JUOTI		1	Code	
1 Units	3		100 E.E	stimate	ed	mpl	h E	1. North 2.	. South	3. East	4. We	st	4	
• •	Wig wag				agged by crew		"	ed Crossing		34. Whi		1	Code	
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	-	ū	8. Stop signs 9. Watchman	11. O	ther (specify)		Warni	ing		1. Y				
Code(s) 02 03	06		8 0				20 sec w	arn min (1)	,		nknown	.	2	
35. Location of Warning		C	code 36. Cro	ossing \	- ,						Code			
1. Both Sides		1	wi	th High	way Signals		1	Lights	or Speci	al Lights	3			
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	roach	1	l _{1.}	Yes 2	2. No 3. Unknown		2	1. Yes	2. No	3. Unk	nown		2	
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Train	n Code 41.	Driv	er					'	Code	
Age Gender			s Struck by Se					d or thru the g						
50 1. Male 1 2. Female 1		1. Yes 2. N	lo 3. Unknov	vn			Stopped and Did not stop	then proceed	led 5.	Other	(specify	v)	3	
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstrue		•						Code	
Highway Vehicle			nanent Structu		3. Passing Train			7. Othe				1		
1. Yes 2. No 3. Unknown	3	2. Stan	ding railroad e	equipme	ent 4. Topography			licies 8. Not	Obstruct	tea			8	
Casualties to:	Killed	Injured	44. Driver w			Co	ode	45. Was Driv		e Vehicle	e?	1	Code	
		,			ured 3. Uninjured] 3	3	1. Yes					1	
46. Highway-Rail Crossing Users	0	0		•	le Property Damage	1	ha 000	48. Total Nu		Highwa	y-Rail C	_	Users	
40 D 11 15 1	_		(est. doi		<u> </u>	\$	\$3,000	(include 51. Is a Rail		ont Acci	idont /	1	Code	
49. Railroad Employees	0	0			of People on Train ngers and crew)	1		Incident				ı		
52. Passengers on Train	0	0	,	,		3	S	1. Yes	2. No				2	
53a. Special Study Block					53b. Special Study	Bloo	ck							
54. Narrative Description														
55. Typed Name and Title		56. Signatu	re								57. Date			

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio	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 B. Reporting Agency C. Reason for Update (Select only one) D. DOT Crossing															
A. Revision Date		B. Reporting A	• •	_				, , ,	/					•		
(<i>MM/DD/YYYY</i>) 08 / 19 / 2019		■ Railroad	□ Tra		l Chang ata	J	New ssing		Closed	☐ No Train Traffic	☐ Quie Zone U		Invento	ory Number		
		☐ State	□ Ot	-	Re-Op	pen 🗆 D	U		☐ Change in Primary Operating RR	☐ Admin. Correction		Paara	448538	ВK		
				Part I:	Loca	tion and	Cla		tion Informatio	n						
1. Primary Operating Union Pacific Railre						2. State LOUISI				3. County JEFFERSOI						
4. City / Municipality	1		5. Str		Name 8	& Block Num	ıber	ı		6. Highway Ty	pe & No.					
□ Near BRIDGE	E CITY			et/Road No	 am <u>e)</u>			-I * (Bloc	k Number)	LA						
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate T	rack at Cro	ossing?	Yes	™ No		Do Other f Yes, Spe	Railroads Operate O cify RR	ver Your Track a	at Crossing	g? □ Y	es 🗷 No)		
9. Railroad Division of	_	<u> </u>	10. Railro	oad Subdivi				11. Bra	nch or Line Name		12. RR M	/lilepost				
									e		(prefix)			(suffix)		
13. Line Segment *		14. Near	rest RR Tin *	netable		15. Parent F	₹R (if	f applicab	le)	16. Crossir	ig Owner	ner (if applicable)				
		_				■ N/A				_ □ N/A	UP					
17. Crossing Type		ossing Purpose		ossing Posit	tion	20. Public			21. Type of Train Freight	☐ Transit		22. Average Passenger Train Count Per Day				
■ Public	■ Highway ■ At Grade (if Priva								☐ Intercity Passeng		t d Use Tran			an One Per Day		
☐ Private	☐ Stati	ion, Ped.	□ RR C	Over		□ No			☐ Commuter	☐ Touris	t/Other		Numbe	r Per Day 0		
23. Type of Land Use ☐ Open Space	e □ Farm	. □ Res	idential	☐ Com	amerci	ial પ્ર ા	Indust	+rial	☐ Institutional	☐ Recreation	anal	□ RR `	Vard			
24. Is there an Adjac					linera				RA provided)	□ Necrean	Mai	LI IM	Yaru			
							_									
☐ Yes ■ No If 26. HSR Corridor ID	-	vide Crossing N		cimal degre	205	I No			☐ Partial ☐ Chica; le in decimal degrees	go Excused		stablishe 29. Lat	ed /Long Sou	Irco		
20. 1131. Contract 12		27. 24	uue iii uee	ŭ		04740										
20 A Dellered Hee	X N/A	(WGS84	1 std: nn.n	nnnnnn) ²	29.920	81740	(W	WGS84 std: -nnn.nnnnnnn) -90.1558480 ■ Actual □ Estimated 31.A. State Use *								
30.A. Railroad Use	*						ļ	31.A. 3	tate use "							
30.B. Railroad Use									tate Use *							
30.C. Railroad Use	*								tate Use *							
30.D. Railroad Use	*								state Use *							
32.A. Narrative (Rai		<u>, </u>							larrative (State Use)	1						
33. Emergency Notifi 800-848-8715	ication To	elephone No.	(posted)		: 544-3	nd Contact <i>(T</i> 3721	elepr	hone No.)		35. State Cor 225-379-154	•	phone I	No.)			
						art II: Rail	1-02	d Infor	mation							
1. Estimated Number	r of Daily	Train Movemo	ents		Po	Irt III. Kali	lUa	a mioi	mation							
1.A. Total Day Thru T				Thru Trains	1.	.C. Total Swit	ching	Trains	1.D. Total Transit	Trains	1.E. Che	ck if Les	s Than			
(6 AM to 6 PM) 0			to 6 AM)		_4				0				Per Day	□ ek?		
2. Year of Train Coun	t Data (Y	YYY)				in at Crossing	_		<u> </u>					_		
2016						Timetable Sp eed Range Ov			<u></u> nph) From 5	to_10						
4. Type and Count of	Tracks							<u> </u>								
	Siding 0		ard 0	Tra	ansit <u>C</u>)	Indi	ustry 1								
5. Train Detection (M ☐ Constant Warr		,,	Detection	□AFO [□ PT(C 🗆 DC	□ Ot	ther 🗆	None							
6. Is Track Signaled?		· · · · · · · · · · · · · · · · · · ·	Detection		_	A. Event Reco			None		7.B. R	emote H	lealth Mo	nitoring		
☐ Yes 🗷 No						☐ Yes 🗷	No					Yes 🗷	No	_		

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (N 08/19/2019	/M/DD/YYYY)					PAG	E 2			D. 448	Crossing Inve	ntory Num	nber (7 c	har.)	
		Pai	t III: H	ighway o	r Pathw	vay Tra	iffic C	ontrol De	evice						
1. Are there	2. Types of Pa	ssive Traffic	Control I	Devices asso	ciated witl	h the Cro	ssing								
Signs or Signals?	2.A. Crossbuc	k 2.E	. STOP Si	igns <i>(R1-1)</i>	2.C. YIEL	D Signs (I	R1-2)			ning S	igns <i>(Check al</i>			e coui	nt) 🗆 None
¥ Yes □ No	Assemblies (c 0	ount) (cc	unt)		(count)			■ W10-1 □ W10-2		_				W10-11 W10-12	
2.E. Low Ground Cle	earance Sign	2.F. Paver	nent Mar	kings	ı			nelization			2.H. EXEMP		2.I. ENS	_	(I-13)
(W10-5) \square Yes (count 0	1	☐ Stop Liı		□ D. ma	mic Envelo		•	/ledians	□ Mad	(R15-3) ☐ Median ☐ Yes			Display Yes	ed	
■ No	/	☐ Stop Lii		, .					□ ivied ■ None	-	□ res ■ No		□ No		
2.J. Other MUTCD S	Signs	□ Yes						te Crossing	2.L. l	LED En	hanced Signs	(List types,)		
Canaify Type		Count	n			Sig	gns (if p	rivate)		3 3 3 3 3 4 3 3 7 3 3 7 3 3 7 3 3 7 3 3 7 3 3 7 3 3 7 3					
Specify Type Specify Type		Count	0	_			Yes 🗆	∃ No							
Specify Type		Count					163	J 140							
3. Types of Train A	ctivated Warnir	ng Devices at	the Grad	de Crossing (:	specify cou	unt of eac	ch devi	ce for all tha	t apply))					
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		Bridged)	Flashin	g Light			Mounted Flash	ning Lights			Total Count of
(count)	☐ 2 Quad	☐ Full (Bar	rier)	Structures Over Traffi		2	□Inc	candescent		•	nasts) <u>2</u> scent	 ■ LED		Flas	shing Light Pairs
Roadway 0	☐ 3 Quad	Resistance	101)	Over mann	c Lanc			andescent			hts Included	☐ Side	Lights	8	
Pedestrian	☐ 4 Quad	\square Median	Gates	Not Over T	raffic Lane	9_0	☐ LEI	D		_		Include	d	U	
3.F. Installation Dat	e of Current		3.0	I 3. Wayside H	orn					3.H. H	lighway Traffi	c Signals Co	ontrollin	g	3.I. Bells
Active Warning Dev	vices: (MM/YYY	Y)		•		48.4.00000	1	,		Crossi	ing			-	(count)
	🗶	Not Require	u i	Yes Insta	alled on (IVI	<i>αινι/ Υ Υ Υ Υ)</i>	/	<i>_</i> /	-	☐ Yes	s I No				1
3.J. Non-Train Activ ☐ Flagging/Flagma		perated Sigr	l		Floodlight	ting \square N	lone			3.K. Other Flashing Lights or Warning D Count 0 Specify type					
4.A. Does nearby H		Traffic Signa		4.C. Hwy Traffic Signal Preemption 5. Highway Tr					raffic Pr	re-Sign		6. Highwa			Devices
Intersection have	Intercon	nection		☐ Yes 🗷 N					No	Ū		(Check al			
Traffic Signals?		nterconnecte raffic Signals		☐ Simultaneous Storage Dista					*				-		Recording nce Detection
☐ Yes ☐ No	☐ For W		Advance	ıs			Storage Dista Stop Line Dis				□ res =		Prese	nce Detection	
				Pa	rt IV: Pł	hysical		acteristic							
1. Traffic Lanes Cros	ssing Railroad	☐ One-way	Traffic		Is Roadw	_				n Dow	n a Street?	4. Is Cro	ssing Illu	mina	ted? (Street
Number of Lanes		■ Two-wa		Paved? ☑ Yes ☐ No									thin approx. 50 feet from rail)□ Yes		
Crossing Surface				ed) Installa						Wic		Heuresti			LA NO
☐ 1 Timber 🗷 ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt a	nd Timbe	er 🗆 4 Co							r 🗆 7 Me		J		
6. Intersecting Roa	dway within 50	0 feet?				7.	Smalles	st Crossing A	ngle			8. Is Co	mmercia	l Pow	ver Available? *
■ Yes □ No	If Yes, Approxin	nate Distanc	(feet) 7	' 5			0° – 29	° □ 30°	– 59°	×	60° - 90°		¥ Yes	:	□ No
					V: Publ			Informat							
1. Highway System			2. Fund	ctional Classi	fication of	Road at 0	Crossing		3. 19	s Cross	sing on State I	Highway	4. H	Highw	vay Speed Limit
_					0) Rural			_		tem?	_		_54		MPH
_ ` `	tate Highway Sy			Interstate Other Freew	ave and Ev			Collector			□ No	. (100		Poste	d □ Statutory
	Nat Hwy Syster al AID, Not NHS		, ,	Other Princip	,	. ,	,	Collector	5. L	inear I	Referencing Sy	stem (LRS	Route II)) [*]	
☐ (08) Non-F	•			Minor Arteria		☐ (7)	•		6. L	.RS Mil	epost *				
7. Annual Average Year <u>2016</u> AA	d Percent Tru				by School B Average Nu		er Day	0	_ 10. _ □ Y	_	ncy Se	ervices Route			
Submi	ssion Infor	mation -	This info	ormation is	s used fo	or admii	nistrat	tive purpo:	ses an	d is n	ot availabl	e on the	public	web	site.
Submitted by				Organizat	ion						Dhono		-)ata	
Submitted by Public reporting but	rden for this inf	ormation col	lection is	Organizat		30 minuta	es nor r	esnonse incl	uding +	he tim	Phone e for reviewin	g instruction		oate _	existing data
sources, gathering a															
agency may not cor	nduct or sponso	r, and a pers	on is not	required to,	nor shall a	person b	oe subje	ct to a penal	ty for fa	ailure t	to comply witl	n, a collect	ion of in	forma	ation unless it
displays a currently other aspect of this												_	-		•
Washington, DC 20		ading ioi ieu	ucing tills	, paraerrio.	oi illatio	on conect	aon Oil	icci, i cucidi	rani Udi	u Auill		OU NEW JE	isey AVE	JL,	IVIJ-2J

DEPARTMENT OF TRANSPORTATION FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Approval No. 2130-0500

Name Of							Alphab	etic Code	RR Accident/In	cident No.	
Reporting Railroad	1b. T3590										
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.	_	
3. Railroad Responsible for Track N	laintenand	ce So	outhern Paci	ific Tr	ansportation Comp	pany [SP]	3a. SF	•	3b. T3590		
4. U.S. DOT-AAR Grade Crossing I	D No.	757	992Y	5. Dat	e of Accident/Incident	04/24/90	6. Time	of Accident/	Incident 06:20	0 PM	
7. Nearest Railroad Station			8. Divi	ision		9. County			10. State	Code	
AVONDALE TOFC						-	ERSON			22 LA	
11. City (if in a city) WESTW	EGO		12. Higl	hway N	lame or No. GEOR				✓ Public	Private	
	User Invo	olved					pment Involve				
13. Type C. Truck-trailer F. Bus		J. Other Mo		Code	17. Equipment 1. Train <i>(units pull</i>	4. Car(s) ling) 5. Car(s)) (moving)) (standing)	8. Oth A. Tra	er <i>(specify)</i> in pulling- RCL	Code	
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot		K. Pedestria		A	2. Train (units pus	hing) 6. Light	loco(s) (movii	ng) B. Tra	in pushing- RCL	1	
	orcycle rection	M. Other (Code	3. Train (standing) 18. Position of Car U		loco(s) (stand	ing) C. Ha	in standing- RCL	-	
		outh 3. East	,	3				1			
16. Position 1. Stalled on crossing		oving over cr	ossing	Code	19. Circumstance 1.			•	<u> </u>	Code	
2. Stopped on Crossin 20a. Was the highway user and/or		• •	l	Code	2. 20b. Was there a ha	Rail equipmer zardous mater				L Code	
in the impact transporting haz	ardous ma	aterials?					,				
1. Highway User 2. Rail Equipment 3. Both 4. Neither 4 1. Highway User 2. Rail Equipment 3. Both 4. Neither											
20c. State the name and quantity of the hazardous material released, if any											
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry) 24. Clear 3. Clear 4. For 5. Short 6. Short 1. 2											
(specify if minus) 75 °F 1. Dawn 2. Day 3. Dusk 4. Dark 3 1. Clear 2. Cloudy 3. Rain 4. Fog 5. Sleet 6. Snow											
24. Type of Equipment A. Spec. MoW Equip 25. Track Type Used by Rail Code 26. Track Number or Name											
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN											
27. FRA Track 28. Number of	ıf	29. Number	of 30. Cons	sist Spe	l eed <i>(Recorded if avail</i>	lable) Code	31. Time Tab	le Direction		Code	
Class Locomoti 3 Units	ve 4	Cars 1		ecorde stimate		mph E	1 North 2.	South 3, Ea	ast 4. West	3	
	Wig wags	l			agged by crew		led Crossing	1	Whistle Ban	Code	
Crossing 2. Cantilever FLS 5.	•	•			ther (specify)	Warn	ing		1. Yes		
Warning 3. Standard FLS 6. Code(s) 07	Audible		9. Watchman	12. N	one				2. No 3. Unknown		
35. Location of Warning			code 36. Cro	nssing \	Warning Interconnecte	ed Code	37 Crossir	ng Illuminate		Code	
1. Both Sides		-		•	way Signals			or Special Li	•	0000	
2. Side of Vehicle Approach		1	ı ₁	Ves 2	2. No 3. Unknown	2	1 Yes	1. Yes 2. No 3. Unknown			
3. Opposite Side of Vehicle App 38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front			Nrivor		2.1.0	01110101111	Code	
Age Gender			is Struck by Se				d or thru the g	ate 4. Stop	ped on crossing	Code	
1. Male		1. Yes 2. N	lo 3. Unknow	vn	1 %	2. Stopped and	-	ed 5. Othe	er (specify)	3	
2. Female 42. Driver Passed Standing	Code	T ₄₃ View o	f Track Obscu	red hv	(primary obstruc	B. Did not stop				Code	
Highway Vehicle		1. Perm	nanent Structu	re	3. Passing Train 5	5. Vegetation		r (specify)		1	
1. Yes 2. No 3. Unknown	2	2. Stand	ding railroad e	quipme	ent 4. Topography 6	6. Highway Vel	hicles 8. Not 0	Obstructed		8	
Convention to	Killed	Iniurad	44. Driver w	as		Code	45. Was Driv	er in the Ve	hicle?	Code	
Casualties to:	Killeu	Injured	1. Killed	2. Inj	ured 3. Uninjured	2	1. Yes	2. No		1	
46. Highway-Rail Crossing Users	0	1			le Property Damage			J	nway-Rail Crossi	ng Users	
			(est. doli		5 /	\$3,000	(include			1 Code	
49. Railroad Employees	0	0			of People on Train ngers and crew)		51. Is a Rail Incident	Equipment / Report Being		Code	
52. Passengers on Train	0	0	(merade	passor	igers and crew)		1. Yes	-		2	
53a. Special Study Block					53b. Special Study B	Block					
54. Narrative Description											
55. Typed Name and Title		56. Signatur	re						57. Date		
55. Typed Name and Title		Jo. Olgilatui	16						37. Date		

Name Of								Alphat	etic Cod	de Rf	R Accide	nt/Incid	ent No.
Reporting Railroad		S	outhern Pac	ific Tr	ansportation Com	pany	[SP]	1a. SP	•	1b	· H4020)	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b).		
3. Railroad Responsible for Track N	/laintenan	ce So	outhern Paci	ific Tr	ansportation Com	pany	[SP]	3a. SI	•	3b	· H4020)	
4. U.S. DOT-AAR Grade Crossing I	D No.	757	992Y	5. Dat	e of Accident/Incident	t 12/	/19/80	6. Time	of Accid	dent/Inci	ident 0	9:50 P	M
7. Nearest Railroad Station AVONDALE			8. Div	ision		- 1	. County JEFFE	RSON		10.	. State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GEOR	RGE S	ST			✓	Public	Pr	rivate
Highway	User Invo	olved	'			F	Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units pull	lina) i	4. Car(s)	(moving)		Other	(spe	cify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	an		2. Train (units pui						ulling- R0 ushing- F		2
	orcycle	M. Other	. , ,,	A	3. Train (standing			oco(s) (stand	ling) C.	. Train s	tanding-	RCL	
'	irection orth 2. So	<i>(geograp</i> outh 3.Eas	*	Code 1	18. Position of Car U	Jnit in	Train		1				
16. Position 1. Stalled on crossing		oving over ci		Code	19. Circumstance 1.	. Rail e	equipmen	t struck highy	vay user	r			Code
2. Stopped on Crossii		• • • • • • • • • • • • • • • • • • • •		1				t struck by hig		ser			1
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there a ha	zardou	us materia	als release by	′			1	Code
Highway User 2. Rail Eq.			4. Neither	4	1. Highway	User	2. Rail	Equipment	3. Both	4. Ne	ither		
20c. State the name and quantity of	f the haza	rdous mater	rial released, if	any									
·	,	(single entry	•	Code	23. Weather (singl							1	Code 1
(specify if fillings) 55 1.1	Dawn 2.	Day 3. Du		4	1. Clear 2. Cloud	dy 3.	Rain 4. F	og 5. Sleet	6. Sno	DW .			
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved												er or N	ame
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code													
27. FRA Track 28. Number of		29. Number		•	eed (Recorded if avail	ilable)	Code	31. Time Tab	ole Direc	ction			Code
Class Locomoti 2 Units	ve 3			ecorde stimate	_	mph	E	1. North 2.	South :	3. East	4. Wes	it	4
32. Type of 1. Gates 4.	Wig wag	S	7. Crossbucks	10. FI	agged by crew		3. Signal	ed Crossing		34. Whi	stle Ban		Code
Crossing 2. Cantilever FLS 5.	•	ū			ther (specify)		Warni	ng		1. Y			
Warning 3. Standard FLS 6.	Audible	<u> </u>	9. Watchman	12. N	one	_				2. N	lo Inknown		
Code(s) 07 35. Location of Warning			code 36. Cro	neeina \	 		Code	37. Crossir	a Illumii				Code
1. Both Sides				•	way Signals	cu	Code		•	al Lights	•		Code
2. Side of Vehicle Approach		1	l l	Voc. 3	. No 3. Unknown		2	1 Voo	2 No	3. Unk	(DOWD		2
3. Opposite Side of Vehicle App								1. 165	2. NO	S. Ulik	diowii		
38. Driver's 39. Driver's Code Age Gender			ind or in Front is Struck by Se			Oriver	ve around	or thru the g	ate 4.9	Stopped	on cross	sina	Code
1. Male			lo 3. Unknov					then proceed					4
2. Female		10.10	·				not stop						
42. Driver Passed Standing Highway Vehicle	Code	1	f Track Obscu nanent Structu	•	(primary obstruc 3. Passing Train 5		etation	7. Othe	r (spe	ecify)			Code
1. Yes 2. No 3. Unknown	2				ent 4. Topography 6								8
<u>.</u> ,.			44. Driver w	as		Code	e	45. Was Driv	ver in the	e Vehicle	e?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured	3		1. Yes	2. No				1
46 Highway Pail Crossing Llass	_		47. Highway	y Vehic	e Property Damage			48. Total Nu	mber of	Highwa	ıy-Rail Cr	ossing	Users
46. Highway-Rail Crossing Users	0	0	(est. dol	lar dan	nage)	\$78	30	(include	driver)			4	
49. Railroad Employees	0	0			of People on Train			51. Is a Rail Incident					Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			1. Yes		being Fil	ieu		2
53a. Special Study Block	-				53b. Special Study B	Block						- '	$\neg \neg$
54. Narrative Description													
													ļ
	- 1	Ī								I			
55. Typed Name and Title		56. Signatu	re								57. Date		

Name Of								Alpha	betic Code	RR Accident/	Incident No.	
Reporting Railroad		A	mtrak (Nati	onal F	Railroad Passens	ger C	Corporation	1) 1a. A	TK	1b. 090580	1	
2. Other Railroad Involved in Train	Accident/I	ncident S	outhern Pac	ific Tı	ansportation C	ompa	any [SP]	2a. S	P	^{2b.} G5930		
3. Railroad Responsible for Track N	1aintenan	ce S	outhern Pac	ific Tr	ansportation Co	mpa	ny [SP]	3a. S]	P	3b. G5930		
4. U.S. DOT-AAR Grade Crossing	D No.	757	'992Y	5. Dat	e of Accident/Incid	ent	09/05/80	6. Time	of Accider	nt/Incident 01:	35 PM	
7. Nearest Railroad Station			8. Div	ision			9. County	<u>'</u>		10. State	Code	
AVONDALE							JEFFE	RSON		Abbr.	22 LA	
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GE	ORG	E ST			✓ Public	Private	
Highway	User Invo	olved					Rail Equi	ment Involve	ed			
13. Type C. Truck-trailer F. Bus		J. Other Me	otor Vehicle	Code	17. Equipment 1. Train (units)	nullin		(moving)	8. O	ther <i>(speci</i> rain pulling- RCL		
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedestr		В	2. Train (units)					rain pulling-1002 rain pushing- RC		
	orcycle	M. Other			3. Train (stand			oco(s) (stand	ding) C. T	rain standing- Ro	CL 1	
	rection orth 2. So	<i>(geograp</i> outh 3.Eas	•	Code 2	18. Position of Ca	ar Uni	t in Train		1			
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	1. R	tail equipme	nt struck high			Code	
2. Stopped on Crossi	ng 4. Tra	apped		1		2. R	ail equipmer	t struck by hi	ghway use	r	1	
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a	haza	rdous mater	als release b	y		Code	
Highway User 2. Rail Eq.			4. Neither	4	1. Highw	ay Us	ser 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o	the haza	rdous mate	rial released, it	any								
·	/isibility	(single entry	<i>(</i>)	Code	23. Weather (sa	ingle e	entry)				Code	
(specify if minus) 83 °F 1.1	Dawn 2.	Day 3. Du	ısk 4. Dark	2	1. Clear 2. C	loudy	3. Rain 4.	Fog 5. Sleet	6. Snow		2	
24. Type of Equipment	\\/		A. Spec. MoV	/ Equip					Code 2	6. Track Number	or Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
Equipment involved												
27. FRA Track 28. Number of	of	29. Numbe	r of 30. Con	sist Spe	eed <i>(Recorded if a</i>	vailat	ble) Code	31. Time Ta	ble Direction	n	Code	
Class Locomoti	ve 3	Cars		ecorde			oh E	4 11 11 0		5	4	
00	Wig wag		- 1	stimate	agged by crew	mp		ed Crossing	- 1	East 4. West . Whistle Ban	Code	
Crossing 2. Cantilever FLS 5.					ther (specify)		Warn	ū	34	1. Yes	Code	
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one			J		2. No	ı	
Code(s) 08										3. Unknown		
35. Location of Warning 1. Both Sides		C		U	Warning Interconno way Signals	ected	Code		ng Illumina or Special	ted by Street	Code	
Side of Vehicle Approach		1.	1 "	urriigii	way Signais		2	Ligitis	oi Speciai	Ligitis		
3. Opposite Side of Vehicle App	roach		1.	Yes 2	2. No 3. Unknowr	1		1. Yes	2. No 3	3. Unknown	2	
38. Driver's Code			ind or in Front			1. Driv					Code	
Age Gender 1. Male			as Struck by Se No 3. Unknov					,	,	opped on crossin her <i>(specify)</i>	Ŭ ,	
2. Female		1. 100 2.1	10 0. 011111101	***	2		Did not stop	THOM PICCOCK		nor (opoony)	4	
42. Driver Passed Standing	Code		of Track Obscu	,	(primary obst		,				Code	
Highway Vehicle	2		nanent Structu Iding railroad e		 Passing Tra ent 4. Topography 				er <i>(specif</i> Obstructed		8	
1. Yes 2. No 3. Unknown					····							
Casualties to:	Killed	Injured	44. Driver w		ured 3. Uninjured		Code	45. Was Dri 1. Yes		/enicle /	Code	
							2			inhorn Dail One	2	
46. Highway-Rail Crossing Users	0	0	47. Highway (est. doi	•	le Property Damag		\$1,500	48. Total Nu (include		ighway-Rail Cros	sing Users 2	
49. Railroad Employees			,				\$1,500	51. Is a Rai		t Accident /	Code	
	0	1			of People on Train ngers and crew)	1			Report Be		1	
52. Passengers on Train	0	2	,		,			1. Yes	2. No		1	
53a. Special Study Block					53b. Special Stud	dy Blo	ock					
54. Narrative Description												
		o:										
55. Typed Name and Title		56. Signatu	ire							57. Date		

Name Of								Alpha	betic Code	RR Accider	t/Incident No.	
Reporting Railroad		A	mtrak (Nati	onal F	Railroad Passens	ger C	orporation	1) 1a. A'	TK	1b. 09058 ()A	
2. Other Railroad Involved in Train	Accident/I	ncident S	outhern Pac	ific Tı	ansportation C	ompa	any [SP]	2a. S	P	^{2b.} G5930		
3. Railroad Responsible for Track N	1aintenan	ce S	outhern Pac	ific Tr	ansportation Co	ompa	ny [SP]	3a. S]	P	3b. G5930		
4. U.S. DOT-AAR Grade Crossing	D No.	757	'992Y	5. Dat	e of Accident/Incid	lent	09/05/80	6. Time	of Accide	nt/Incident 0	1:35 PM	
7. Nearest Railroad Station			8. Div	ision			9. County	'		10. State	Code	
AVONDALE							JEFFE	RSON		Abbr.	22 LA	
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GE	ORG	E STREE	Γ		✓ Public	Private	
Highway	User Invo	olved					Rail Equip	oment Involve	ed			
13. Type C. Truck-trailer F. Bus		J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units	nullin	4. Car(s)	(moving)	8. O	ther <i>(spec</i> rain pulling- RC		
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedestr		В	2. Train (units					rain pulling-100 rain pushing- R		
	orcycle rection	M. Other (geograp			3. Train (stand			oco(s) (stand	ding) C.T	rain standing- F	RCL *	
'		outh 3. Eas	•	Code 2	16. POSITION OF	ai Oili	ı III TTAIII		1			
16. Position 1. Stalled on crossing	3. Mc	oving over c	rossing	Code	19. Circumstance	1. R	ail equipmer	nt struck high	way user		Code	
2. Stopped on Crossi		• •		1				t struck by hi	<u> </u>	r	1	
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a	haza	rdous materi	als release by	y		Code	
1. Highway User 2. Rail Eq			4. Neither	4	1. Highw	ay Us	er 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o	f the haza	rdous mate	rial released, if	any								
		<i>/ :</i>			1							
·	,	(single entry	·-	Code	23. Weather (s	•	• /				Code I 2	
(specify if fillings) se 1.1	Dawn 2.	Day 3. Du		2	1. Clear 2. C	loudy	3. Rain 4.	Fog 5. Sleet	6. Snow			
24. Type of Equipment Consist 1 Freight train 4	Work tra		A. Spec. MoW	/ Equip			•		Code 2	6. Track Numb	er or Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
- Equipmont involved												
27. FRA Track 28. Number of		29. Numbe			eed (Recorded if a	vailat	ole) Code	31. Time Ta	ble Direction	n	Code	
Class Locomoti 4 Units	ve	Cars		lecorde stimate		mp	h E	1 North 2	South 3	East 4. West	. 4	
	Wig wag	S	<u> </u>		agged by crew			ed Crossing		. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5.	•	ū			ther (specify)		Warn	ing		1. Yes		
Warning 3. Standard FLS 6. Code(s) 08	Audible		9. Watchman	12. N	one		-			2. No 3. Unknown		
Code(s) 08 35. Location of Warning			Code 36. Cro	nssing \	Warning Interconn	ected	Code	37 Crossi	na Illumina	ted by Street	Code	
1. Both Sides				•	way Signals	ooloa	Code		or Special	,	Code	
2. Side of Vehicle Approach		1	1 ,	Voc. 3	2. No 3. Unknowr		2	1 Vos	2 No. 3	3. Unknown	2	
3. Opposite Side of Vehicle App		- D D-b						1. 163	2.110	D. OTIKITOWIT	0-4-	
38. Driver's 39. Driver's Code Age Gender			iind or in Front as Struck by Se			1. Driv 1. I		d or thru the o	ate 4. Sto	opped on cross	Code ina	
1. Male			lo 3. Unknov		2	2. \$	Stopped and	then proceed	ded 5. Ot	her <i>(specify)</i>	4	
2. Female 42. Driver Passed Standing	Code	42 View e	of Track Obscu	rad by	(primary obsi		Did not stop				Code	
Highway Vehicle	l		nanent Structu	,	3. Passing Tra		,	7. Othe	er (specit	v)	Code	
1. Yes 2. No 3. Unknown	2	2. Stan	iding railroad e	quipme	ent 4. Topography	6. I	Highway Vel				8	
			44. Driver w	/as		С	ode	45. Was Dri	ver in the \	/ehicle?	Code	
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured		3	1. Yes	2. No		2	
46 Highway Bail Crassing Haara			47. Highway	y Vehic	le Property Damag	je		48. Total Nu	ımber of H	ghway-Rail Cro	ossing Users	
46. Highway-Rail Crossing Users	0	0	(est. dol	llar dan	nage)		\$1,500	(include	driver)		0	
49. Railroad Employees	0	1	50. Total Nu	umber o	of People on Train			51. Is a Rail			Code	
52. Passengers on Train	0	2	(include	passer	ngers and crew)			Incident 1. Yes	Report Be	ing Filed	1	
53a. Special Study Block	ļ				53b. Special Stu	dv Ric	nck	1.165	2. INU			
54. Narrative Description					ODD. OPECIAI CITA	ay Dic	OCK					
OT. Namative Description												
55. Typed Name and Title		56. Signatu	ire							57. Date		

Name Of								Alpha	betic Code	RR Acciden	t/Incident No.	
Reporting Railroad		S	outhern Pac	ific Tr	ansportation Cor	mpa	ny [SP]	1a. SI	•	1b. G5930		
2. Other Railroad Involved in Train	Accident/I	ncident A	mtrak (Nati	ional I	Railroad Passenge	er C	orporation	a) 2a. A	TK	^{2b.} 09058 0	A	
3. Railroad Responsible for Track N	/laintenan	ce S	outhern Pac	ific Tr	ansportation Cor	mpa	ny [SP]	3a. S	P	3b. G5930		
4. U.S. DOT-AAR Grade Crossing	D No.	757	'992Y	5. Dat	e of Accident/Incide	nt	09/05/80	6. Time	of Accide	nt/Incident 01	:35 PM	
7. Nearest Railroad Station			8. Div	ision			9. County	'		10. State	Code	
AVONDALE							JEFFE	RSON		Abbr.	22 LA	
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GEO	RG	E 57			✓ Public	Private	
Highway	User Invo	olved					Rail Equi	pment Involve	ed			
13. Type C. Truck-trailer F. Bus		J. Other M	otor Vehicle	Code	17. Equipment 1. Train <i>(units pi</i>	ulline	4. Car(s)	(moving)	8. O	ther (spectrain pulling- RC		
A. Auto D. Pick-up truck G. Sch		K. Pedestr		В	2. Train (units po		ng) 6. Light l	loco(s) (movi	ing) B. T	rain pushing- R		
	irection	M. Other (geograp		Code	3. Train (standir 18. Position of Car			oco(s) (stand	ding) C.T	rain standing- R	CL	
'		outh 3. Eas	•	2	16. Position of Car	Offic	III IIaiii		1			
16. Position 1. Stalled on crossing	3. Mc	oving over c	rossing	Code	19. Circumstance	1. R	ail equipme	nt struck high	way user		Code	
2. Stopped on Crossi				1				nt struck by hi	<u> </u>	r	1	
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a h	nazar	rdous mater	ials release b	y		Code	
1. Highway User 2. Rail Eq			4. Neither	4	1. Highwa	y Us	er 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o	f the haza	rdous mate	rial released, it	any								
		<i>.</i>	`		1							
·	,	(single entry	· ·	Code	23. Weather (sin	•	• •				Code I 2	
(specify if fillings) se 1.1	Dawn 2.	Day 3. Du		2	1. Clear 2. Clo	oudy	3. Rain 4.	Fog 5. Sleet	6. Snow			
24. Type of Equipment Consist 1 Freight train 4	Work tra	in 7 Yard/9	A. Spec. MoW	/ Equip			•		Code 2	6. Track Numbe	er or Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code												
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 2 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN												
27. FRA Track 28. Number of		29. Numbe	I		eed (Recorded if ava	ailab	ole) Code	31. Time Ta	ble Direction	on	Code	
Class Locomoti 4 Units	ve 3	Cars		lecorde stimate		mp	h R	1 North 2	South 3	East 4. West	4	
	Wig wag	S			agged by crew			led Crossing		I. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5.	•	•			ther (specify)		Warn	ing		1. Yes		
Warning 3. Standard FLS 6. Code(s) 07 08	Audible	1	9. Watchman	12. N	one		-			 No Unknown 		
Code(s) 07 08 35. Location of Warning			Code 36. Cro	nesina l	Warning Interconnec	cted	Code	37 Crossi	na Illumina	ted by Street	Code	
1. Both Sides				•	way Signals	olou	Code		or Special	,	Code	
2. Side of Vehicle Approach			1 .	Voc. 3	2. No 3. Unknown		2	1 Vos	2 No. 1	3. Unknown	2	
3. Opposite Side of Vehicle App		- Danie Dah	ind or in Front			D.::		1. 163	2.110	J. OHKHOWH	0-4-	
38. Driver's 39. Driver's Code Age Gender			as Struck by Se			Driv. 1. E		d or thru the o	ate 4. Sto	opped on crossi	Code na	
1. Male			lo 3. Unknov		2	2. 5	Stopped and	then proceed	ded 5. Ot	her (specify)	Ŭ 4	
2. Female	Codo	42 Views	of Track Obscu	rad by			Did not stop					
42. Driver Passed Standing Highway Vehicle	Code		nanent Structu	,	(primary obstru 3. Passing Train		,	7. Othe	er (specii	fy)	Code	
1. Yes 2. No 3. Unknown	2	2. Star	iding railroad e	quipme	ent 4. Topography						8	
			44. Driver w	/as		С	ode	45. Was Dri	ver in the \	/ehicle?	Code	
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured		3	1. Yes	2. No		2	
46. Highway-Rail Crossing Users			47. Highwa	y Vehic	le Property Damage	•		48. Total Nu	ımber of H	ighway-Rail Cro	ssing Users	
46. Highway-Rail Clossing Users	0	0	(est. do	llar dan	nage)		\$1,500	(include	driver)		1	
49. Railroad Employees	0	0	50. Total Nu	umber o	of People on Train			51. Is a Rail			Code	
52. Passengers on Train	0	0	(include	passei	ngers and crew)			Incident 1. Yes	Report Be	ing Filed	2	
53a. Special Study Block	ļ	I	<u> </u>		53b. Special Study	v Blo	ıck	1. 103	0			
54. Narrative Description					com openial elady	, 2.0						
5 Harrative Decemption												
	-											
55. Typed Name and Title		56. Signatu	ire							57. Date		

Name Of								Alpha	betic Code	RR Acciden	t/Incident No.	
Reporting Railroad		S	outhern Pac	ific Tr	ansportation Co	mpa	ny [SP]	1a. S]	P	1b. K7027		
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.		
3. Railroad Responsible for Track N	1aintenan	ce Se	outhern Pac		ansportation Co			3a. S	P	3b. K7027		
4. U.S. DOT-AAR Grade Crossing I	D No.	757	992Y	5. Dat	e of Accident/Incide	ent	11/11/77	6. Time	e of Accide	nt/Incident 06	5:00 AM	
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10. State Abbr.	Code 22 LA	
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GE(ORG				✓ Public	Private	
Highway	User Invo	olved						ment Involve	ed			
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment		4. Car(s)	(moving)		ther (spec		
A. Auto D. Pick-up truck G. Sch					1. Train <i>(units p</i> 2. Train <i>(units p</i>					rain pulling- RC rain pushing- R	CL i	
	orcycle	M. Other	,	A	3. Train (standi			oco(s) (stan	ding) C. T	rain standing- F	RCL 1	
	rection orth 2 Se	<i>(geograp</i> outh 3.Eas	•	Code 1	18. Position of Ca	ir Unit	in I rain		1			
16. Position 1. Stalled on crossing		oving over cr		Code	19. Circumstance	1. Ra	ail equipmer	nt struck high	way user		Code	
2. Stopped on Crossii		••		_ 2				t struck by h		r	1	
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there a	hazar	dous materi	als release b	У		Code	
1. Highway User 2. Rail Eq			4. Neither	4	1. Highwa	ay Use	er 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity of	f the haza	irdous mater	ial released, if	any								
04 Tarana aratura	/: _ : _ : :	(ainala anta	d	01-	00.14/4/ (-:		()				0-4-	
· 50 %F	,	(single entry Day 3. Du		Code 1	23. Weather (sin	•	• /	Eag E Slaat	6 Snow		Code 1	
(specify if fillings) = 0	Jawii Z.		A. Spec. MoW					-og 5. Sieet	1			
24. Type of Equipment Consist 1. Freight train 4	. Work tra			/ Equip			•		Code 2	6. Track Numbe	er or Name	
Consist 1. Freight train 4. Work train 7. Yard/Switching (single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN												
3. Commuter train 6. Cut of cars 9. Main./inspect. car 1 1. Main 2. Yard 3. Siding 4. Industry 1 MAIN												
27. FRA Track 28. Number of Locomotic		29. Number		sist Spe Recorde	•	vallab	le) Code	31. Time Ta	bie Directio	on	Code	
4 Units	1			stimate		mp	h E	1. North 2	2. South 3.	East 4. West	3	
Crossing 2. Cantilever FLS 5.	-	fic signals	B. Stop signs	11. O	agged by crew ther (specify)		33. Signal Warni	ed Crossing ng	34	I. Whistle Ban 1. Yes	Code	
Warning 3. Standard FLS 6. Code(s) 07	Audible	;	9. Watchman	12. N	one					 No Unknown 		
35. Location of Warning		C	ode 36. Cro	ossing '	Warning Interconne	ected	Code	37. Crossi	ing Illumina	ted by Street	Code	
1. Both Sides			wi	th High	way Signals				or Special	•		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	rnach	1	l _{1.}	Yes 2	2. No 3. Unknown	١	2	1. Yes	s 2. No 3	3. Unknown	2	
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Trai	n Code 41	1. Driv	er				Code	
Age Gender			s Struck by Se		rain					opped on crossi	•	
1. Male 2. Female		1. Yes 2. N	lo 3. Unknov	vn	2		Stopped and Did not stop	then procee	ded 5. Ot	her (specify)	5	
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obsti		•				Code	
Highway Vehicle			nanent Structu		3. Passing Trai			7. Othe				
1. Yes 2. No 3. Unknown	2	Z. Staff			ent 4. Topography						8	
Casualties to:	Killed	Injured	44. Driver w		ured 3. Uninjured	- 1	ode	45. Was Dr		/ehicle?	Code	
						1 4	2	1. Yes		inhuro D. T.C.	1	
46. Highway-Rail Crossing Users	0	1	47. Highway (est. doi	•	le Property Damag nage)	1	\$1,200	48. Total Ni (include		ighway-Rail Cro	ssing Users 1	
49. Railroad Employees	0	0	•		of People on Train			51. Is a Rai	I Equipmer	t Accident /	Code	
52. Passengers on Train	0	0			ngers and crew)			Incident 1. Yes	Report Be	ing Filed	2	
53a. Special Study Block	ļ				53b. Special Stud	dy Blo	ck					
54. Narrative Description					1,	,						
2 tallatio 2 comption												
	I	<u> </u>								1		
55. Typed Name and Title		56. Signatu	re							57. Date		

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields.	ghway-ra rade cros Submiss n Inform	il grade crossi sings), comple sion Informatic ation section.	ngs, complete the Head n section. F For change	ete the Header, Parts I or grade-se os to existin	nder, and I parat g dat	Parts I and I, and the S ed highway a, complete	II, ai Submi r-rail o	nd the Suission Info or pathwa Header,	ubmission Information formation section. Fo ay crossings (including Part I Items 1-3, and	n section. For private pathw g pedestrian stadd the Submission	public pat ray grade ation cross on Inform	hway g crossing ings), co ation se	rade cros gs, comple omplete t ection, in	sings (including ete the Header, he Header, Part
A. Revision Date (MM/DD/YYYY)		B. Reporting A ■ Railroad	\gency □ Tra		easor hange	n for Update	•	′_	nne)] Closed	☐ No Train	☐ Quie	*		Crossing ory Number
05 / 06 / 2019		☐ State	□ Oth	Data	_	Cros	ssing		Change in Primary	Traffic Admin.	Zone U		757992	•
							nge C		perating RR	Correction				
1. Primary Operating	. Pailrage	<u>.</u>		Part I: L	ocat	2. State	Cla	ssificat	ion Informatio	n 3. County				
Union Pacific Railr						LOUISI	ANA			JEFFERSO!	N			
4. City / Municipality	•		GEC	et/Road Na PRGE STR	EET	Block Num	ber	.1		6. Highway Ty	rpe & No.			
Near AVOND 7. Do Other Railroad		e a Separate T		t/Road Nan		No.	8. 0		k Number) Railroads Operate O	TBD ver Your Track a	at Crossin	7? 🕱 Y	es 🗆 No	<u> </u>
If Yes, Specify RR	о орсти	e a separate i	Tuck at Cro		C3 L	3110		Yes, Spe	=	ATK	at 0.055	, <u> </u>	c5 =	,
9. Railroad Division	or Region		10. Railroa	d Subdivision	on or	District		11. Bra	nch or Line Name	, <u>AIR</u>	12. RR N			
□ None GULF	COAST		□ None	AVOND	ALE			I × None	.		(prefix)	0012		 (suffix)
13. Line Segment		14. Near	rest RR Tim	etable	1	15. Parent F	RR (ij			16. Crossin	., , ,			(Sujjik)
*		Station	*		ı	■ N/A				□ N/A	UP			
17. Crossing Type	18. Cro	ssing Purpose	19. Cros	sing Positio		20. Public	Acce	ess	21. Type of Train			2	2. Averag	e Passenger
I Highway I At Grade (if Private Crossing) I Freight □ Transit Train Count Per Day I Pathway, Ped. □ RR Under □ Yes I Intercity Passenger □ Shared Use Transit □ Less Than One Per Day													•	
☐ Private ☐ Station, Ped. ☐ RR Over ☐ No ☐ Commuter ☐ Tourist/Other ☑ Number Per Day													_ ′	
23. Type of Land Use	e □ Farm	₩ Posi	dential	□ Comm	orcio		ndus	trial	☐ Institutional	☐ Recreation	nal.	□ RR	Vard	
☐ Open Space 24. Is there an Adjac				☐ Comm ber?	iercia				'A provided)	□ Recreatio	Mai		raru	
	V D	ide Constant	707	'880\/		FM N.		24.11.			D.1. F		1	
¥ Yes □ No If 26. HSR Corridor ID	Yes, Prov	ride Crossing N		mal degrees	 5	_ 🔼 No			☐ Partial ☐ Chicage in decimal degrees	go Excused		stablishe 29. Lat	ea /Long Sou	irce
	□ N/A	(14/0004	-1-1	29	.9189	9980	(144	CC04 -1-1	-nnn.nnnnnnn) ^{-90.}	2118030		- A-1	-	
30.A. Railroad Use	_X N/A *	(WG384	std: nn.nn	nnnnn)			(VV		tate Use *			⊠ Actu	aı 🗀	Estimated
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	larrative (State Use)	*				
33. Emergency Notif	ication T	elephone No.	(posted)			Contact (7	elepl	hone No.)		35. State Con	,	phone i	No.)	
800-848-8715				402-5						225-379-154	+3			
1. Estimated Number	r of Daily	Train Moveme	ents		Pai	rt II: Rail	roa	a intor	mation					
1.A. Total Day Thru			otal Night T	hru Trains	1.0	. Total Swit	ching	Trains	1.D. Total Transit	Trains	1.E. Che	ck if Les	s Than	
(6 AM to 6 PM) 6		(6 PM 9	to 6 AM)		16	S			2				Per Day is per wee	□ ek?
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed of 3.A. Maxim			,	(mnh) 3!	 5					
2017									ph) From 5	to_20				
4. Type and Count of	Tracks					_								
	Siding 0		ord 0	Trans	sit <u>0</u>		Indu	ıstry 0						
5. Train Detection (N Constant War		,,	Detection	□AFO □	PTC	□ DC	□ 0 [.]	ther □	None					
6. Is Track Signaled?			_ 50000001		7.A.	Event Reco	order						lealth Mo	nitoring
🗷 Yes 🗌 No						□ Yes 🗷	No					Yes 🛚	No	

A. Revision Date (N 05/06/2019	лм/DD/YYYY)					P	AGE 2			D. 757	Crossing Inve 7992Y	ntory Nun	n ber (7 c	:har.)	
		Pa	rt III: H	lighway o	r Path	nway [•]	Traffic	Control D	evice	e Infor	mation				
1. Are there	2. Types of Pa	assive Traff	ic Control	Devices asso	ciated w	vith the	Crossing								
Signs or Signals?	2.A. Crossbuc			Signs (R1-1)		_	ns <i>(R1-2)</i>	2.D. Adva	nce W	arning S	igns <i>(Check all</i>			e cou	<i>int)</i> ■ None
¥ Yes □ No	Assemblies (c	count) (d	count)		(count	t)		□ W10-1 □ W10-2				} 		V10-1 V10-1	11 12
2.E. Low Ground Cle	earance Sign	2.F. Pave	ement Mar	rkings				nnelization			2.H. EXEMP		2.I. ENS	S Sigr	
(W10-5) \square Yes (count)	☐ Stop L	inoc	□Dvna	mic Enve	alona		/Medians oproaches	□Ме	ndian	(R15-3) □ Yes		Display Yes	red	
■ No	/		ines ng Symbols			elope		Approach	■ No		□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	S ■ No					ate Crossing	2.L	LED En	hanced Signs	(List types)		
Specify Type		Count	0				Signs (if	private)							
Specify Type		Count	0				☐ Yes	□No							
Specify Type		Count	·												
3. Types of Train A			at the Gra												
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		_	<i>ed)</i> Flashi	ng Light			Mounted Flash	hing Lights			. Total Count of
(count)	■ 2 Quad	☐ Full (Bo	arrier)	Structures Over Traffi			□ Ir	ncandescent		ount of n Incande	nasts) 2 scent	 LED		Fla	shing Light Pairs
Roadway 1	☐ 3 Quad	Resistance	•				_	100			hts Included	■ Side		6	
Pedestrian	☐ 4 Quad	\square Mediar	า Gates	Not Over T	raffic La	ne <u>0</u>	_ 🗆 L	ED				Include	ed		
3.F. Installation Date of Current 3.G. Wayside Horn 3.H. Highway Traffic Signals Controlling Active Warning Devices: (MM/YYYY) Crossing													ıg	3.I. Bells	
	, ,	,		•		/n/n///	vvv)	1		Cross	ing	J			(count)
—/ □ Not Required □ Yes Installed on (MM/YYYY)/ □ Yes ☑ No □ Yes ☑ No													1		
3.J. Non-Train Active Warning Stagging/Flagman Manually Operated Signals Watchman Floodlighting None Count												s or Warni pecify type	_		
4.A. Does nearby H		/ Traffic Sigr		C. Hwy Traffic				5. Highway	Traffic	Pre-Sign					g Devices
Intersection have	Intercon			•	=			□ Yes □	No			(Check al			
Traffic Signals?		nterconnect raffic Signal		Simultaneou				Storage Dist		k			-		Recording ence Detection
☐ Yes ☐ No		ramic Signai Varning Sigr		Advance	JS			Storage Dist				☐ Yes =		Prese	ince perection
					rt IV:	Physi	cal Cha	racteristi							
1. Traffic Lanes Cros	ssing Railroad	☐ One-wa	y Traffic				athway	_		Run Dow	n a Street?	4. Is Cro	ssing Illu	ımina	ated? (Street
		▼ Two-w	ay Traffic		aved?	•	•		¬ ∨		••-	lights wi	thin app	rox. 5	50 feet from
Number of Lanes				red) Installa	¥ Yeation Dat		□ No M/YYYY)		□ Yes		No dth *	nearest i			■ No
☐ 1 Timber ☐ ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt	and Timbe	er 🗷 4 Co							er 🗆 7 Me		Lengan		
6. Intersecting Roa							7. Small	est Crossing A	Angle			8. Is Co	mmercia	al Pov	wer Available? *
		. 51.1	<i>"</i> "	75				- n	00	-	300 000				
Yes □ No	If Yes, Approxin	nate Distan	ce (feet) <u>'</u>		1/. Du	ا مناط	$\frac{\Box 0^{\circ} - 2}{\Box \Box 0 + 2}$			LX	60° - 90°		¥ Yes	3	□ No
								/ Informat							
1. Highway System			2. Fun	ictional Classi			l at Crossi 1) Urban	ng		. Is Cross ystem?	sing on State H	Highway	4. H 20		way Speed Limit MPH
☐ (01) Inters	tate Highway Sy	ystem	☐ (1)	Interstate	(0) 11414	•	•	r Collector		Yes	■ No			Poste	
☐ (02) Other	Nat Hwy Syster	m (NHS)	٠,	Other Freew	,		,		5.	. Linear	Referencing Sy	ystem <i>(LRS</i>	Route II	D) *	
☐ (03) Federa ॼ (08) Non-F	al AID, Not NHS			Other Princip Minor Arteri			(6) Mino (7) Local		6.	. LRS Mi	lepost *				
7. Annual Average				ed Percent Tru			ularly Use	ed by School E	Buses?	1	<u> </u>	10. □ Y	_	ncy S	ervices Route
	ission Infor	mation -	This inf			for an	lministra	ative nurno	ISPS O	and is n	not availahl	e on the	nuhlic	wel	nsit <i>e</i>
345			Till3 lilly	of that for the	J uscu .	jor aa	Timinser C	ative purpo	,5C5 G	1110 15 11	- Ct avanabi	e on the	ривне	WCK	isite.
Submitted by				_ Organizat							Phone			Date	
Public reporting but															
sources, gathering a agency may not cor	_	_				_									
displays a currently	valid OMB cont	trol numbei	r. The vali	d OMB contro	ol numb	er for ir	nformatio	n collection is	2130-	-0017. S	end comment	ts regardin	g this bu	ırden	estimate or any
other aspect of this Washington, DC 20		uding for re	ducing this	s burden to:	Informa	ation Co	llection O	fficer, Federa	l Railro	oad Adm	iinistration, 12	200 New Je	ersey Ave	∍. SE,	MS-25

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), compl sion Informati nation section	ings, comp ete the Hea on section. For chang	lete the He ader, Parts For grade-s es to existi	eader, I and I eparat ng dat	Parts I and I, and the ted highwata, complete	d II, a Subm y-rail te the	nd the Suission Infoor pathway Header,	ubmission Informatic ormation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For or Private pathw og pedestrian sta d the Submission	public pat ray grade ation cross on Inform	chway gr crossing sings), co ation se	rade cros gs, compl omplete t ection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting	· .			n for Upda		, .	-,					Crossing
(<i>MM/DD/YYYY</i>) 08 / 18 / 2019		■ Railroad	□ Tra	ansit 🗷 Da	Chang ta		New ssing		Closed	☐ No Train Traffic	☐ Quid Zone U		Invent	ory Number
		☐ State	□ Ot		Re-Op	en 🗆	Date ange (Change in Primary	☐ Admin. Correction	Zone c	puate	797875	5M
				Part I:	Loca				tion Informatio	n				
1. Primary Operating Union Pacific Railro						2. State LOUIS		\		3. County JEFFERSO	N			
4. City / Municipality	'		5. Str	e <mark>et/Road N</mark> 18	ame 8	Block Nur	nber	1		6. Highway Ty	rpe & No.			
□ Near WESTW	/EGO			et/Road Na	me)			-	k Number)	TBD				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate	Frack at Cro	ossing?	Yes [X No		Do Other f Yes, Spe	Railroads Operate O cify RR	ver Your Track	at Crossin	g? □ Y	es ⊠ N∈	0
9. Railroad Division o	r Regior	1	10. Railro	ad Subdivis	ion or	District	1	11. Bra	nch or Line Name		12. RR N	/lilepost 0007.		
□ None GULF (COAST		☐ None	Westba	ank Ind	d Ld		■ None	e		(prefix)	<u> </u>		(suffix)
13. Line Segment *		14. Nea Station	rest RR Tin	netable	:	15. Parent	RR (i	f applicab	ile)	16. Crossir	ng Owner	(if applic	cable)	
						■ N/A				□ N/A	UP			
17. Crossing Type		ssing Purpose		ssing Posit	ion	20. Publi			21. Type of Train					ge Passenger
I Highway I At Grade (if Private Crossing) I Freight □ T I Public □ Pathway, Ped. □ RR Under □ Yes □ Intercity Passenger □ S														nt Per Day an One Per Day
☐ Private	☐ Stat	ion, Ped.	□ RR (□ No			☐ Commuter	☐ Touris				r Per Day 0
23. Type of Land Use ☐ Open Space	□ Farm	. □ Por	sidential	☐ Com	morcia		Indus	rtrial	☐ Institutional	☐ Recreation	nal .	□ RR `	Vard	
24. Is there an Adjac					mercia				RA provided)	□ Necreatio	Jilai		Talu	
							_							
☐ Yes ■ No If	Yes, Prov	vide Crossing N		imal degree		_ 🖪 N	_	24 Hr Longitud	∟ Partiai ∟ Chica le in decimal degrees	go Excused	Date E	stablishe 29. Lat/	ed /Long So:	urce
				2	9.924	5310		ŭ		.1449660		-		
30.A. Railroad Use	_ X N/A *	(WGS84	1 std: nn.n	nnnnnn) –			(W		-/////.///////////////////////////////	TIES INTO LA	18 AT T	Actu		Estimated G
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	Iroad Us	e) *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi	ication T	elephone No.	(posted)	34. Ra	ailroad	Contact (Telep	hone No.)		35. State Cor	itact (Tele	ephone I	No.)	
800-848-8715				402-	544-3	721				225-379-154	13			
					Pa	rt II: Rai	Iroa	d Infor	mation					
1. Estimated Number	of Daily	Train Movem	ents											
1.A. Total Day Thru T (6 AM to 6 PM)	rains		otal Night ' to 6 AM)	Thru Trains	1.0	C. Total Swi	tchin	g Trains	1.D. Total Transit	Trains		ck if Les	s Than Per Day	
0		0			8				0				is per we	
2. Year of Train Coun	t Data (Y	YYY)				n at Crossin imetable S		(mrh) 1						
2016									<i>aph)</i> From 5	to_10				
4. Type and Count of	Tracks		'	,.		<u> </u>		<u> </u>		-	-			
	Siding 0		ard 1	Tra	nsit 0		Ind	ustry 0						
5. Train Detection (M		,,	Detection	□AFO □	∏ pτc	□ DC		ther 🗷	None					
6. Is Track Signaled?	g illill	L IVIULIUI	Detection			Event Red			None		7.B. R	emote H	lealth Mo	nitoring
☐ Yes 🗷 No					[□ Yes 🛚	No					Yes 🗷	No	

A. Revision Date (A 08/18/2019	MM/DD/YYYY)					P	AGE 2			D .	Crossing Inve	ntory Nun	n ber (7 c	har.)	
		Part	: III: Hi	ighway o	r Path	way [.]	Traffic (Control De	evice						
1. Are there	2. Types of Pa	ssive Traffic	Control I	Devices asso	ciated w	vith the	Crossing								
Signs or Signals?	2.A. Crossbuck Assemblies (co	ount) (cou		gns <i>(R1-1)</i>	(count	U	ns <i>(R1-2)</i>	■ W10-1	3	rning S	igns <i>(Check al</i> W10-3				nt)
2.E. Low Ground Cl	3 earance Sign	2.F. Pavem	ent Mar	kings	3			□ W10-2 nnelization			☐ W10-4		2.I. ENS	Sigr	
(W10-5) ☐ Yes (count 0)	■ Stop Lin		•	mic Enve	elope	•	proaches	☐ Med		(R15-3) ☐ Yes		Display Yes	ed	
■ No		RR Xing	•	☐ None	e		□ One A	• •	■ Non		■ No		□ No		
2.J. Other MUTCD S Specify Type		☐ Yes Count <u>(</u>)				2.K. Priva Signs (if p	ate Crossing private)	2.L.	LED En	hanced Signs	(List types)		
Specify Type Specify Type		Count Count _) 				☐ Yes □	□ No							
3. Types of Train A	ctivated Warnin	g Devices at	the Grac	de Crossing (specify c	count of	f each dev	ice for all tha	t apply	v)					
3.A. Gate Arms (count)	3.B. Gate Conf	figuration Full (Barr	ier)	3.C. Cantile Structures Over Traffi	(count)	_	,	ng Light candescent	(cou		Mounted Flas nasts) 0	ning Lights □ LED	i		. Total Count of shing Light Pairs
Roadway 0 Pedestrian	☐ 3 Quad ☐ 4 Quad	Resistance Median G	,	Not Over T							hts Included	☐ Side Include	•	0	
Active Warning Devices: (MM/YYYY) — J Not Required No Installed on (MM/YYYY) J Yes No (count) 3.J. Non-Train Active Warning 3.K. Other Flashing Lights or Warning Devices												. ,			
	Non-Train Active Warning Flagging/Flagman Manually Operated Signals Watchman Floodlighting None Specify type														
3.J. Non-Train Active Warning Flagging/Flagman Manually Operated Signals Watchman Floodlighting None 3.K. Other Flashing Lights or Warning Count 0 Specify type 4.A. Does nearby Hwy Intersection have Interconnection Traffic Signals? 4.C. Hwy Traffic Signal Preemption Interconnected 5. Highway Traffic Pre-Signals (Check all Check a												<i>Il that ap</i> Photo/Vi	<i>ply)</i> ideo		
☐ Yes ☐ No	☐ For W	arning Signs		Advance				Stop Line Dis	tance '	*		☐ None			
				Pa	rt IV:	Physi	cal Cha	racteristic	S						
Traffic Lanes Cros Number of Lanes	_	□ One-way ⁻ ■ Two-way □ Divided T	Traffic		. Is Road aved? ☑ Ye	•	athway □ No		rack Ru □ Yes	ın Dowı I ⊠	n a Street?		thin app	rox. 5	ted? (Street 0 feet from \(\sum \text{No}\)
5. Crossing Surface ☐ 1 Timber	(on Main Track,	multiple typ	es allow		ation Dat	te * <i>(MI</i>	M/YYYY) _			_ Wid					
☐ 8 Unconsolidate	•	•					Concrete								
6. Intersecting Roa	dway within 500) feet?					7. Smalle	st Crossing A	ngle			8. Is Co	mmercia	l Pov	ver Available? *
¥ Yes □ No	If Yes, Approxim	nate Distance	(feet) <u>2</u>				□ 0° – 2				60° - 90°		¥ Yes	5	□ No
				Part	V: Pu	blic H	ighway	Informat	ion						
 Highway System □ (01) Inters 	tate Highway Sy	stem	□ (1)	Interstate	(0) Rura	l ⊠ (:	1) Urban (5) Majoı	Collector	Sys	Is Cross stem? Yes	sing on State I ☐ No	Highway	35		vay Speed Limit MPH ed □ Statutory
	Nat Hwy Systen al AID, Not NHS	n (NHS)		Other Freew Other Princip	•	•	•	Collector	5.	Linear I	Referencing S	ystem <i>(LRS</i>	Route II	D) *	
☐ (08) Non-F	•			Minor Arteri			(7) Local	Concetor	6.	LRS Mil	epost *				
7. Annual Average Year 2014 AA	Daily Traffic <i>(AA</i> DT 14600	A <i>DT)</i> 8. E 15	stimate	d Percent Tru	ucks %	9. Reg □ Yes		d by School B Average Nu		per Day	0	10.	_	ncy S] No	ervices Route
Submi	ssion Inform	mation - 7	his info	ormation i	s used	for ad	lministra	tive purpo	ses ar	nd is n	ot availabl	e on the	public	wek	site.
Submitted by				Organizat	tion						Phone		С	ate	
Public reporting bu	rden for this info	ormation colle	ection is			e 30 mi	nutes per	response, inc	luding	the tim		g instructi			g existing data
sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponsor valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and n is not The valid	completing required to, d OMB contro	and revi nor shall ol numb	ewing t I a perso er for ir	he collecti on be subj nformation	on of informa ect to a pena collection is	ation. A Ity for f 2130-0	Accordi failure t 0017. S	ng to the Pape to comply with end comment	erwork Re h, a collect ts regardin	duction A ion of in g this bu	Act o form irden	f 1995, a federal ation unless it estimate or any

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade crossings), complision Information section	sings, complete the Hesion section. For change	olete the lader, Part For grade ges to exis	Header s I and e-separ sting d	r, Parts I and III, and the a ated highwa ata, complet	I II, a Subm y-rail e the	nd the Suission Infor pathwa Header,	ubmission Information ormation section. Fo ay crossings (includin Part I Items 1-3, ar	on section. For or Private pathy ng pedestrian stand the Submissi	public pat vay grade ation cross on Inform	chway g crossing sings), co ation se	rade cros gs, comple omplete the ection, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting	· .			on for Updat	•	· _	_ ′	_				Crossing
(<i>MM/DD/YYYY</i>) 05 / 07 / 2019		■ Railroad	□ Tr		□ Chan Data	_	New ssing		Closed	☐ No Train Traffic	☐ Quie Zone U		Invento	ory Number
		☐ State	□ Ot		□ Re-O	pen 🗆 l	Date Inge (Change in Primary	Admin. Correction	200	paace	797883	E
				Part I	: Loca				ion Information	n				
1. Primary Operating Union Pacific Railre					_	2. State LOUIS				3. County JEFFERSO	N			
4. City / Municipality	′		5. Str LA		Name	& Block Nur	nber	1		6. Highway T	ype & No.			
□ Near AVOND	ALE		l	et/Road I	Name)			-	k Number)	US 90				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate	Track at Cro	ossing?	□ Yes	X No		Oo Other f Yes, Spe	Railroads Operate C cify RR	over Your Track	at Crossin	g? □Y	es IX No)
9. Railroad Division o	or Region	<u> </u>	10. Railro	ad Subdiv	vision o	or District		11. Bra	nch or Line Name		12. RR N	/lilepost		
□ None GULF (COAST		☐ None		bank lı			■ None			(prefix)			(suffix)
13. Line Segment *		14. Ne	arest RR Tin	netable		15. Parent	RR (i	f applicab	ile)	16. Crossii	ng Owner	(if appli	cable)	
	17. Crossing Type													
17. Crossing Type														
■ Public	_	iway iway, Ped.	I RR U			☐ Yes	e Cros	siriy)	☐ Intercity Passen		ເ d Use Tran			n One Per Day
☐ Private		ion, Ped.	☐ RR (Over		□ No			☐ Commuter	☐ Touris	t/Other		Number	Per Day 0
23. Type of Land Use ■ Open Space	: □ Farm	□Re	sidential	□ (0	mmerc	rial 🗆	Indus	trial	☐ Institutional	☐ Recreati	nnal	□ RR	Vard	
24. Is there an Adjac					minere				RA provided)	- Necreati	Jilui		Tara	
	., 5					- Tage	_	10411			5 . 5			
☐ Yes ■ No If	Yes, Prov	vide Crossing 27. Lat	Number itude in ded	imal degi	rees	No			☐ Partial ☐ Chica le in decimal degree	igo Excused s	Date E	stablishe 29. Lat	Long Sou	rce
				Ū		58030		•	_			•		
30.A. Railroad Use	_\X\ N/A *	(WGS8	4 std: nn.n	nnnnnn)	20.01		(W		-nnn.nnnnnnn) -90 tate Use *	.1731000		⊠ Actu	al 🗆 E	Estimated
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi 800-848-8715	ication T	elephone No	. (posted)		Railro a 2-544-	ad Contact (Telepi	hone No.)		35. State Co	•	ephone I	No.)	
				40,			<u> </u>	11.5.						
1 Estimated Number	of Daily	Train Moyom	onts		P	art II: Rai	iroa	a intor	mation					
1. Estimated Number 1.A. Total Day Thru T			Total Night	Thru Trair	ns 1	.C. Total Swi	tchine	2 Trains	1.D. Total Transit	Trains	1.E. Che	ck if Les	s Than	
(6 AM to 6 PM)			1 to 6 AM)			0		,	0		One Mo	vement	Per Day is per wee	≭ ek? <u>1</u>
2. Year of Train Coun	t Data (Y	YYY)		•		in at Crossin	_	1	<u> </u>					
2016						Timetable S			0 nph) From <u>5</u>	to_10				
4. Type and Count of	Tracks			υ.υ. τγρ		- sa nange O	. 51 61	3331118 (11						
	Siding 0		_{rard} 1	Tı	ransit _	0	Indi	ustry 1						
5. Train Detection (M			n Dotostic -		□ n -	C 🗆 DC		thor □	None					
☐ Constant Warr 6. Is Track Signaled?			Detection	□AFO		C □ DC A. Event Rec	order		INOTIE		7.B. R	emote H	lealth Mo	nitoring
☐ Yes ■ No					'"	☐ Yes ■						Yes 🗷		0

A. Revision Date (A 05/07/2019	MM/DD/YYYY)					PAG	3E 2			D. 797	Crossing Inve 7883E	ntory Num	ber (7 c	har.)	
		Pai	t III: H	ighway o	r Pathw	vay Tra	affic C	ontrol De	evice						
1. Are there	2. Types of Pa	ssive Traffic	Control	Devices asso	ciated with	h the Cro	ossing								
Signs or Signals?	2.A. Crossbuc	k 2.E	S. STOP S	igns <i>(R1-1)</i>	2.C. YIEL	D Signs ((R1-2)	2.D. Advan	ice Wa	rning S	igns <i>(Check al</i>			coun	nt) 🗷 None
☐ Yes I No	Assemblies (c 0	ount) (co	unt)		(count)			□ W10-1 _ □ W10-2 _						/10-11 /10-12	L
2.E. Low Ground Cl	earance Sign	2.F. Paver	nent Mar	kings	ı			nelization			2.H. EXEMP		2.I. ENS	Sign	
(W10-5) \square Yes (count 0	1	☐ Stop Liı		□ D. ma	mic Envelo		evices/N		□ Mas	4:00	(R15-3) □ Yes		Display ☐ Yes	ed	
■ No	/	☐ Stop Lii		, .			⊒ All App] One Ap		☐ Med ■ Non ■ No		□ res ■ No		□ res		
2.J. Other MUTCD S	Signs	☐ Yes						te Crossing	2.L.	LED En	hanced Signs	(List types))		
Canaify Type		Count	0			Si	igns (if p	rivate)							
Specify Type Specify Type		Count	0] Yes □	∃ No							
Specify Type							1163	110							
3. Types of Train A	ctivated Warnir	ng Devices at	the Grad	de Crossing (:	specify cou	unt of ea	ach devi	ce for all tha	t apply	')					
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile	•	Bridged)) Flashin	g Light			Mounted Flasi	ning Lights			Total Count of
(count)	☐ 2 Quad	☐ Full (Bar	rier)	Structures Over Traffi		0	□Inc	candescent		<i>int of n</i> ncande	nasts) <u>0</u> scent	 □ LED		Flas	hing Light Pairs
Roadway 0		Resistance	ilery	Over mann	c Lanc		c	andescent			hts Included	☐ Side	Lights	0	
Pedestrian	☐ 4 Quad	\square Median	Gates	Not Over T	raffic Lane	9_0	☐ LEI	D		_		Include	d	U	
3.F. Installation Date of Current 3.G. Wayside Horn 3.H. Highway Traffic Signals Controlling 4.Crossing 5.I. Bells 6.Crossing 7.Crossing 7.Cros															
Active Warning Dev	vices: (MM/YYY	()		•		48.4 (10.00	<i>(</i>)	,		Crossi	ing			-	
/)		
3.J. Non-Train Active Warning Slagging/Flagman Manually Operated Signals Watchman Floodlighting None Specify type															
4.A. Does nearby H		Traffic Signa		C. Hwy Traffic				5. Highway T	raffic P	re-Sign		6. Highwa			Devices
Intersection have	Intercon	nection		,	J	•		□ Yes 🗷	No			(Check al			
Traffic Signals?		nterconnecte raffic Signals		Simultaneou			١,	Storage Dista	*			☐ Yes - F	-		ecording nce Detection
☐ Yes ☐ No		arnic Signals /arning Signs		Advance	15			Stop Line Dis	tance *	*		□ None		riesei	ice Detection
				Pa	rt IV: Pł	hysical		acteristic							
1. Traffic Lanes Cros	ssing Railroad	☐ One-way	Traffic		Is Roadwa			3. Does Tr		ın Dowi	n a Street?	4. Is Cro	ssing Illu	minat	ted? (Street
Number of Lanes		■ Two-wa		Pa	aved?		do.	_	¬ vos		No) feet from
5. Crossing Surface	Lon Main Track	: multinle tvi	ranic ses allow	ed) Installa			No YYYY)	/	_ res	Wic	No dth *	nearest r			LM NO
☐ 1 Timber ☐ ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt a	nd Timbe	er 🗌 4 Co	oncrete [□ 5 Co	oncrete a	and Rubber	□ 6	Rubbe	r 🗆 7 Me				
6. Intersecting Roa	dway within 50	O feet?				7.	Smalles	st Crossing A	ngle			8. Is Cor	nmercia	l Pow	er Available? *
☐ Yes 🗷 No	If Yes, Approxin	nato Distanc	(faat)				0° – 29	° 🗷 30°	_ 50°		60° - 90°		■ Yes		□ No
103 12 110	п тез, дрргохп	nate Distance	- (Jeet) <u> </u>	Part	V: Publ			Informat			00 30		LE TC3	'	
1. Highway System			2 Fun	ctional Classi						ls Cross	sing on State H	lighway	ΙΔ +	lighw	ay Speed Limit
1. Highway System			2.14.		(0) Rural		-	•		stem?	ing on state i		34		MPH
_ ` `	tate Highway Sy			Interstate				Collector		Yes				oste	d □ Statutory
	Nat Hwy Syster al AID, Not NHS		` '	Other Freew Other Princip	,	•	,	Collector	5.1	Linear f	Referencing Sy	stem (LRS	Route IL) *	
☐ (03) Feder	•			Minor Arteria			7) Local	Collector	6. 1	LRS Mil	epost *				
7. Annual Average Year 2014 AA	Daily Traffic <i>(A.</i> DT <u>36600</u>	ADT) 8. 15	_	d Percent Tru		. Regula Yes		by School B Average Nu		er Day	0	10. □ Y	_	ncy Se	rvices Route
Submi	ssion Infor	mation -	This info	ormation is	s used fo	or admi	inistrat	tive purpo:	ses ar	nd is n	ot availabl	e on the	public	web:	site.
					,			, ,							
Submitted by			la at' - '	Organizat		20			alt		Phone			ate _	autato - do t
Public reporting bu sources, gathering a															
agency may not cor	nduct or sponso	r, and a pers	on is not	required to,	nor shall a	person l	be subje	ct to a penal	ty for f	ailure t	to comply witl	n, a collect	ion of inf	forma	ition unless it
displays a currently													-		•
other aspect of this Washington, DC 20		uumg for red	ucing this	s puraen to:	iiiiormatio	on collec	Lion Off	icer, Federal	Kaliroa	aa Adm	mustration, 12	OU NEW Je	rsey Ave	:. SE, [VI3-25

Name Of								Alphab	etic Cod	de RR	Accide	nt/Incid	ent No.
Reporting Railroad		U	nion Pacific	Railre	oad Company [UP]		1a. UI)	1b.	0801I	V031	
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b.	0801I	LV031	
3. Railroad Responsible for Track N	1aintenan	ce U	nion Pacific	Railro	oad Company [UP]		3a. UJ	P	3b.	0801L	V031	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	'884L	5. Dat	e of Accident/Incident	dent (08/30/01	6. Time	of Accid	dent/Incid	lent 0	5:15 A	M
7. Nearest Railroad Station			8. Div	ision			9. County			10.	State		Code
AVONDALE				ONIA			JEFFE				Abbr.	22	LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. HV	VY 18	& RIVER	ROAD		✓	Public	L_P1	rivate
<u> </u>	User Invo	olved						ment Involve					
13. Type C. Truck-trailer F. Bus			otor Vehicle	Code	17. Equipment 1. Train (units	pulling	4. Car(s) g) 5. Car(s)	(moving) (standing)		Other Train pu	<i>spe)</i> Illing- Re	ecify) CL	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri M. Other		A	2. Train (units	pushir	ng) 6. Light l	oco(s) (movii	٥,	Train pu	U	- 1	2
	orcycle rection	(geograp	. , ,,	Code	3. Train (stand			oco(s) (stand	ing) C.	. Train sta	anding-	RCL	
•		outh 3. Eas	*	1					1				
16. Position 1. Stalled on crossing		oving over co	rossing	Code	19. Circumstance			•	•				Code
Stopped on Crossii 20a. Was the highway user and/or in		• • • • • • • • • • • • • • • • • • • •	4	3	20b. Was there a			t struck by hig		ser			1
in the impact transporting haz			u	Code	20b. Was there a	a Hazai	uous maten	als release by	′			1	Code 4
1. Highway User 2. Rail Eq	uipment	3. Both	4. Neither	4	1. Highv	way Us	er 2. Rail	Equipment	3. Both	4. Neit	ther		
20c. State the name and quantity of	f the haza	rdous mater	rial released, if	any									
21. Temperature 22. \	/isihility	(single entry	·)	Code	23. Weather (s	sinale e	entry)						Code
·	,	Day 3. Du		4	,	•	• /	Fog 5. Sleet	6. Sno	ow		1	2
24. Type of Equipment			A. Spec. MoW	/ Equip	25. Track Type			- 3	Code	26. Trac	k Numb	ner or N	ame
Consist 1. Freight train 4		in 7. Yard/S	Switching		Equipment		•		Code	20. Hac	K INUITIK	Jei Oi IN	anie
(single entry) 2. Passenger train 5 3. Commuter train 6	•	•	. ,	Code	1. Main 2.	Yard	3 Siding	4. Industry	4	INDU	JSTRY	7	
27. FRA Track 28. Number of		29. Number		sist Spe	eed (Recorded if a			31. Time Tab		tion			Code
Class Locomoti		Cars	R. R	ecorde	d		í, l					ı	
1 Units	1			stimate		mp	. '	1. North 2.				st	1
 Type of 1. Gates 4. Crossing 2. Cantilever FLS 5. 	Wig wag:				agged by crew ther (specify)			ed Crossing		34. Whis			Code
Warning 3. Standard FLS 6.	-	•	9. Watchman	12. N			Warni	ng		1. Ye 2. No			
Code(s) 02 06	07	1	0				20 sec w	arn min (1)	;	3. Un	known		2
35. Location of Warning		C		_	Warning Interconr	nected	Code	37. Crossir	•		Street		Code
Both Sides Side of Vehicle Approach		i		th High	way Signals		1 .	Lights o	or Specia	al Lights			
Side of Verlicle Approach Side of Vehicle Approach Side of Vehicle Approach	roach	1	L 1.	Yes 2	. No 3. Unknow	'n	1	1. Yes	2. No	3. Unkr	nown		1
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Train	n Code 4	41. Driv	/er						Code
Age Gender			s Struck by Se		rain			d or thru the g					
30 1. Male 1 2. Female 1		1. Yes 2. N	lo 3. Unknov	/n	2		Stopped and Did not stop	then proceed	led 5.0	Other ((specify)	3
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obs		•						Code
Highway Vehicle			nanent Structu		3. Passing Tra			7. Othe				1	
1. Yes 2. No 3. Unknown	2	Z. Stan			ent 4. Topography								8
Casualties to:	Killed	Injured	44. Driver w		ured 3. Uninjure	a 1	ode	45. Was Driv		e Vehicle	?	1	Code
		,					2	1. Yes			- · · ·		1
46. Highway-Rail Crossing Users	0	1	47. Highway (est. dol		le Property Dama	Ŭ 1	¢1 000	48. Total Nu (include o		Highway	-Rail Ci	Ū	Users
49. Railroad Employees			•		<u> </u>		\$1,000	51. Is a Rail		ent Accid	lent /	1	Code
· · ·	0	0			of People on Train Angers and crew)	- 1				Being File		1	
52. Passengers on Train	0	0			· ·	.3	\$	1. Yes	2. No				2
53a. Special Study Block					53b. Special Stu	ıdy Blo	ck						
54. Narrative Description													
	1									1			
55. Typed Name and Title		56. Signatu	re							5	7. Date		

Name Of								Alphat	etic Cod	de Ri	R Accide	ent/Incid	ent No.
Reporting Railroad		U	nion Pacific	Railre	oad Company	[UP]		1a. UI)	1b	0201	L V006	
2. Other Railroad Involved in Train A	Accident/I	ncident						2a.		2b	0201	LV006	
3. Railroad Responsible for Track M	aintenand	ce U	nion Pacific	Railro	oad Company	[UP]		3a. UJ	P	3b	0201	L V006	
4. U.S. DOT-AAR Grade Crossing II	O No.	797	'884L	5. Dat	e of Accident/Ind	cident	02/07/01	6. Time	of Accid	dent/Inci	ident (02:30 A	M
7. Nearest Railroad Station			8. Div	ision			9. County	•		10.	. State		Code
AVONDALE				ONIA			JEFFE				Abbr.	22	LA
11. City (if in a city) AVONDA	LE		12. Hig	hway N	lame or No. H	WY 18	/ RIVER I	RD		✓	Public	P	rivate
Highway	User Invo	olved						ment Involve					
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (uni	ts pullind	4. Car(s) 5. Car(s)	(moving) (standing)		Other Train p	s <i>p)</i> ulling- R	<i>ecify)</i> :CL	Code
A. Auto D. Pick-up truck G. Scho		K. Pedestri M. Other		В	2. Train (unit	ts pushir	<i>ng)</i> 6. Light l	oco(s) (movii	٥,		ushing-		3
B. Truck E. Van H. Moto 14. Vehicle Speed 15. Dir		(geograp		Code	3. Train (sta			oco(s) (stand	ing) C.	. I rain s	tanding-	RCL	
· ·		outh 3. Eas	*	4					2				
16. Position 1. Stalled on crossing		ving over c	rossing	Code	19. Circumstan			•	•				Code
Stopped on Crossin 20a. Was the highway user and/or ra		• • • • • • • • • • • • • • • • • • • •	d	3	20b. Was there			nt struck by hig		ser			2
in the impact transporting haza			u	Code	ZUD. WAS there	a Hazai	uous mater	als release by	′			1	Code 4
1. Highway User 2. Rail Equ	uipment	3. Both	4. Neither	4	1. High	nway Us	er 2. Rail	Equipment	3. Both	4. Ne	either		
20c. State the name and quantity of	the hazai	rdous matei	rial released, if	any									
21. Temperature 22. V	isihility (single entry	<i>(</i>)	Code	23. Weather	(sinale d	entry)						Code
·		Day 3. Du		4			• •	Fog 5. Sleet	6 Sno	ow.		1	1
24. Type of Equipment			A. Spec. MoW	_				. og 0. 0 .000	Code	l	ack Num	hor or N	
	Work trai	in 7. Yard/S		Lquip	Equipmen		•		Code	20. IIa	ick muiii	bei oi i	ane
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7											HISTR	v	
27. FRA Track 28. Number of		29. Numbe		· ·	eed (Recorded i			31. Time Tab			OSIK	1	Code
Class Locomotiv		Cars		sist Spe lecorde	•	i avallab	le) Code	or. Time rat	DIE DITEC	LIOII		1	Code
1 Units	1	9	9 E. E	stimate	d	mp	h R	1. North 2.	South 3	3. East	4. We	st	1
* *	Wig wags				agged by crew			ed Crossing			istle Bar	1	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	-	•	8. Stop signs 9. Watchman	11. O	ther (specify)		Warn	ing		1. Y 2. N			
Code(s) 02 05	06		8 0		one		20 sec w	arn min (1):	,		io Inknown		2
35. Location of Warning	00				Warning Intercor	nnected	Code	37. Crossir	ng Illumii	nated by	y Street		Code
1. Both Sides			wi	th High	way Signals		1	Lights of	or Specia	al Lights	3		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	roach	1	l _{1.}	Yes 2	. No 3. Unkno	wn	2	1. Yes	2. No	3. Unk	known		2
'''		Drove Beh	ind or in Front	of Train	n Code	41. Driv	er						Code
Age Gender			s Struck by Se			1. [Drove aroun	d or thru the g					
35 1. Male 2	•	1. Yes 2. N	lo 3. Unknov	vn	2			then proceed	led 5. (Other	(specify	1)	3
2. Female 42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	l (primary ob		Did not stop n)						Code
Highway Vehicle	0000	1. Pern	nanent Structu	ire	3. Passing T	rain 5. \	/egetation	7. Othe				1	0000
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad e	equipme	ent 4. Topograp	hy 6. F	Highway Vel	nicles 8. Not (Obstruct	ted			8
Casualties to:	Killed	Injured	44. Driver w				ode	45. Was Driv	ver in the	e Vehicl	e?		Code
Casuallies to.	Tillicu	iiijureu	1. Killed	d 2. Inj	ured 3. Uninjur	ed	2	1. Yes	2. No				1
46. Highway-Rail Crossing Users	0	1		•	le Property Dam	Ŭ 1		48. Total Nu		Highwa	y-Rail C	rossing	Users
	· · · · · · · · · · · · · · · · · · ·	1	(est. doi	llar dan	nage)	!	\$10,000	(include				1	
49. Railroad Employees	0	0			of People on Train	in ı		51. Is a Rail Incident					Code
52. Passengers on Train	0	0	(Iriciude	passer	ngers and crew)	3	3	1. Yes		- og			2
53a. Special Study Block					53b. Special S	tudy Blo	ck						
54. Narrative Description													
		o:								1			
55. Typed Name and Title		56. Signatu	re							1	57. Date	•	

Name Of							Alphat	oetic Cod	de RR Accide	nt/Incident No.
Reporting Railroad		U	nion Pacific	Railr	oad Company [UP]		1a. U	P	1b. 1292I	U003
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.	
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [UP]		3a. U	P	3b. 1292I	U003
4. U.S. DOT-AAR Grade Crossing I	D No.	797	'884L	5. Dat	e of Accident/Incident	12/04/92	6. Time	of Accid	dent/Incident 1	1:30 PM
7. Nearest Railroad Station			8. Div	ision		9. County	•		10. State	Code
AVONDALE						-	RSON		Abbr.	22 LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. RIVER	ROAD HV	VY 18		✓ Public	Private
Highway	User Invo	olved					pment Involve			
13. Type C. Truck-trailer F. Bus		J. Other Me	otor Vehicle	Code	17. Equipment 1. Train <i>(units pullir</i>	4. Car(s) ng) 5. Car(s)	(moving) (standing)		Other (spe Train pulling- Ro	
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot		K. Pedestri		В	2. Train (units push	ning) 6. Light I	oco(s) (movi	٥,	Train pushing- F	
	rection	M. Other (geograp		Code	3. Train (standing) 18. Position of Car Un		oco(s) (stand	iing) C.	Train standing-	KCL
(est. mph at impact) 10 1. N	orth 2. So	outh 3. Eas	t 4. West	1				1		
16. Position 1. Stalled on crossing		oving over c	rossing	Code	19. Circumstance 1. I		•	•		Code
Stopped on Crossii 20a. Was the highway user and/or in		• • • • • • • • • • • • • • • • • • • •	ed.	Code	2. F 20b. Was there a haz		nt struck by high		ser	1 Code
in the impact transporting haz			·u	Code	200. Was thors a riazi		iaio roioado b	•		Code
1. Highway User 2. Rail Eq	•			4	1. Highway U	ser 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity of	f the haza	rdous mate	rial released, if	any						
21. Temperature 22. \	/isibility	(single entry	<i>'</i>)	Code	23. Weather (single	entry)				Code
· 5 0 °F		Day 3. Du	•	4	1. Clear 2. Cloud	• /	Fog 5. Sleet	6. Sno)W	3
24. Type of Equipment			A. Spec. MoW	/ Equip				Code	26. Track Numb	er or Name
Consist 1. Freight train 4		in 7. Yard/s	Switching		Equipment Involv	,		Jour	Zo. Traok Harris	or or riamo
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7										
27. FRA Track 28. Number of	-	29. Numbe			eed (Recorded if availa		31. Time Tab			Code
Class Locomoti		Cars		ecorde	•	lbic) Code	or. Time Tax	ole Bilee	MOTI	ı
2 Units	1		1 E.E	stimate	ed 4 m	ph E	1. North 2	South:	3. East 4. Wes	t 3
	Wig wags				agged by crew		led Crossing		34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	-	•	9. Watchman	11. O	ther (specify) one	Warn	ing		1. Yes 2. No	i
Code(s) 02 06						20 sec w	arn min (1)	;	3. Unknown	
35. Location of Warning		C		•	Warning Interconnected	d Code		-	nated by Street	Code
Both Sides Side of Vehicle Approach		ĺ		th High	way Signals	1	Lights	or Specia	al Lights	
Side of Verlicle Approach Side of Vehicle Approach Side of Vehicle Approach	roach	1	L 1.	Yes 2	2. No 3. Unknown	2	1. Yes	2. No	3. Unknown	1
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Trai	n Code 41. Dr	river				Code
Age Gender			s Struck by Se		1				Stopped on cross	•
1. Male 2. Female		1. Yes Z. N	lo 3. Unknov	vn		Did not stop		ied 5. (Other (specify)	3
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstructi	•				Code
Highway Vehicle	2		nanent Structu		3. Passing Train 5. ent 4. Topography 6.			r <i>(spe</i> Obstruct		8
1. Yes 2. No 3. Unknown		2. 3.4				Code				
Casualties to:	Killed	Injured	44. Driver w		ured 3. Uninjured		45. Was Dri		e venicie?	Code
					le Property Damage	3			Highway-Rail Cr	nossing Usors
46. Highway-Rail Crossing Users	0	0	(est. dol			\$6,000	(include		nigiiway-Kali Ci	ussing users
49. Railroad Employees	0	0	•		of People on Train	ψοισου	51. Is a Rail	Equipm	ent Accident /	Code
· ·	0	0			ngers and crew)				Being Filed	2
52. Passengers on Train	U	U					1. Yes	2. No		
53a. Special Study Block					53b. Special Study Bl	IUCK				
54. Narrative Description										
55. Typed Name and Title		56. Signatu	re						57. Date	
		J								

Name Of								Alphab	etic Cod	de RR	Accide	nt/Incid	ent No.
Reporting Railroad		U	nion Pacific	Railre	oad Company [U	J P]		1a. UI)	1b.	0790L	U007	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.			
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [U	J P]		3a. UI	P	3b.	0790L	U007	
4. U.S. DOT-AAR Grade Crossing	D No.	797	'884L	5. Dat	e of Accident/Incide	ent	07/29/90	6. Time	of Accid	dent/Incid	lent 0	3:20 A	M
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		I .	State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. LA	18 - I	RIVER RO	OAD		✓	Public	Pı	rivate
Highway	User Invo	olved	•				Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus	i	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units p	nulline	4. Car(s)	(moving)		Other Train pu	(spe	cify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestr	ian	A	2. Train (units p					. Train pu . Train pu			2
	orcycle	M. Other			3. Train (standa			oco(s) (stand	ling) C.	. Train sta	anding-	RCL	
'	irection orth 2. So	<i>(geograp</i> outh 3.Eas	*	Code 4	18. Position of Ca	ir Unit	in Irain		1				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	1. R	ail equipmer	nt struck highv	vay user	r			Code
2. Stopped on Crossi		• • • • • • • • • • • • • • • • • • • •		3				t struck by hig		ser			2
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a	hazar	rdous materi	als release by	1			1	Code
1. Highway User 2. Rail Eq			4. Neither	4	1. Highwa	ay Us	er 2. Rail	Equipment	3. Both	4. Neit	ther		
20c. State the name and quantity o	f the haza	rdous mate	rial released, if	any									
					1								
·	,	(single entry		Code	23. Weather (si	Ü	,					1	Code 1
(specify if fillings) 1.1	Jawn 2.	Day 3. Du		4	1. Clear 2. Cl			og 5. Sleet	1	ı			
24. Type of Equipment Consist 1. Freight train 4	. Work tra	in 7. Yard/s	A. Spec. MoW Switching	/ Equip	25. Track Type U Equipment Ir		,		Code	26. Trac	k Numb	er or N	ame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7											7		
27. FRA Track 28. Number of		29. Numbe		sist Spe	eed (Recorded if a			31. Time Tab		tion			Code
Class Locomoti	ve	Cars		ecorde	•		1					1	
1 Units	1			stimate		mp		1. North 2.	South :	3. East	4. Wes	it	1
	Wig wag				agged by crew			ed Crossing		34. Whis			Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	•	9. Watchman	12. N	ther (specify) one		Warni	ng		1. Ye 2. No			
Code(s) 07 10							1				known		
35. Location of Warning				_	Warning Interconne	ected	Code	37. Crossir	ng Illumii	nated by	Street		Code
1. Both Sides		1	wi	th High	way Signals		1	Lights o	or Specia	al Lights			
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach		1.	Yes 2	. No 3. Unknown		2	1. Yes	2. No	3. Unkr	nown		2
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Train	n Code 41	1. Driv	/er						Code
Age Gender			s Struck by Se		rain I			d or thru the g					
1. Male 2. Female		1. Yes 2. N	lo 3. Unknov	vn	2		Stopped and Did not stop	then proceed	led 5. (Other	(specify))	3
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obsti		•						Code
Highway Vehicle	_		nanent Structu		3. Passing Trai			7. Othe				1	
1. Yes 2. No 3. Unknown	2	2. Stan	iding railroad e	quipme	ent 4. Topography	6. F	Highway Ver	icles 8. Not 0	Obstruct	ted			8
Casualties to:	Killed	Injured	44. Driver w			- 1	ode	45. Was Driv		e Vehicle	?	1	Code
		,			ured 3. Uninjured	_ 4	2	1. Yes					1
46. Highway-Rail Crossing Users	0	3	47. Highway (est. dol		le Property Damag	- 1	\$700	48. Total Nu (include o		Highway	-Rail Cr	ossing 3	Users
, , , , , , , , , , , , , , , , , , , ,										ent Accid	dent /		Code
52. Passengers on Train	0	0			ngers and crew)			Incident		Being File	ed	1	2
53a. Special Study Block		-			53b. Special Stud	ty Pic	nck	1. Yes	Z. NO				
					33b. Special Stud	лу Біо	ick						
54. Narrative Description													
55. Typed Name and Title		56. Signatu	re							5	7. Date		
													- 1

Name Of								Alph	abetic Code	e RR Acc	ident/Incid	dent No.
Reporting Railroad		N	Iissouri Paci	ific Ra	ilroad Company	[M	P]	1a. N	IP	1b. M8	31119	
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b.		
3. Railroad Responsible for Track N	/laintenan	ce N	Iissouri Paci	fic Ra	ilroad Company	[M]	P]	3a. _I	ЛР	3b. M8	31119	
4. U.S. DOT-AAR Grade Crossing	D No.	797	'884L	5. Dat	e of Accident/Incide	ent	04/23/83	6. Tim	e of Accide	ent/Incident	04:15	AM
7. Nearest Railroad Station			8. Div	ision			9. County	'		10. State		Code
AVONDALE							JEFFE	RSON		Abbr	22	LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. HW	Y 18	3			✓ Publi	ic F	Private
Highway	User Invo	olved					Rail Equi	pment Involv	ed			
13. Type C. Truck-trailer F. Bus		J. Other M	otor Vehicle	Code	17. Equipment 1. Train (units)	nullin	4. Car(s)	(moving)		Other (s Frain pulling-	specify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestr		A	2. Train (units p					Train puiling		2
	irection	M. Other (geograp		Code	3. Train (standa 18. Position of Ca	<u> </u>		oco(s) (star	nding) C.	Train standir	ng- RCL	
'		outh 3. Eas	•	2	16. Position of Ca	ı Ullı	IL III TTAIIT		2			
16. Position 1. Stalled on crossing	3. Mc	oving over c	rossing	Code	19. Circumstance	1. R	Rail equipme	nt struck higl	nway user			Code
2. Stopped on Crossi		• •		3			Rail equipmer		<u> </u>	er		2
20a. Was the highway user and/or in the impact transporting haz			ed	Code	20b. Was there a	haza	ardous mater	ials release	ру		1	Code
1. Highway User 2. Rail Eq			4. Neither	4	1. Highwa	ay Us	ser 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o	f the haza	rdous mate	rial released, it	any								
					1							
·	,	(single entry	· ·	Code	23. Weather (si	•	• *				1	Code 1
(specify if fillings) 55 1.1	Dawn 2.	Day 3. Du		4	1. Clear 2. Cl	oudy	3. Rain 4.	Fog 5. Slee	t 6. Snov	V		
24. Type of Equipment Consist 1. Freight train 4	Work tra	in 7. Yard/\$	A. Spec. MoW	/ Equip			,		Code	26. Track Nu	ımber or N	Name
(single entry) 2. Passenger train 5			•	Code	Equipment Ir	IVOIV	ea		,	AVOND	ALE	
3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 4 SHIPYARD SP												
27. FRA Track 28. Number of		29. Numbe	I		eed (Recorded if a	vailal	ble) Code	31. Time T	able Directi	ion		Code
Class Locomoti	ve 1	Cars		lecorde stimate	_	mr	oh E	1 North	2 South 3	. East 4. V	Vest	4
	Wig wag	S			lagged by crew			led Crossing		4. Whistle B		Code
Crossing 2. Cantilever FLS 5.	•	ū			ther (specify)		Warn	ing		1. Yes		
Warning 3. Standard FLS 6. Code(s) 07 10			9. Watchman	12. N	one		-			2. No 3. Unknov		
Code(s) 07 10 35. Location of Warning	11		Code 36. Cro	nssing \	 	ected	l Code	37 Cross	ing Illumin	ated by Stre		Code
1. Both Sides				•	way Signals	otou	Code		or Specia	,	Gi	Code
2. Side of Vehicle Approach		1	1 .	Voc. 3	2. No 3. Unknown		2	1 Vo	s 2 No	3. Unknown	. 1	3
3. Opposite Side of Vehicle App		- D D-b	ind or in Front					1. 10	3 2.110	J. OHKHOWH		0-4-
38. Driver's 39. Driver's Code Age Gender			as Struck by Se			. Dri 1.	ver Drove aroun	d or thru the	gate 4. S	topped on cr	ossina	Code
1. Male			lo 3. Unknov		2	2.	Stopped and	then procee	eded 5. O	ther (spec	cify)	3
2. Female	Codo	42 View e	of Track Obscu	rad by			Did not stop					
42. Driver Passed Standing Highway Vehicle	Code		nanent Structu	,	(primary obsta 3. Passing Trai		,	7. Oth	er (spec	ify)		Code
1. Yes 2. No 3. Unknown	1	2. Stan	iding railroad e	quipme	ent 4. Topography							8
			44. Driver w	/as		C	Code	45. Was D	river in the	Vehicle?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured		2	1. Yes	2. No			1
46. Highway-Rail Crossing Users			47. Highwa	y Vehic	le Property Damag	e .		48. Total N	lumber of H	lighway-Rai	l Crossing	Users
46. Highway-Rail Clossing Users	0	1	(est. do	llar dan	nage)		\$850	,	e driver)		2	
49. Railroad Employees 0 50. Total Number of People on Train 51. Is a Rail Equipment Accident /										/	Code	
52. Passengers on Train	0	0	(include	passei	ngers and crew)				t Report Be 2. No	eing Filed		2
53a. Special Study Block	ļ		<u> </u>		53b. Special Stud	L Iv Blo	ock	1. 103				
54. Narrative Description					Tooli openia otae	.,						
5 Harrative Decemption												
	-											
55. Typed Name and Title		56. Signatu	ire							57. Da	ate	

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), compl sion Informati nation section	ings, comp ete the Hea on section. For chang	lete the He ader, Parts For grade-s es to existi	eader, I and I eparat ng dat	Parts I an III, and the ted highwata, comple	d II, a Subm ay-rail te the	ind the Sunission Information or pathways Header,	ubmission Information ormation section. Fo ay crossings (includin Part I Items 1-3, an	n section. For rerivate pathw g pedestrian stadd the Submission	public pat ray grade ation cross on Inform	hway gr crossing sings), co ation se	rade cros gs, compl omplete t ection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting	• .			n for Upda	•	,	,		_			Crossing
(<i>MM/DD/YYYY</i>) 01 / 21 / 2020		■ Railroad	□ Tra	ansit 🗆 Da	Chang ta		New ossing		Closed	☐ No Train Traffic	☐ Quie Zone U		Invent	ory Number
		☐ State	□ Ot		Re-Op	en 🗆	Date ange		Change in Primary	☐ Admin. Correction	ZONE O	puate	797884	I L
				Part I:	Loca	tion an	d Cla		ion Informatio	n				
1. Primary Operating Union Pacific Railre						2. State		١		3. County JEFFERSOI	N			
4. City / Municipality In A\(\(\)(\)			LA1	eet/Road N 8/RIVER F	ROAD		mber	_		6. Highway Ty	pe & No.			
Near AVOND 7. Do Other Railroad		o a Sonarato		et/Road Na		¥ No			<i>k Number)</i> Railroads Operate O	TBD	at Crossin	α2 □ V	os 🖼 Na	
If Yes, Specify RR	s Operat	e a Separate	,	ssing:	res L	A NO		f Yes, Spe	•	ver four frack a	at Crossin;	B: □ ī	es <u>.</u> .	J
9. Railroad Division o	•	1	10. Railro	ad Subdivis	ion or	District		11. Bra	nch or Line Name		12. RR N	/lilepost 0010.		
□ None GULF (COAST		□ None	Livonia				■ None			(prefix)			(suffix)
13. Line Segment *		14. Nea	rest RR Tin *	netable		15. Parent	: RR (/	f applicat	ile)	16. Crossir	g Owner	(if applic	cable)	
		_			_	■ N/A				□ N/A	UP			
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access (if Private Crossing) 19. Freight 21. Type of Train 22. Average Passenger Train Count Per Day														
■ Public	_	iway iway, Ped.	□ RR U			☐ Yes	e cros	ssiriy)	☐ Intercity Passeng		I Use Tran			an One Per Day
☐ Private	☐ Stat	ion, Ped.	□ RR C	Over		□ No			☐ Commuter	_ ☐ Tourist	t/Other		□ Numbe	r Per Day 0
23. Type of Land Use ☐ Open Space	□ Farm	□ Pos	sidential	☐ Com	morcia	al E	Indus	rtrial	☐ Institutional	☐ Recreation	nal	□ RR `	Vard	
24. Is there an Adjac					mercia				RA provided)	□ Necreatio	лат		Taru	
								_						
☐ Yes ■ No If	Yes, Prov	ide Crossing 1/ 1 ati		imal degree		_ 🗷		24 Hr	∟ Partial ∟ Chica le in decimal degrees	go Excused	Date E	stablishe	ed /Long So:	ırce
20. HSK COMIGORID		27. Lati	tuue III uet	ŭ		4400		·	ŭ			zs. Laty	LONG SO	arce
22.4.2.11	_ X N/A	(WGS84	1 std: nn.n	nnnnnn) 2	9.919	4120	(W		-nnn.nnnnnnn) -90.	1878720		X Actu	al 🗆	Estimated
30.A. Railroad Use	±								tate Use *					
30.B. Railroad Use									tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	Iroad Us	e) *						32.B. N	larrative (State Use)	* RAIL REMO	VED THE	ROUGH	l LA 18	
33. Emergency Notifi	ication T	elephone No.	(posted)			Contact	(Telep	hone No.)		35. State Cor	,	phone I	No.)	
800-848-8715				402-	544-3°		••			225-379-154	+3 			
4.5.11	(5 .1	-			Pa	rt II: Ra	ilroa	d Intor	mation					
1. Estimated Number 1.A. Total Day Thru T				Thru Trains	1 (C. Total Sw	itchin	σ Trains	1.D. Total Transit	Trains	1.E. Che	rk if I es	s Than	
(6 AM to 6 PM)	141113		to 6 AM)	THE TELLS	0		reciiii	5 TTUINS	0		One Mo	vement	Per Day is per we	□ ek?
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed o					· 			•		
2020				3.A. Maxir					0 nph) From <u>5</u>	to_10				
4. Type and Count of	Tracks			J.D. Typica	ar Spec	ou number	, 4C1 C	1033111g (11	170111 <u></u>	10				
Main <u>0</u>	Siding 0	Y	ard 0	Trai	nsit 0		Ind	ustry 1						
5. Train Detection (M		,,	Dotosti		_ n)+ho=	None					
Constant Warr 6. Is Track Signaled?	iirig i ime	e ⊔ iviotion	Detection	□AFO □		□ DC . Event Re			None		7.B. R	emote H	lealth Mo	nitoring
☐ Yes ■ No						☐ Yes ☐						Yes 🗷		

A. Revision Date (NOT/21/2020	/M/DD/YYYY)					P	AGE 2			D. 79	Crossing Inve 7884L	ntory Nun	nber (7 c	har.)	
		Pa	rt III: H	ighway o	r Path	way [·]	Traffic	Control D	evice	e Infor	mation				
1. Are there	2. Types of Pa	ssive Traffi	Control	Devices asso	ciated w	vith the	Crossing								
Signs or Signals?	2.A. Crossbuc			igns <i>(R1-1)</i>		U	ns <i>(R1-2)</i>			arning S	igns <i>(Check all</i>			e cou	nt) 🗆 None
¥ Yes □ No	Assemblies (co	ount) (c	ount)		(count	t)		■ W10-1				}			.1
2.E. Low Ground Cl	earance Sign	2.F. Pave	ment Mar	kings	1		2.G. Cha	nnelization			2.H. EXEMP		2.I. ENS		
(W10-5) □ Yes (count 0	1	G Charle					-	/Medians		15	(R15-3)		Display Yes	ed	
□ Yes (count o	/	Stop L ■ RR Xin		,	mic Enve e	elope		proaches Approach	☐ Me		□ Yes ■ No		□ No		
2.J. Other MUTCD S	Signs	□ Yes	<i>,</i>					ate Crossing		_	hanced Signs	(List types			
Constitution	Ü	C1	0				Signs (if	private)			J	. ,,	,		
Specify Type Specify Type		Count Count	0				☐ Yes	□No							
Specify Type		Count					□ res	□ NO							
3. Types of Train A	ctivated Warnin	g Devices a	t the Grad	de Crossing (specify c	count of	f each dev	vice for all the	at appl	ly)					
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		or Bridg	<i>ed)</i> Flashi	ng Light			Mounted Flasi	hing Lights			. Total Count of
(count)	■ 2 Quad	☐ Full (Ba	rrier)	Structures Over Traffi		2	□ Ir	ncandescent		ount of n Incande	nasts) <u>2</u> scent	 ■ LED		Fla	shing Light Pairs
Roadway 2	☐ 3 Quad	Resistance	•	Over main	c Lanc			icanacscent			hts Included	☐ Side	Lights	8	
Pedestrian															
3.F. Installation Dat	e of Current		3.0	I 3. Wayside H	orn					3.H. F	lighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev	, ,	,		•		/	VVVI	1		Cross	ing	J			(count)
01 / 2020		Not Require	eu i		alleu on ((IVIIVI/ Y	, , , , , , , , , , , , , , , , , , ,	_/		☐ Ye	s 🗷 No				2
3.J. Non-Train Active Warning Stagging/Flagman Manually Operated Signals Watchman Floodlighting None Specify type Specify type															
4.A. Does nearby H	wy 4.B. Hwy	Traffic Sign	al 4.0	C. Hwy Traffic	Signal P	reemp	tion	5. Highway	Traffic	Pre-Sigr	nals	6. Highw	ay Moni	torin	g Devices
Intersection have	Interconi							□ Yes 🗷	No			(Check al			
Traffic Signals?		nterconnect raffic Signal:		Simultaneou	10			Storage Dist	2000 *	ŧ			-		Recording ence Detection
☐ Yes ☐ No		arning Sign		Advance	us			Stop Line Dis				■ None		11030	ince Detection
				Pa	rt IV: I	Physi	cal Cha	racteristi	CS						
1. Traffic Lanes Cros						dway/Pa	athway	3. Does T	rack R	lun Dow	n a Street?		•		nted? (Street
Number of Lanes		■ Two-wa □ Divided	•	P	aved?	-م [□ No		□ Yes	.	No	nearest i			50 feet from ☑ No
Crossing Surface				ed) Installa						Wid					-
☐ 1 Timber ☐ ☐ 8 Unconsolidate					oncrete	□ 5 ———	Concrete	and Rubber	□ 6	6 Rubbe	er 🗆 7 Me	tal -			
6. Intersecting Roa	dway within 500) feet?					7. Small	est Crossing A	ngle			8. Is Co	mmercia	ıl Pov	ver Available? *
✓ Yes □ No	If Yes, Approxin	nate Distano	e (feet) 7	7 5			□ 0° – 2	.9° □ 30°	- 59°	×	60° - 90°		¥ Yes	6	□ No
	, 11		<u> </u>	Part	V: Pul	blic H	ighway	/ Informat							
1. Highway System			2. Fund	ctional Classi	fication	of Road	at Crossi	ng	3.	. Is Cross	sing on State I	Highway	4. I	High	vay Speed Limit
					(0) Rura	•	1) Urban			ystem?			35		MPH
_ ` `	tate Highway Sy Nat Hwy Syster			Interstate Other Freew	ave and			r Collector		Yes				Poste	ed 🗆 Statutory
	al AID, Not NHS		` '	Other Princip	,	•	,	r Collector			Referencing Sy	ystem (LRS	Route II	υ) ⁻	
☐ (08) Non-F			1 (4)	Minor Arteri			(7) Local				lepost *				
7. Annual Average Year 2015 AA	Daily Traffic (A) DT 9700	ucks %	9. Reg ☐ Yes		ed by School E Average Nu			0	_ 10.	_	ncy S ∃ No	ervices Route			
Submi	ission Infori	mation -	This info	ormation i	s used	for ad	lministro	ative purpo	ses a	and is n	ot availabl	e on the	public	web	osite.
Submitted by				Organizat	tion						Dhono		-)ata	
Submitted by Public reporting but	rden for this info	ormation co	llection is	Organizat		e 30 mi	nutes ner	resnonse inc	luding	the tim	Phone	g instructi		Oate rchin	g existing data
sources, gathering a															
agency may not cor	•	-		•		-			-						
displays a currently other aspect of this												_	-		
Washington, DC 20		AUTHE TOT TE	acing tills	Juluell IU.	mornid	tion co	nection O	incer, i cueld	. name	Jau Aull	5 ativii, 12	TOO INCM TO	JOS AVE	JĽ,	IVIJ-2J

Name Of								Alphal	etic Co	de RR	Accider	nt/Incide	nt No.
Reporting Railroad		U	nion Pacific	Railre	oad Company	[UP]		1а. U)	1b.	0598L	V012	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.			
3. Railroad Responsible for Track N	1aintenan	ce U	nion Pacific	Railro	oad Company	[UP]		3a. U	P	3b.	0598L	V012	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	'885T	5. Dat	e of Accident/Ind	cident	05/05/98	6. Time	of Accid	dent/Incide	ent 0	8:45 A	M
7. Nearest Railroad Station			8. Div	ision			9. County	•		10. 5	State		Code
AVONDALE				ONIA			JEFFE	RSON			Abbr.	22	LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. R	IVER 1	ROAD			✓ I	Public	Pri	ivate
Highway	User Invo	olved						ment Involve					
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train <i>(unit</i>	ts pulline	4. Car(s) g) 5. Car(s)	(moving) (standing)		. Other . Train pul	spe) ling- RC	<i>cify)</i> CL	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri		c	2. Train <i>(unit</i>	ts pushi	ing) 6. Light I	oco(s) (movi	٥,	. Train pus			2
	orcycle rection	M. Other (Code	3. Train (state 18. Position of			oco(s) (stand	ing) C	. Train sta	naing- i	RCL	
•		outh 3. Eas	*	4					3				
16. Position 1. Stalled on crossing		oving over co	rossing	Code	19. Circumstan			•	•				Code
Stopped on Crossii 20a. Was the highway user and/or in		• • • • • • • • • • • • • • • • • • • •	4	3	20b. Was there			nt struck by hig		ıser			2
in the impact transporting haz			u	Code	200. Was there	a Haza	iluous maten	als release by	′			1	Code 4
1. Highway User 2. Rail Eq	uipment	3. Both	4. Neither	4	1. High	nway Us	ser 2. Rail	Equipment	3. Both	4. Neith	ner		
20c. State the name and quantity of	f the haza	irdous matei	rial released, if	any									
21. Temperature 22. \	/isihility	(single entry	<i>(</i>)	Code	23. Weather	(sinale i	entry)						Code
· 5 0 °F	,	Day 3. Du		2			• /	Fog 5. Sleet	6 Sno	ow		1	1
24. Type of Equipment			A. Spec. MoW					. 09 0. 0.001	Code	26. Track	. Numb	or or No	
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											ei oi iva	IIIIE	
(single entry) 2. Passenger train 5. Single car 8. Light loco(s)											IF M.	AIN	
27. FRA Track 28. Number of		29. Number		· ·	eed (Recorded in			4. Industry 31. Time Tal			DE 111	1111	Code
Class Locomoti		Cars		sist Spe lecorde	•	i availal	ole) Code	or. Time rai	ne Direc	CHOIT		1	Code
1 Units	1	3	3 E. E	stimate	ed 4	4 mp	oh E	1. North 2	South	3. East	4. Wes	t	2
• • • • • • • • • • • • • • • • • • • •	Wig wag				agged by crew		"	ed Crossing		34. Whist			Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	ū	8. Stop signs 9. Watchman	11. O	ther (specify)		Warn	ing		1. Yes 2. No	6		
Code(s) 07	7 tudibio		5. Waterinan	12.10	OTIC		1			3. Unl	known		2
35. Location of Warning		C	code 36. Cro	ossing \	Warning Intercor	nected	Code	37. Crossir	ng Illumi	inated by S	Street		Code
1. Both Sides			wi	th High	way Signals		1	Lights	or Speci	ial Lights			
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	rnach	1	l _{1.}	Yes 2	2. No 3. Unknov	wn	3	1. Yes	2. No	3. Unkno	own		3
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Train	n Code	41. Dri	ver						Code
Age Gender			s Struck by Se			1.1	Drove aroun	d or thru the g					
38 1. Male 1		1. Yes 2. N	lo 3. Unknov	vn	2			then proceed	led 5.	Other (specify)	'	3
2. Female 42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary ob		Did not stop						Code
Highway Vehicle		1. Pern	nanent Structu	ire	3. Passing T	rain 5. \	Vegetation	7. Othe				1	
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad e	equipme	ent 4. Topograpl	hy 6. l	Highway Veh	nicles 8. Not	Obstruct	ted			8
Casualties to:	Killed	Injured	44. Driver w				Code	45. Was Dri		e Vehicle?	?	1	Code
- Cadadilloo to.		III,ui ou			ured 3. Uninjur		2	1. Yes					1
46. Highway-Rail Crossing Users	0	1		•	le Property Dam	· 1		48. Total Nu		f Highway-	Rail Cr	Ü	Jsers
(est. dollar darnage) \$1,000 (include to										ant Ancid	ont /	1	Code
49. Railroad Employees	0	0			of People on Trai Ingers and crew)	in I		51. Is a Rail Incident		Being File			Code
52. Passengers on Train	0	0	(morade	,-4000I			1	1. Yes		-			2
53a. Special Study Block					53b. Special S	tudy Blo	ock						
54. Narrative Description													
55 Typod Name and Title		56 Cianati	ro							-	7 Doto		
55. Typed Name and Title		56. Signatu	ie							57	7. Date		

Name Of								Alphat	oetic Co	de RR	R Accide	ent/Incid	lent No.
Reporting Railroad		U	nion Pacific	Railre	oad Company [U	J P]		1a. UI	P	1b.	· 0591I	LU001	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b			
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [U	J P]		3a. U]	P	3b	· 0591I	LU001	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	'885T	5. Dat	e of Accident/Incide	ent	05/01/91	6. Time	of Accid	dent/Incid	dent ()6:15 I	'M
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON			State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. LOU	UISL	ANA HWY	7 18		✓	Public	P	rivate
Highway	User Invo	olved					Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units)	nulline	4. Car(s)	(moving)		. Other . Train pu	(spe	ecify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	an	A	2. Train (units)					. Train pu			2
	orcycle	M. Other	. , ,,		3. Train (stand			oco(s) (stand	ling) C.	. Train st	tanding-	RCL	
	irection orth 2. So	<i>(geograp</i> outh 3.Eas	*	Code 1	18. Position of Ca	ir Unit	in Irain		1				
16. Position 1. Stalled on crossing	3. Mc	oving over c	rossing	Code	19. Circumstance	1. R	ail equipmer	nt struck highv	way user	r			Code
2. Stopped on Crossii		• • • • • • • • • • • • • • • • • • • •		3				t struck by high		ıser			2
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there a	hazaı	rdous materi	als release by	/			í	Code
1. Highway User 2. Rail Eq			4. Neither	4	1. Highwa	ay Us	er 2. Rail	Equipment	3. Both	4. Nei	ither		
20c. State the name and quantity of	f the haza	irdous matei	rial released, if	any									
0. T		/	.1		1 00 144 11 11 11								
·	,	(single entry		Code	23. Weather (si	Ū	• /	Tom E Clook	6 000			1	Code 3
(specify if fillings) 1. I	Jawn 2.	Day 3. Du		/ Faurin	1. Clear 2. Cl			rog 5. Sieet		1			
24. Type of Equipment Consist 1. Freight train 4	. Work tra	in 7. Yard/S	A. Spec. MoW Switching	/ Equip	25. Track Type U Equipment Ir		•		Code	26. Trad	ck Num	ber or N	lame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 1 EAST MA										IN			
27. FRA Track 28. Number of		29. Number		sist Spe	eed (Recorded if a			31. Time Tab		L ction			Code
Class Locomoti		Cars	R. R	ecorde	d		í, _ l					1	
2 Units	1			stimate		mp		1. North 2.					2
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag				agged by crew ther (specify)		33. Signal Warni	ed Crossing		34. Whis			Code
Warning 3. Standard FLS 6.	-	-	9. Watchman	12. N			vvaiiii	ng		2. No			
Code(s) 07 10	11									3. Ur	nknown		
35. Location of Warning		C		•	Warning Interconne	ected	Code	37. Crossir	-				Code
Both Sides Side of Vehicle Approach		L		tn High	way Signals			Lights	or Speci	ial Lights		1	
3. Opposite Side of Vehicle App	roach		1.	Yes 2	2. No 3. Unknown		2	1. Yes	2. No	3. Unkı	nown		2
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Train	n Code 41	1. Driv	/er						Code
Age Gender			s Struck by Se		rain			d or thru the g					
1. Male 2. Female		1. Yes Z. N	lo 3. Unknov	vn	2		Stopped and Did not stop	then proceed	ied 5.	Otner	(specify	"	3
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obst		•						Code
Highway Vehicle	2		nanent Structu ding railroad e		3. Passing Trai ent 4. Topography			7. Othe				I	8
1. Yes 2. No 3. Unknown		Z. Otan			nt i. ropograpny						- 0		
Casualties to:	Killed	Injured	44. Driver w		ured 3. Uninjured	1	ode	45. Was Driv		e venicie	e r	1	Code
					le Property Damag		3	48. Total Nu		Highway	v Pail C	roccina	1 Lleore
46. Highway-Rail Crossing Users	0	0	(est. dol	•	. , ,	1	\$200	(include		riigiiway	y-ixali C	1055ii ig	03613
49. Railroad Employees	0	0	50. Total Nu	umber c	of People on Train			51. Is a Rail	Equipm	nent Accid	dent /		Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		Being File	ed		2
53a. Special Study Block	-	1			53b. Special Stud	dy Blo	ock		-				$\neg \neg$
54. Narrative Description					1 -1	,							
		<u> </u>								1			
55. Typed Name and Title		56. Signatu	re							5	57. Date	•	

Name Of								Alphab	etic Code	RR Accident/I	ncident No.
Reporting Railroad		U	J nion Pacifi	c Railr	oad Company	[UP]		1a. UI	-	1b. 0189LU 2	207
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.	
3. Railroad Responsible for Track	Maintenan	ce U	nion Pacifi	c Railr	oad Company	[UP]		3a. UI		3b. 0189LU 2	207
4. U.S. DOT-AAR Grade Crossing	ID No.	797	7885T	5. Dat	te of Accident/Ind	cident	01/18/89	6. Time	of Accide	ent/Incident 08:2	25 PM
7. Nearest Railroad Station AVONDALE			8. Di	ivision			9. County JEFFE	ERSON		10. State Abbr.	Code 22 LA
11. City (if in a city) AVONI	DALE		12. Hi	ghway N	Name or No. L	A HWY	Y 18-AVO	N SHIPY		✓ Public	Private
Highwa	y User Invo	olved	•				Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bu	IS	J. Other M	otor Vehicle	Code	17. Equipment 1. Train (uni	ts pulling	4. Car(s) 5. Car(s)	(moving) (standing)		Other (specify Frain pulling- RCL	y) Code
A. Auto D. Pick-up truck G. So				A	2. Train (uni	ts pushir	<i>ng)</i> 6. Light l	loco(s) (movii	<i>ng)</i> B. T	rain pushing- RCI	1 2
	otorcycle Direction	M. Other (Code	3. Train (sta			loco(s) (stand	ing) C. I	Γrain standing- RC	iL
· '		outh 3. Eas		1					6		
16. Position 1. Stalled on crossin	•	oving over ci	rossing	Code	19. Circumstan			•	•		Code
2. Stopped on Cross 20a. Was the highway user and/or		• • • • • • • • • • • • • • • • • • • •	-d	Code	20b. Was there			nt struck by hig		er	Code
in the impact transporting ha			,u	Code	200. 11010	a nazai	raous mater	iais reiease by			Code
1. Highway User 2. Rail E	• •		4. Neither	4	1. High	nway Us	er 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity	of the haza	ırdous mateı	rial released,	if any							
21. Temperature 22.	Visibility	(single entry		Code	23. Weather	(single e	entry)				Code
(specify if minus) 55 °F 1.	Dawn 2.	Day 3. Du	usk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snow	I	3
24. Type of Equipment			A. Spec. Mo	W Equip	25. Track Type	e Used b	by Rail		Code 2	26. Track Number	or Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved											'n
											D
27. FRA Track 28. Number	of	29. Number	r of 30. Co	nsist Sp	+ eed <i>(Recorded i</i>	if availab	ole) Code	31. Time Tab	le Directi	on	Code
Class Locomo	otive 1	Cars	_	Recorde		4 mn	oh E	1 North 2	Courth 2	Foot 4 West	1
	4. Wig wag	1		Estimate	lagged by crew	4 mp	1	led Crossing		East 4. West 4. Whistle Ban	Code
Crossing 2. Cantilever FLS					ther (specify)		Warn	•		1. Yes	0000
Warning 3. Standard FLS		 !	9. Watchman	12. N	one		4			2. No	
Code(s) 07 10			25.45 26.0	rossing	Warning Intercor	nnaatad	0-4-	07.0		3. Unknown	0-4-
35. Location of Warning 1. Both Sides				•	way Signals	illected	Code		ig illumina or Special	ated by Street Lights	Code
2. Side of Vehicle Approach		1	1 ,	- Vac '	2. No 3. Unkno	wn	2	1 Van	2 No	3. Unknown	3
3. Opposite Side of Vehicle Ap	·	- D D-h						1. 165	2. INO	3. UTKHOWH	0-4-
38. Driver's 39. Driver's Code Age Gender			nind or in Fror as Struck by S			41. Driv		d or thru the g	ate 4. St	opped on crossing	Code
1. Male			No 3. Unkno		2	2. 8	Stopped and	then proceed		ther (specify)	3
2. Female 42. Driver Passed Standing	Code	13 Vious	of Track Obsc	urod by	(primary ol		Did not stop				Code
Highway Vehicle			manent Struct		3. Passing T		*	7. Othe	r (speci	ify)	ı
1. Yes 2. No 3. Unknown	2	2. Stan	nding railroad	equipme	ent 4. Topograp	hy 6. F	Highway Vel	hicles 8. Not 0	Obstructe	d	8
Casualties to:	Killed	Injured	44. Driver				ode	45. Was Driv		Vehicle?	Code
Casuallies to.	Tuilou	injured	1. Kille	∍d 2. Inj	ured 3. Uninjur	ed :	3	1. Yes 2	2. No		1
46. Highway-Rail Crossing Users	0	0		•	le Property Dam	ŭ i				lighway-Rail Cros	•
(est. dollar damage) \$200 (Include driver)										1 Code	
49. Railroad Employees	0	0			of People on Tra ngers and crew)					eing Filed	1
52. Passengers on Train	0	0	,					1. Yes	2. No		2
53a. Special Study Block					53b. Special S	tudy Blo	ock				
54. Narrative Description											
55. Typed Name and Title		56. Signatu	ıre							57. Date	

Name Of								Alphat	etic Co	de RR	R Accide	ent/Incid	lent No.
Reporting Railroad		U	nion Pacific	Railre	oad Company [UP]		1a. UI)	1b.	· 0488I	LU003	
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b			
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [UP]		3a. U]	P	3b	· 0488I	LU003	
4. U.S. DOT-AAR Grade Crossing	ID No.	797	'885T	5. Dat	e of Accident/Incid	dent	04/08/88	6. Time	of Accid	dent/Incid	dent ()2:10 A	M
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON			State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. LA	18				✓	Public	P	rivate
Highway	User Invo	olved	-				Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus	;	J. Other Mo	otor Vehicle	Code	17. Equipment	. n. Ilina	4. Car(s)	(moving)		Other	(spe	ecify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	ian		1 Train <i>(units</i> 2 Train <i>(unit</i> s					. Train ρι . Train ρι			
	torcycle	M. Other		A	3. Train (stand			oco(s) (stand	ling) C.	. Train st	anding-	RCL	1
	irection orth 2 Sc	<i>(geograp</i> outh 3.Eas	•	Code 1	18. Position of C	ar Unit	t in Train		12				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	e 1. R	ail equipmer	nt struck highy		r			Code
2. Stopped on Crossi	ng 4. Tra	apped		3				nt struck by hig	•				2
20a. Was the highway user and/or			d	Code	20b. Was there a	a hazaı	rdous materi	als release by	1				Code
in the impact transporting haz 1. Highway User 2. Rail Eq			4. Neither	4	1. Highw	vay Us	er 2. Rail	Equipment	3. Both	4. Nei	ither		
20c. State the name and quantity o	•		rial released, it	any									
'	/isibility	(single entry	<i>(</i>)	Code	23. Weather (s	Ū	• /						Code 1
,, ,	Dawn 2.	Day 3. Du		4		Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	DW			
24. Type of Equipment Consist 1. Freight train 4	Work tra		A. Spec. MoW	/ Equip	20. Hack Type		•		Code	26. Trad	ck Num	ber or N	lame
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved (single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code #727 ITT											ITT T	ANK	
3. Commuter train 6	. Cut of ca	ars 9. Main./	inspect. car	7	1. Main 2.	Yard	3. Siding	4. Industry	4	TER	M		
27. FRA Track 28. Number of		29. Number	I	•	ed (Recorded if a	availab	ole) Code	31. Time Tab	ole Direc	ction			Code
Class Locomot 1 Units	ive 1	Cars		lecorde stimate	_	mp	h E	1. North 2.	South	3 Fact	4 Wa	et	3
	Wig wag				agged by crew	ШР		ed Crossing		34. Whis			Code
Crossing 2. Cantilever FLS 5.					ther (specify)		Warni	ŭ		1. Ye			
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		4			2. No			
Code(s) 07 10											nknown		
35. Location of Warning1. Both Sides		C		•	Narning Interconn way Signals	iectea	Code	37. Crossir Lights	_	nated by al Lights			Code
Side of Vehicle Approach		1		Ū			2		·	Ü		1	2
Opposite Side of Vehicle App			1.		2. No 3. Unknow			1. Yes	2. No	3. Unkı	nown		
38. Driver's 39. Driver's Code Age Gender			ind or in Front			11. Driv ۱۰		d or thru the a	oto 4 (Ctonnod	on oron	oina	Code
Age Gender 1. Male			is Struck by Se Io 3. Unknov					d or thru the g then proceed					
2. Female					2	3. [Did not stop	· .				·	3
42. Driver Passed Standing	Code		of Track Obscu	,	(primary obs		*	7 Otho	. /ana	oif ()			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu iding railroad e		 Passing Tra ent 4. Topography 			7. Othe icles 8. Not 0					8
			44. Driver w	/as		С	ode	45. Was Driv	ver in the	e Vehicle	e?		Code
Casualties to:	Killed	Injured			ured 3. Uninjured	a I	2	1. Yes				1	1
			47. Highwa	y Vehic	le Property Dama	_	<u> </u>	48. Total Nu	mber of	Highwa	y-Rail C	rossina	
46. Highway-Rail Crossing Users	0	1	(est. doi	•		Ŭ 1	\$2,500	(include			•	1	
49. Railroad Employees	0	0	50. Total Nu	umber c	of People on Train	1		51. Is a Rail					Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		Being File	ed	1	2
53a. Special Study Block	l				53b. Special Stu	L ıdv Rl∩	ock	1. 103					
54. Narrative Description					1 222. Opeoidi Ota	, 0.0							
94. Narrative Description													
55. Typed Name and Title		56. Signatu	re							5	57. Date		
·		3											

Name Of							Alphat	oetic Co	de RR Accide	ent/Incident No.
Reporting Railroad		U	nion Pacific	Railr	oad Company [UP]		1a. U	P	1b. 1186 I	LA203
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.	
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [UP]		3а. U]	P	3b. 1186 I	LA203
4. U.S. DOT-AAR Grade Crossing	D No.	797	'885T	5. Dat	e of Accident/Incident	11/10/86	6. Time	of Accid	dent/Incident (06:20 PM
7. Nearest Railroad Station			8. Div	ision		9. County	•		10. State	Code
AVONDALE,LA						_	ERSON		Abbr.	22 LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. HWY	18			✓ Public	Private
Highway	User Invo	olved					pment Involve			
13. Type C. Truck-trailer F. Bus	i	J. Other Me	otor Vehicle	Code	17. Equipment 1. Train <i>(units pulli</i>	4. Car(s) ing) 5. Car(s)	(moving) (standing)		Other (specifical Control of Cont	ecify) Code CL
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mo		K. Pedestri		A	2. Train (units pus	hing) 6. Light	loco(s) (movi	٠,	Train pushing-	
	rection	M. Other (geograp		Code	3. Train (standing) 18. Position of Car U		loco(s) (stand	iing) C	Train standing-	RCL
'	orth 2. So	outh 3. Eas	t 4. West	2				2		
16. Position 1. Stalled on crossing		oving over c	rossing	Code	19. Circumstance 1.		•	•		Code
Stopped on Crossi 20a. Was the highway user and/or		• • • • • • • • • • • • • • • • • • • •	nd .	Code	2. 20b. Was there a haz	Rail equipmer			ser	Code
in the impact transporting haz			·u	Code	200. Was there a riaz	Laradad mator	iaio roioado b	•		Code
1. Highway User 2. Rail Eq	•			4	1. Highway l	Jser 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity o	f the haza	rdous mate	rial released, if	any						
21. Temperature 22. V	/isibility	(single entry	<i>'</i>)	Code	23. Weather (single	e entrv)				Code
, 5 0 °E	,	Day 3. Du		4	1. Clear 2. Cloud	• •	Fog 5. Sleet	6. Sno)W	1
24. Type of Equipment		-	A. Spec. MoW	/ Equip	25. Track Type Use	d hy Rail		Code	26. Track Num	her or Name
Consist 1. Freight train 4. Work train 7. Yard/Switching Equipment Involved										
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 7 1. Main 2. Yard 3. Siding 4. Industry 4 LEAD										
27. FRA Track 28. Number of		29. Numbe			eed (Recorded if avail		31. Time Tal			Code
Class Locomoti		Cars		ecorde	•	ubic) code	or. Time rai	ole Direc	ottori	I
1 Units	1		3 E. E	stimate	ed 4 r	nph E		South	3. East 4. We	st 2
	Wig wag				agged by crew	_	led Crossing		34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	•	9. Watchman	12. N	ther <i>(specify)</i> one	Warn	ing		1. Yes 2. No	
Code(s) 10 11									3. Unknown	
35. Location of Warning		C		•	Warning Interconnecte	ed Code		0	nated by Street	Code
Both Sides Side of Vehicle Approach		1.		th High	way Signals	1.	Lights (or Speci	al Lights	1 -
Opposite Side of Vehicle Approach Side of Vehicle Approach	roach		1.	Yes 2	2. No 3. Unknown	2	1. Yes	2. No	3. Unknown	3
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Trai	n Code 41. D	river				Code
Age Gender			s Struck by Se						Stopped on cros	
1. Male 2. Female		i. res 2. i	lo 3. Unknov	VII		Stopped and B. Did not stop		ieu 5.	Other (specify	3
42. Driver Passed Standing	Code		f Track Obscu	,	(primary obstruct	,				Code
Highway Vehicle	2		nanent Structu Iding railroad e		3. Passing Train 5 ent 4. Topography 6			r <i>(spe</i> Obstruct		8
1. Yes 2. No 3. Unknown			44. Driver w		-F-9-2P-17	Code	45. Was Dri			Code
Casualties to:	Killed	Injured			ured 3. Uninjured		1. Yes		e venicie:	1
						3			Highway-Rail C	rossing Users
46. Highway-Rail Crossing Users 0 0 47. Highway Vehicle Property Damage 48. Total Number of Highway (est. dollar damage) \$2,500 (include driver)									Tilgilway-itali C	2
49. Railroad Employees	0	0	•		of People on Train	ψ 2, εσσ	51. Is a Rail	Equipm	ent Accident /	Code
52. Passengers on Train	0	0			ngers and crew)		Incident	Report I	Being Filed	2
	, v	v			ESP Consist Child 5	Plank	1. Yes	∠. No		
53a. Special Study Block					53b. Special Study E	SIOCK				
54. Narrative Description										
55. Typed Name and Title		56. Signatu	re						57. Date	
		=								

Name Of								Alphat	etic Cod	de RR	Accide	nt/Incid	ient No.
Reporting Railroad		N	Iissouri Paci	ific Ra	ilroad Compan	y [MI	?]	1a. M	P	1b.	XXPI	<u>50008</u>	
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b.			
3. Railroad Responsible for Track N	1aintenan	ce M	Iissouri Paci	fic Ra	ilroad Compan	y [MP	']	3a. M	P	3b.	XXPI	50008	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	'885T	5. Dat	e of Accident/Incid	lent (01/23/85	6. Time	of Accid	dent/Incid	lent 1	0:40 F	'M
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		- 1	State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. RIV	ER I	ROAD			✓	Public	P	rivate
Highway	User Invo	olved	'				Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train <i>(units</i>	n. Ilina	4. Car(s)	(moving)		Other	(spe	cify)	Code
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedestri	an	۱ 🛦	2. Train (units					. Train pu . Train pu			6
	orcycle	M. Other	,	A	3. Train (stand			oco(s) (stand	ling) C.	. Train sta	anding-	RCL	
	rection	<i>(geograp</i> outh 3.Eas	*	Code 2	18. Position of Ca	ar Unit	in Train		1				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	1. R	ail equipmer	nt struck highy		r			Code
2. Stopped on Crossii	ng 4. Tra	apped		3				nt struck by hig	•				2
20a. Was the highway user and/or			d	Code	20b. Was there a	hazar	rdous materi	als release by	′			1	Code
in the impact transporting haz			4. Neither	4	1. Highw	ay Us	er 2. Rail	Equipment	3. Both	4. Nei	ther		
20c. State the name and quantity of	•		rial released, if	any								1	
1													
	/isibility	(single entry	<i>'</i>)	Code	23. Weather (s	ingle e	entry)						Code
(specify if minus) 26 °F 1. I	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2. C	loudy	3. Rain 4.	Fog 5. Sleet	6. Sno	ow .			2
24. Type of Equipment Consist 1. Freight train 4	. Work tra	in 7. Yard/S	A. Spec. MoW Switching	/ Equip	25. Track Type Equipment I		•		Code	26. Trac	k Numb	er or N	lame
(single entry) 2. Passenger train 5. Single car 8. Light loco(s) Code 3. Commuter train 6. Cut of cars 9. Main./inspect. car 8 1. Main 2. Yard 3. Siding 4. Industry 4 ITT TRAC											ΓRAC	K	
27. FRA Track 28. Number of		29. Number			eed (Recorded if a			31. Time Tab					Code
Class Locomoti		Cars		ecorde	•	···	1		200			1	0000
1 Units	1		0 E.E	stimate	d 4	mp	. '	1. North 2.	South :	3. East	4. Wes	st	1
* *	Wig wag				agged by crew			ed Crossing		34. Whis			Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	-	•	9. Watchman	11. U	ther (specify) one		Warn	ing		1. Ye 2. No			
Code(s) 07 10				T							known		
35. Location of Warning 1. Both Sides	_	C		•	Warning Interconn	ected	Code	37. Crossir	•	nated by al Lights	Street		Code
Side of Vehicle Approach		1.		urriigii	way Signais		2	Lights	Ji Specio	ai Ligilis		1	_ ,
3. Opposite Side of Vehicle App	roach	1	1.	Yes 2	. No 3. Unknow	1		1. Yes	2. No	3. Unkr	nown		2
38. Driver's 39. Driver's Code			ind or in Front			1. Driv							Code
Age Gender			s Struck by Se		rain			d or thru the g then proceed					
1. Male 2. Female		i. res 2. N	lo 3. Unknov	VII	2		Did not stop	then proceed	eu 5. (Other	(specify)	'	3
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obs								Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu ding railroad e		 Passing Tra ent 4. Topography 			7. Othe nicles 8. Not 0					8
1. 103 2. 140 0. OHMIOWII	_		44. Driver w	/as		C	ode	45. Was Driv	ver in the	e Vehicle	?		Code
Casualties to:	Killed	Injured			ured 3. Uninjured			1. Yes		0 100.0	•		1
			47. Highway	y Vehic	le Property Damag	_		48. Total Nu	mber of	Highway	-Rail Cr	ossing	
46. Highway-Rail Crossing Users 0 (est. dollar damage) \$1,000 (include driver)											3		
49. Railroad Employees			51. Is a Rail					Code					
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		being File	zu		2
53a. Special Study Block					53b. Special Stu	dy Blo	ck						_
54. Narrative Description													
55. Typed Name and Title		56. Signatu	re							5	7. Date		

Name Of								Alphat	etic Co	de RR	Accider	nt/Incide	nt No.
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Company	y [MI	P]	1a. M	P	1b.	XXPD	4H165	4
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b.			
3. Railroad Responsible for Track N	/laintenan	ce M	Iissouri Paci	fic Ra	ilroad Company	/ [MP	<u> </u>	3a. M	P	3b.	XXPD	4H165	4
4. U.S. DOT-AAR Grade Crossing	D No.	797	'885T	5. Dat	e of Accident/Incid	ent	08/03/84	6. Time	of Accid	dent/Incid	lent 1	0:40 PI	M
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	CRSON		I	State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. RIV	ER I	ROAD			✓	Public	Pri	ivate
Highway	User Invo	olved	-				Rail Equip	oment Involve	d				
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment		4. Car(s)	(moving)		Other	(spe	cify)	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri		١.	1. Train <i>(units)</i> 2. Train <i>(units)</i>					. Train pu . Train pu			,
	orcycle	M. Other		A	3. Train (stand			oco(s) (stand	ling) C	. Train sta	anding-	RCL	2
'	irection	<i>(geograp</i> outh 3.Eas	*	Code 4	18. Position of Ca	ar Unit	in Train		1				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	1 R:	ail equipmer	nt struck highy		r			Code
2. Stopped on Crossi		ū	i ooonii g	2	To. Onodinotario			nt struck by high	•				1
20a. Was the highway user and/or			d	Code	20b. Was there a	hazar	dous materi	als release by	′				Code
in the impact transporting haz 1. Highway User 2. Rail Eq			4. Neither	4	1. Highwa	av Us	er 2. Rail	Equipment	3. Both	4. Neit	ther		
20c. State the name and quantity o	•			_	g	,							
70 00 1												Code	
(specify if minus) 78 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2. Cl	loudy	3. Rain 4.	Fog 5. Sleet	6. Sno	ow			1
24. Type of Equipment			A. Spec. MoV	/ Equip	25. Track Type U	Jsed b	y Rail		Code	26. Trac	k Numb	er or Na	ame
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S	•	Code	Equipment In	nvolve	ed						
3. Commuter train 6	•	•	` '	7	1. Main 2.	Yard	3. Siding	4. Industry	4	ITT			
27. FRA Track 28. Number of	of	29. Number	r of 30. Con	sist Spe	eed <i>(Recorded if a</i>	vailab	le) Code	31. Time Tab	ole Direc	ction			Code
Class Locomoti		Cars	-	ecorde	•		-					1	
1 Units	1			stimate		mp		1. North 2.	South			t	1
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag:				agged by crew ther (specify)		33. Signal Warn	ed Crossing		34. Whis 1. Ye			Code
Warning 3. Standard FLS 6.	-	-	9. Watchman	12. N			vvaiii	iiig		2. No		1	
Code(s) 07 10	11									3. Un	known		
35. Location of Warning		C		•	Warning Interconne	ected	Code	37. Crossir	•		Street		Code
Both Sides Side of Vehicle Approach		1.		th High	way Signals		1 .	Lights o	or Speci	ial Lights			
3. Opposite Side of Vehicle Approach	roach	1	L 1.	Yes 2	2. No 3. Unknown	1	2	1. Yes	2. No	3. Unkr	nown		3
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Trai	n Code 4	1. Driv	er						Code
Age Gender			s Struck by Se		rain			d or thru the g					
1. Male 2. Female		1. Yes Z. N	lo 3. Unknov	vn	2		Stopped and Did not stop	then proceed	ea 5.	Otner ((specity)	'	4
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obst		•						Code
Highway Vehicle			nanent Structu		3. Passing Trai			7. Othe				1	6
1. Yes 2. No 3. Unknown	2	Z. Sian			- 4. ropograpny								8
Casualties to:	Killed	Injured	44. Driver w				ode	45. Was Driv		e Vehicle	?	1	Code
		,			ured 3. Uninjured		3	1. Yes					1
46. Highway-Rail Crossing Users	0	0			le Property Damag			48. Total Nu		Highway	-Rail Cr	Ü	Jsers
			(est. dol		<u> </u>	5	\$500	(include		ant Annia	dont /	1	Codo
49. Railroad Employees	0	0			of People on Train	1		51. Is a Rail Incident		Being File			Code
52. Passengers on Train	0	0	(IIICIUUE	μαδδεί	igers and crew)			1. Yes		. 5			2
53a. Special Study Block					53b. Special Stud	dy Blo	ck						
54. Narrative Description													
	ı									I			
55. Typed Name and Title		56. Signatu	re							5	7. Date		
										- 1			- 1

Name Of							Alphab	etic Code	RR Accident/Inc	ident No.		
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Company [M	[P]	1a. M]	P	1b. M1103			
2. Other Railroad Involved in Train	Accident/I	Incident					2a.		2b.			
3. Railroad Responsible for Track N	/laintenan	ce M	lissouri Paci	fic Ra	ilroad Company [M	P1	3a. M	P	3b. M1103			
4. U.S. DOT-AAR Grade Crossing	D No.		'885T		e of Accident/Incident				nt/Incident 07:10	PM		
7. Nearest Railroad Station			8. Divi	ision		9. County			10. State	Code		
AVONDALE						JEFFE	ERSON		Abbr. 22	LA		
11. City (if in a city) AVOND			12. Hig	hway N	lame or No. RIVER				✓ Public	Private		
	User Invo	olved					pment Involve					
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units pullin	4. Car(s) (a) 5. Car(s) (moving)) (standina)		ther (specify) rain pulling- RCL	Code		
A. Auto D. Pick-up truck G. Sch		K. Pedestri		A	2. Train (units push	ing) 6. Light	loco(s) (movii	ng) B. T	rain pushing- RCL	2		
	irection	M. Other (3. Train (standing) 18. Position of Car Un		loco(s) (stand	ing) C.T	rain standing- RCL			
' I		outh 3. Eas	•	Code 1	16. POSITION OF CALOTT	III II II IIII		6				
16. Position 1. Stalled on crossing		oving over ci		Code	19. Circumstance 1. F	Rail equipme	nt struck highv	vav user		Code		
2. Stopped on Crossi		•	g	3			nt struck by hig	•	er	2		
20a. Was the highway user and/or			d	Code	20b. Was there a haza	ardous mater	ials release by	,		Code		
in the impact transporting haz 1. Highway User 2. Rail Eg			4. Neither	4	1. Highway U	ser 2 Rail	Equipment	3. Both	4. Neither			
20c. State the name and quantity o	<u> </u>				1. Tiigiiway O	2. 11411	Equipmont	0. Doi:1	1. 14010101			
200. Otate the name and quantity o	i ilio riaza	iradus matei	iai reieasea, ii	arry								
21. Temperature 22. Visibility (single entry) Code 23. Weather (single entry) Code 23. Weather (single entry) Code 3. Weather (single entry) Code 3. Weather (single entry) Solvent A Day 3. Duyk 4. Day 4. Day 3. Duyk 4. Day 4. Day 4. Day 3. Duyk 4. Day 4. Day 5. Sleet 6. Snow 3. Day 6. Day												
24. Type of Equipment			A. Spec. MoW	/ Equip	25. Track Type Used	by Rail		Code 2	6. Track Number or	Name		
		in 7. Yard/S	•		Equipment Involv	•						
(single entry) 2. Passenger train 5 3. Commuter train 6	•	U	` '	Code	1. Main 2. Yard	3. Sidina	4. Industry	4	AVONDALE SHIPYARD TR			
27. FRA Track 28. Number of		29. Number		sist Spe	eed (Recorded if availa		31. Time Tab	le Direction	on	Code		
Class Locomot		Cars		ecorde	•	1	0.1.11110.142	2 30		ı		
1 Units	1	-	11 E.E	stimate	d 2 m	ph E	1. North 2.	South 3.	East 4. West	3		
• •	Wig wag				agged by crew	1	led Crossing	34	1. Whistle Ban	Code		
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	ū	8. Stop signs 9. Watchman	11. O	ther (specify)	Warn	ing		1. Yes 2. No			
Code(s) 07 11	Addible		9. Waterinan	12.1	one	− 20 sec w	arn min (1):		3. Unknown			
35. Location of Warning			ode 36. Cro	ossina \	Warning Interconnected		T		ated by Street	Code		
1. Both Sides				•	way Signals	0000		or Special	•	0000		
2. Side of Vehicle Approach		2	2 1	Voc. 3	. No 3. Unknown	2	1 Voc	2 No. 1	3. Unknown	1		
3. Opposite Side of Vehicle App							1. 165	2. NO .	5. OTKHOWII			
38. Driver's 39. Driver's Code Age Gender			ind or in Front is Struck by Se				d or thru tho a	oto 4 St	opped on crossing	Code		
1. Male			lo 3. Unknow		2.				ther (specify)	1 -		
2. Female						Did not stop			(-)	3		
42. Driver Passed Standing	Code		f Track Obscu	•	(primary obstruction	*				Code		
Highway Vehicle	2		nanent Structu ding railroad e		3. Passing Train 5. ent 4. Topography 6.		7. Othe hicles 8. Not 0			8		
1. Yes 2. No 3. Unknown			44. Driver w	• •	1017	Code	45. Was Driv			Code		
Casualties to:	Killed	Injured			ured 3. Uninjured	2	1. Yes		verlicie :	1		
					le Property Damage		48 Total Nu	mher of H	ighway-Rail Crossin			
46. Highway-Rail Crossing Users	0	2	(est. dol		. , ,	\$650	(include		2 griway	~		
49. Railroad Employees	0	0	•		of People on Train	Ψουσ	51. Is a Rail		nt Accident /	Code		
52. Passengers on Train	0	0	(include	passer	ngers and crew)		Incident 1. Yes	Report Be 2 No	ing Filed	2		
53a. Special Study Block	<u> </u>				53b. Special Study Bl	ock				1		
54. Narrative Description					1 225. Openiai Otady Di							
54. Narrauve Description												
55. Typed Name and Title		56. Signatu	re						57. Date			

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the ir Form. For private hig pedestrian station gra Parts I and II, and the I, and the Submission updated data fields. N	thway-rail ade crossi Submissio Informat	grade cross ngs), complon Information tion section	sings, comp ete the Hea on section. I . For chang	ete the He der, Parts I For grade-se es to existir	ader, P and II, eparate ng data	Parts I and and the Sed highway, complete	II, a Subm r-rail o	nd the Suission Information Header,	ubmission Informati ormation section. F ay crossings (includi Part I Items 1-3, a	on section. or Private pang pedestria nd the Subm	For pathwa n sta	oublic pat ay grade o tion cross on Informa	hway gr crossing ings), co ation se	rade crossings (inc s, complete the F omplete the Heade	cluding leader, er, Part to the
A. Revision Date	В	. Reporting	Agency	C. F	Reason	for Updat	e (Sei	lect only d	one)					D. DOT Crossing	3
(<i>MM/DD/YYYY</i>) 05 / 07 / 2019	2	Railroad	☐ Tra		Change				Closed	☐ No Tr	ain	☐ Quie		Inventory Numl	ber
00 / 01 / 2013	_ _] State	□ Oth	ner Dat	a Re-Ope	n 🗆 🗈	ssing Oate nge C		Change in Primary	Traffic Admir Correction		Zone U	paate	797885T	
				Part I: L	ocati				tion Information		JII				
1. Primary Operating Union Pacific Railro		oany [UP]				2. State LOUISI				3. County JEFFER		١			
4. City / Municipality				et/Road Na		Block Nun	ber			6. Highwa	у Ту	pe & No.			
In Near AVONDA	ALE			8 RIVER R et/Road Nai				. * (Bloc	k Number)	TBD					
7. Do Other Railroads	Operate	a Separate		•		No	8. [Railroads Operate (Over Your Tr	ack a	t Crossing	g? □ Y	es 🗷 No	
If Yes, Specify RR							If	Yes, Spe	cify RR						
9. Railroad Division o	r Pogion	,	10 Pailro	ad Subdivisi	ion or I	District		11 Bra	nch or Line Name			12. RR N	lilonost		
	Ū		10. Kamo	au Subulvisi		Jisti ict		11. 516	nen of Line Name				0011.		
□ None GULF C	COAST		☐ None	Livonia				■ None			_	(prefix)		, , , ,	
13. Line Segment *	* Station *														
	* Station *														
17. Crossing Type															
™ Dublic	■ Highw	,	I At G			(if Private	Cros	sing)	▼ Freight □ Intercity Descen	☐ Tr				rain Count Per Da	•
■ Public □ Private	☐ Pathw☐ Station	-	☐ RR U			☐ Yes ☐ No			☐ Intercity Passer☐ Commuter	U		Use Trans Other		Less Than One Po Dumber Per Day	
23. Type of Land Use		.,,						I				,	<u> </u>		
- - - - - - - - - -	☐ Farm		sidential	☐ Comr	nercial		ndus		☐ Institutional	☐ Recr	eatio	nal	□ RR `	Yard	
24. Is there an Adjace	ent Crossir	ng with a Se	parate Num	ber?		25. Q	uiet 2	Zone (FR	RA provided)						
☐ Yes ■ No If \	es, Provid	le Crossing N	Number			ĭ≅ No		24 Hr	☐ Partial ☐ Chica	ago Excused		Date Es	stablishe	ed	
26. HSR Corridor ID		27. Lati	tude in dec	mal degree	:S		28.	Longitud	e in decimal degree	es			29. Lat/	Long Source	
	■ N/A	(MGS8)	4 std: nn.nı	29	9.9183	730	(14/	GS81 etd.	-nnn.nnnnnnn) -9(0.1942820			■ Actu	al 🗆 Estimated	4
30.A. Railroad Use	<u>- E IV/ A</u> *	(WO38-	- 3ta 1111.111				(00		tate Use *			ı	Actu	ai 🗀 Estimated	<u>u</u>
30.B. Railroad Use *	ķ							31.B. S	tate Use *						
30.C. Railroad Use *	*							31.C. S	tate Use *						
30.D. Railroad Use '									tate Use *						
32.A. Narrative (Rail				,					larrative (State Use,						
33. Emergency Notific 800-848-8715	cation Tel	ephone No.	(posted)		ilroad (544-37	Contact (7 21	⁻ elepl	hone No.)		35. State 225-379		,	phone I	Vo.)	
							roo	d Infor	mation						
1. Estimated Number	of Daily Tr	rain Movem	ents		rai	t II. Naii	IVa	u IIIIOI	IIIatioii						
1.A. Total Day Thru T			otal Night T	hru Trains	1.C.	Total Swit	ching	g Trains	1.D. Total Transi	t Trains		1.E. Che	ck if Les	s Than	
(6 AM to 6 PM) 0		(6 PM 0	to 6 AM)		1				0			One Mo		Per Day [s per week?	
2. Year of Train Count	Data (YY)	Y)		3. Speed o				1	n						
2017				3.A. Maxim					oph) From 5	to 10					
4. Type and Count of	Tracks			J.D. Typica	. Jpeet	a number Of	Ci Ci	533111g (11	,p.,, 110111 <u>-</u>	10					
Main 0	iding <u>0</u>	Y	ard 0	Tran	nsit 0		Indu	ustry 1							
5. Train Detection (Me											_	_			
☐ Constant Warn 6. Is Track Signaled?	ing Time	⊔ Motion	Detection	□AFO □		☐ DC Event Rec		ther 🗷	None			7 R Pc	mote H	ealth Monitoring	
☐ Yes ■ No						Yes 🗷							Yes 🗷		

A. Revision Date (N 05/07/2019	/M/DD/YYYY)				P.	AGE 2			D. 79	Crossing Inve	ntory Num	ber (7 ch	ar.)	
		Part	III: Highwa	y or Pat	hway	Traffic (Control De	evice						
1. Are there	2. Types of Pa	ssive Traffic (Control Devices a	associated	with the	Crossing								
Signs or Signals?	2.A. Crossbuck	2.B.	STOP Signs (R1-	1) 2.C.	YIELD Sig	ns (R1-2)				igns (Check al	l that apply	ı; include	coui	nt) 🗆 None
¥ Yes □ No	Assemblies (co	ount) (cou	nt)	(cour	nt)		■ W10-1 □ W10-2	2			l			1 2
2.E. Low Ground Cle	earance Sign	2.F. Pavem	ent Markings	•			nnelization			2.H. EXEMP	T Sign	2.I. ENS	_	(I-13)
(W10-5) \square Yes (count 0	1	Cton Line	🗆			Devices/		□ N4=	d:	(R15-3) □ Yes		Displaye Yes	d	
■ No	/	Stop Line RR Xing		ynamic En None	velope	□ All Ap □ One A		☐ Med		□ res ■ No		□ No		
2.J. Other MUTCD S	igns	☐ Yes	X No				te Crossing	2.L.	LED En	hanced Signs	(List types)			
Specify Type		Count C				Signs (if p	orivate)							
Specify Type		Count C	<u> </u>			☐ Yes □	□ No							
Specify Type								Щ.						
3. Types of Train Ac										Mauntad Flac	hina Liahta		2 Г	Total Count of
3.A. Gate Arms (count)	3.B. Gate Conf	iguration		intilevered ures (count		<i>jea)</i> Flashii	ng Light			Mounted Flas nasts) 0	ning Lights			Total Count of shing Light Pairs
(county	☐ 2 Quad	☐ Full (Barri		raffic Lane	_	🗆 In	candescent		ncande		□ LED		· ius	Jimig Eight Falls
Roadway 0	☐ 3 Quad	Resistance			0				Back Lig	hts Included	☐ Side	_	0	
Pedestrian	☐ 4 Quad	☐ Median G	ates Not Ov	ver Traffic L	ane <u>0</u>		:D				Include	d		
3.F. Installation Dat	e of Current		3.G. Waysio	de Horn						Highway Traffi	c Signals Co	ontrolling		3.I. Bells
Active Warning Dev			☐ Yes	Installed or	n <i>(MM/Y</i>	YYY)	/		Cross					(count)
		Not Required	■ No		. (, .	,			⊔ Ye	s 🗷 No			1	0
3.J. Non-Train Activ ☐ Flagging/Flagman	U	perated Signa	ls Watchman	n 🗆 Flood	lighting	□ None				Flashing Light				
4.A. Does nearby H	wy 4.B. Hwy	Traffic Signal	4.C. Hwy Tr	affic Signal	Preemp	tion	5. Highway T	raffic F	re-Sigr	nals	6. Highwa	ay Monito	oring	Devices
Intersection have	Interconn						□ Yes 🗷	No			(Check all			
Traffic Signals?		terconnected affic Signals	☐ Simultar	200116			Storage Dista	nco *			☐ Yes - F	-		Recording nce Detection
☐ Yes ☐ No		arning Signs	☐ Advance				Stop Line Dis				□ None	veriicie Fi	ıese	nce betection
				Part IV:	Physi	cal Cha	racteristic	S						
1. Traffic Lanes Cros	ssing Railroad	☐ One-way 1	raffic	2. Is Roa	adway/P	athway	3. Does T	rack Ru	ın Dow	n a Street?	4. Is Cros	ssing Illun	nina	ted? (Street
Number of Lanes		▼ Two-wayDivided T		Paved?	res [□ No	[□ Yes	X	No				0 feet from ■ No
Number of Lanes 5. Crossing Surface 1. Timber	(on Main Track,	multiple type	es allowed) Ins	tallation Da	ate * <i>(M</i>	M/YYYY) _			_ Wid	No dth *		Length *		
☐ 1 Timber ■ : ☐ 8 Unconsolidate	Z Aspirate —	3 Aspirant an	a minder = -	+ Concicto	· □ 5	Concrete	and Rubber	□ 6	Rubbe	er 🗆 7 Me	tal -			
6. Intersecting Road	dway within 500	feet?				7. Smalle	st Crossing A	ngle			8. Is Cor	nmercial	Pow	ver Available? *
¥ Yes □ No	If Yes, Approxim	ate Distance	(feet) <u>75</u>			□ 0° − 25	9° ∡ 30°	– 59°		60° - 90°		¥ Yes		□ No
			P	art V: Pu	ublic H	lighway	Informat	ion						
1. Highway System			2. Functional Cl	assification	n of Road	at Crossir	ıg	3.	Is Cross	sing on State I	Highway	4. Hi	ighw	vay Speed Limit
			_	□ (0) Rur		. *			stem?	_		35		MPH
	tate Highway Sys Nat Hwy System		☐ (1) Interstat☐ (2) Other Fr			(5) Majoi	Collector			□ No		■ P		d Statutory
	al AID, Not NHS	1 (14113)	☐ (3) Other Pr	•	•	•	Collector	5.	Linear	Referencing S	ystem (LRS	Route ID,) *	
□ (08) Non-F	ederal Aid		(4) Minor A	•	_	(7) Local		6.	LRS Mi	lepost *				
7. Annual Average Year <u>2015</u> AAI	Daily Traffic <i>(AA</i> DT <u>9700</u>	<i>DT)</i> 8. E	stimated Percen	t Trucks %	9. Reg □ Yes		d by School B Average Nu		oer Day	0	10.	_	cy Se No	ervices Route
Submi	ssion Inforn	nation - T	his informatio	on is used	d for ac	lministra	tive purpo	ses ai	nd is n	ot availabl	e on the	public v	veb	site.
Submitted by				nization						Phone			ite .	
Public reporting bur sources, gathering a														
agency may not con	•		•	•	_					• .				
displays a currently	valid OMB conti	rol number.	he valid OMB co	ontrol num	ber for i	nformation	collection is	2130-0	0017. S	end commen	ts regarding	g this bur	den	estimate or any
other aspect of this Washington, DC 205		ding for redu	cing this burden	to: Inform	ation Co	llection Of	ticer, Federal	Railro	ad Adm	ninistration, 12	200 New Je	rsey Ave.	SE,	MS-25

TEDETO TE TO TIETO TE TO TIETO TO	111011 (110	1)		7,00	IDEN 1/1	NOIDLINI	INEI O	1 1 1							
1.Name of Reporting Railroad								habetic C	Code				ad Accident/Ind	cident N	10.
Union Pacific Railroad Compa 2.Name of Other Railroad or Other B		for Equipm	nont Inv	olyod in Train	Accident/	Incident	UP	habetic (Codo			2b Railro	C014 ad Accident/Inc	rident N	
2.Name of Other Railload of Other B	Enuty Filling	j ioi Equipii	nent mv	olved III Traili i	Accident	moident	Za. Aip	ларенс (Code			ZD. IVAIIIO	ad Accident/inc	JIGETT IV	10.
3. Name of Railroad or Other Entity	•	le for Track	Mainte	nance (single	entry)			ohabetic (Code				ad Accident/Ind	cident N	10.
Union Pacific Railroad Compa							UP	f A :	-1			0220G		14	
4. U.S. DOT Grade Crossing ID No.			1				1	e of Accie	dent/ind day	l ^{yea}	r	6. Time of	Accident/Incid	ient	
				79788	<u>6A</u>		0	2	1 3	20	20	12:40	AM	I √ P	PM 🗌
7. Nearest Railroad Station			8	B. Subdivision			9. Cou	-				10. State		ı	Code
AVONDALE				LIVONIA S			JE	EFFERS	SON			A	bbr. LA		22
11. City (if in a city)				12. Highw	ay Name	or No. R	IVER R	ROAD					Public 🗸	Privat	ie
	hway Use	er Involve	d									Involved			
13. Type		LOtherMa				17. Equip		its pulling	_		(moving) (standing		Frain pulling- RC Frain pushing- R		
C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch		J. Other Mo K. Pedestri		icie	0.4.	1. Tr 2. Tr	`.	iits puillig iits pushin	" e	Light loc		oving) C.	Train standing- I		Code
i '	torcycle	M. Other		•)	Code	3. Tr	ain (sta	anding)		Light loc	- (-) .	iariuirig)	EMU Locomotive OMU Locomotive	` ′	1
	-	(geographic	• • •	<u>'</u>	Code	18. Positio	on of Car	Unit in T		Other	(specify) [DIVIO LOCOMOTIV	C(3)	<u> </u>
	lorth 2. So			/est	4						22				
16. Position 1. Stalled or stuck on					Code	19. Circur	nstance								Code
Stopped on Crossi Moving over crossi	- ,	5. Blocked	on cros	sing by gates	3	1. Rail	equipme	nt struck	highwa	y user	2. Rail e	quipment st	ruck by highwa	ay user	2
20a. Was the highway user and/or		ent involve	d		"	20b. Was	there a l	hazardou	ıs mate	rials rele	ease by				Code
in the impact transporting haz			_		Code						,			ı	
1. Highway User 2. Rail Ed	• •				4	1	. Highwa	y User	2. Rai	l Equipn	nent 3	8. Both 4.	Neither		4
20c. State here the name and quan	itity of the h	azardous n	naterial	released, if any	y										
21. Temperature 22. \	/isibility (s	inale entry)		Code	23 Wea	ther (si	ngle entr	v)						Code
	Dawn 2. D			ark	4		•		, ,	Fog 5	Sleet	6. Snow		I	2
24. Type of Equipment 1. Freight T			gle Car	9. Maint./ir			1	oud, o.		og o	0.001	0. 0		l	
Consist 2. Passeng			_		•		125	5. Track T		•	lail	Code	26. Track Nun	nber or	Name
(single entry) 3. Commut	er Train-Pu	lling 7. Yard	d/Switcl	hingB. Passen	ger Train-	· ·Pushing ,	Code		nent Inv			L			
4. Work Tra		8. Ligh	nt loco(s	C. Commu	iter Train-	Pushing	7 1.	. Main 2.	Yard	3. Sidin	g 4. Indu	· 1	INDUSTRY		
27. FRA Track 28. Number of		29. Nun	nber of	Cars 30). Consist R. Rec	Speed (Re	ecorded s	speed if a	availabl	e)	Code	31. Time 7 1. Nor	Table Direction th 3. East		Code
Class (1-9,X) Locomoti Units	ve 2	;		26	E. Estin				6	mph	E		uth 4. West		4
32. Type of	100						33	3. Signale	ed Cros	sing Wa	rning		vay Conditions		
Crossing	Wig wags			bucks 10. Fla				(See rev	erse si	de for		A. Dry B. Wet			
2. Cantilever FLS 5. Warning	•	•	•	nman 12. Nor		ary)		instruction	ons and	d codes)		C.Snow/S D.Ice	lush		Code
3. Standard FLS 6. Code(s) 11	Audible		o. vvaici	12. 1101							Code	E. Sand,N	lud,Dirt,Oil,Grav		B
35. Location of Warning				36. Crossing W	 /arning In	terconnect	ed			37. (Crossing	F.Water (\$ Illuminated	Standing, Moving by Street	g) l	_ D
1. Both Sides		_	ode	with Highw	•				Code	1	_	Special Lig	•		Code
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1		1. Yes 2.	. No 3.	Unknown			Oodc		1. Yes	2. No 3. U	Inknown		2
38.Hignway 39.Highway User's Ge		Highway U	ser Wei	nt Behind or in	Front of 1	Train 41.	Highway			1		r (specify			
User's		and Struck	or was	Struck by Sec	ond Train			around to	•			it around/thr es, see insti	u temporary baructions)	arricade	
	Code	1. Yes 2.	No 3	Unknown	1	Code	3. Did n	ot stop		occueu	7. Wei	nt thru the g	ate		Code 3
42. Driver Passed Standing	1	Code		iew of Track O	hscured h	2 (prir	4. Stopp	oed on cr	ossing		8. Suid	cide/Attemp	ted suicide		Code
Highway Vehicle		1	10. 1	1. Permar		., .,	,	sing Trai	n 5 V	enetatio	n	7. Other	(specify)		. Code
1. Yes 2. No 3. Unknown		2			ng railroad	d equipmen		U	6. H	ighway '	Vehicles	8. Not O			8
Casualties to:	Killed	Injured		river was . Killed 2. Injur	red 3 Hi	niniured		2		Was Dr 1. Yes		e Vehicle?			Code 1
46. Highway-Rail Crossing Users		1		ighway Vehicle								f Vehicle Oc	cupants		
	0	1	(e	st. dollar dama	ge)			\$1,500	_		ng driver		·	1	
49. Railroad Employees	0	0		otal Number of	•			1	- 1			nent Accider Being Filed			Code
52. Passengers on Train	0	0	(11	nclude passeng	gers and t	rain crew)		3		1. Yes		Deling I lica			2
53a. Special Study Block	Video Ta Video Us	_	Yes Yes	✓ No ✓ No		53b. Spec	cial Stud	y Block							
54. Narrative Description (Be s				rate sheet if ne	cessary)	I									
HIGHWAY USER'S ACTIONS: DID NO					• • • • • • • • • • • • • • • • • • • •										
EE Towned Name of 1779				J	N Oi-							F7 5 :			
55. Typed Name and Title NOTE: This report is part of the rep	orting railro	ad's accide	ent reno		 Signatu he accide 		statute ar	nd, as su	ch shal	l not "he	admitte	57. Date	ce or used for	anv nur	rpose
in any suit or action for damages gr												0.10011		, pui	,. 200

FEDERAL RAILROAD ADMINISTRA	TION (FRA	٦)		ACCI	IDEN I/I	INCIDEINI	KEPU	<u> </u>			OIVID AP	provar No. 2	100 00	300
1.Name of Reporting Railroad	ome: [TID]						1a. Alpl	nabetic C	ode		1b. Railro	ad Accident/Inc	ident N	lo.
Union Pacific Railroad Comp 2.Name of Other Railroad or Other I		g for Equipr	nent Inv	olved in Train A	Accident/	Incident	<u> </u>	habetic C	ode			ad Accident/Inc	ident N	0.
3. Name of Railroad or Other Entity	Responsib	le for Track	Mainte	nance (single	entry)		3a. Alp	habetic C	Code		3b. Railro	ad Accident/Inc	ident N	lo.
Union Pacific Railroad Compa	ny [UP]						UP				0220G	C006		
4. U.S. DOT Grade Crossing ID No.									ent/Incide		6. Time of	Accident/Incide	ent	
				797886	6A		0	$\begin{vmatrix} 1 & 1 & 1 \\ 1 & 2 & 1 \end{vmatrix}$) 7	year 2020	11:35	AM	ПР	M 🗸
7. Nearest Railroad Station			8	. Subdivision			9. Cou		<i>y</i> <i>I</i>	2020	10. State			Code
AVONDALE				LIVONIA S	UB		JE	FFERS	ON		A	bbr. LA		22
11. City (if in a city) AVONDA	LE			12. Highwa	ay Name	or No. L	A18					Public 🗸	Private	е
Hig	hway Use	er Involve	ed						Rail E	quipment	Involved			
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch		J. Other Mo		cle	Code	17. Equip 1. Tr 2. Tr	ain <i>(un</i>	its pulling) its pushing	g) 6. Light	s) (standing loco(s) (r	g) B. noving) C.	Train pulling- RC Train pushing- R Train standing- F EMU Locomotive	CL RCL	Code
B. Truck E. Van H. Mo	torcycle	M. Other	(specify))	A	3. Tr	ain (sta	anding)	7. Ligh 8. Othe		stariuiriy)	DMU Locomotive		2
1		(geographi			Code	18. Positio	on of Car	Unit in Tr			,			
(est. mph at impact) 5 1. N		outh 3. Eas 4. Trapped			3	19. Circur	nstance			1				
Stopped on Cross Moving over cross	ing į			sing by gates	Code 3			nt struck h	nighway us	er 2. Rail e	equipment st	ruck by highwa	y user	Code 2
20a. Was the highway user and/or		ent involve	d			20b. Was	there a h	nazardous	s materials	release by				Code
in the impact transporting haz			4. Neithe	⊇r	Code 4	1	. Highwa	v User	2. Rail Eg	uipment	3. Both 4.	Neither	1	4
20c. State here the name and quar								,					I	
21. Temperature 22. V	/isibility (s	single entry)		Code	23. Wea	ther (sir	ngle entry)					Code
(specify if minus) 52 °F 1.	Dawn 2. D	Day 3. Dus	sk 4. Da	ark	4	1. Cle	ar 2. Clo	oudy 3. F	Rain 4. Fo	g 5. Sleet	6. Snow			1
24. Type of Equipment 1. Freight 1 Consist 2. Passeng (single entry) 3. Commut 4. Work Tre	er Train-Pu er Train-Pu	ılling 6. Cut ılling 7. Yar		9. Maint./ir A. Spec. Maing B. Passeng C. Commu	IoW Equi ger Train-	p. E. DM Pushing	IU 25 Code	Equipm	ype Used I ent Involve	•	Code	26. Track Num		Name
27. FRA Track 28. Number of		29. Nur				Speed (Re				Code	<u> </u>	L		Code
Class (1-9,X) Locomot			ilbei oi v	Jais	R. Rec	orded		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	_	1.5	1. Nor		1	3
32. Type of	2	4		11	E. Estin	nated	22	Signalo	3 mpl			uth 4. West vay Conditions		
1. Gates 4.	Wig wags	7	7. Cross	bucks 10. Flag	gged by o	rew		Ū			A. Dry	vay Conditions		
Crossing 2. Cantilever FLS 5. Warning	Hwy. traffi	c signals 8	3. Stop s	igns 11. Oth	er (spec	eify)			erse side fo		B. Wet C.Snow/S	lush		
3. Standard FLS 6.	Audible	9	. Watch	man 12. Nor	ne					Code	D.Ice	lud,Dirt,Oil,Grave	ا ام	Code
Code(s) 07 09	•										1	Standing, Moving		A
35. Location of Warning			;	36. Crossing W	_		ed		3		g Illuminated	•		
Both Sides Side of Vehicle Approach		_I C	ode	with Highwa	ay Signal	S		1.5	Code		Special Lig			Code
Opposite Side of Vehicle App	oroach		1	1. Yes 2.	No 3.	Unknown					2. No 3. U			1
38.Hignway 39.Highway User's G	ender 40.			nt Behind or in			Highway	User around th	no gato		er <i>(specif</i>)	<i>()</i> o temporary ba	rricade	,
User's Age 1. Male		and Struck	or was	Struck by Seco					ie gate ien procee		es, see inst	' '	imoudo	, Code
	Code 2	1. Yes 2.	. No 3.	Unknown		Code 2	3. Did no				nt thru the g			3
42. Driver Passed Standing		Code		iew of Track Ob	oscured b		4. Stopp	ed on cro truction)	ssing	6. Sui	cide/Attemp	ieu suiciue		Code
Highway Vehicle		I		1. Perman		•	3. Pas	sing Train	5. Veget	ation	7. Other	(specify)		
1. Yes 2. No 3. Unknown		2			ng railroad	d equipmen		•	6. Highv	ay Vehicle:		bstructed		8
Casualties to:	Killed	Injured		iver was . Killed 2. Injur	ed 3. Ui	ninjured		3	1	s Driver in to es 2. No	ne Vehicle?			Code 1
46. Highway-Rail Crossing Users	0	0		ghway Vehicle st. dollar damag		Damage		\$1,500	1	al Number o	of Vehicle Oc	ccupants	1	
49. Railroad Employees	0	0	<u> </u>	otal Number of	,	n Train		ψ1,500	51. ls a	Rail Equipr	nent Accide		1	Code
52. Passengers on Train	0	0	(in	nclude passeng	ers and t	rain crew)		1		dent Report 'es 2. No	Being Filed			2
53a. Special Study Block	Video Ta	_	Yes	✓ No		53b. Spec	cial Study	/ Block		CO				
54. Narrative Description (Be's HIGHWAY USER'S ACTIONS: DID NO			Yes on separ	√ No rate sheet if ned	cessary)	<u> </u>								
55. Typed Name and Title				ES	i. Signatu	re					57. Date			
NOTE: This report is part of the rep				rt pursuant to th	ne accide	nt reports s						ce or used for a	any pur	pose
in any suit or action for damages gr	owing out o	of any matte	er menti	oned in said re	port" 4	9 U.S.C. 20	0903. Se	e 49 C.F.I	R. 225.7 (b	o).				

	eporting Railroa		CT ID1						1a. Alp	phabetic C	ode			oad Accident/Inc	cident No.	
	rific Railroad			a for Equip	mont Ir	nvolved in Train	Accident/	Incident	<u> </u>	phabetic (`odo			GC022 oad Accident/Inc		
							Accident	moident	Za. Ai	priabetic C	oue		ZD. Naiii	Jau Accidentini	Sident No.	
	Railroad or Othe			ole for Track	Main	tenance (single	entry)			Iphabetic (Code			oad Accident/Ind	cident No.	
	ific Railroad		ny [UP]						UP				_	GC022		
4. U.S. DOT	Grade Crossing	g ID No.							5. Da	nte of Accid	dent/Incide	ent year	6. Time o	of Accident/Incid	lent	
						797880	6A		0		0 8	2019	12:50	AM	ı√ PM[
7. Nearest R	tailroad Station					8. Subdivision			9. Co	ounty			10. State	9	Cod	ЭĿ
AVON						LIVONIA S			J	EFFERS	ON			Abbr. LA	22	2
11. City (if	in a city)					12. Highw	ay Name	or No. R	IVER I	RD.				Public 🗸	Private	
		High	nway Us	er Involve	ed						Rail E	quipmer	nt Involved			
13. Type								17. Equip			4. Car	. , .	•	Train pulling- R		
	C. Truck-trailer	F. Bus		J. Other M	otor Ve	ehicle		1. Ti	•	nits pulling	, 6 Lia	(s) <i>(stand</i> nt loco(s)		Train pushing- F Train standing-	RCL	
A. Auto	D. Pick-up truck			K. Pedestr			Code	2. Ti 3. Ti		nits pushin tanding)	9) -			. EMU Locomotiv	_{/e(s)} Cod	
B. Truck		H. Mot	orcycle	M. Other	• •	fy)	A				8. Oth		cify) E	DMU Locomotiv	/e(s) 2	
14. Vehicle S (est. mph a		.	irection	<i>(geographi</i> outh 3.Eas	-	West	Code 3	18. Positio	on of Ca	r Unit in T	rain	32				
	1. Stalled or s							19. Circui	nstance)		32				
	Stopped or Moving over		-	5. Blocked	on cro	essing by gates	Code 3	1. Rail	equipme	ent struck	highway ι	ser 2. Ra	l equipment :	struck by highwa	Coc ay user 2	
20a. Was th	ne highway user	r and/or i	rail equipr	nent involve	ed .			20b. Was	there a	hazardou	s material	s release b	ру		Cod	— de
	impact transpor	-			4 NI=14	4l	Code	1	∐iab.u	ov Hoor	2 Poil E	auinment	3. Both 4	Noithar	4	
	hway User 2.					tner al released, if an	2	l	. nignwa	ay User	Z. Rall E	quipment	3. BOIN 4	. Neimer		
200. Otate 11	cre the name a	na quan	ary or the	nazaraous i	natone	arreleased, ir arr	y									
21. Tempera	ature	22. V	isibility (single entry	·)		Code	23. Wea	ther (s	ingle entry	<i>'</i>)				Cod	de
(specify if m		F 1. C	Dawn 2.	Day 3. Du	sk 4.[Dark	4		•		•	oa 5. Slee	t 6. Snow		2	2
	Equipment 1. F				gle Ca			1		,		J				_
Consist		-		ulling 6. Cut	-		•		12	5. Track T		-	Code	26. Track Nur	nber or Nam	те
(single e	<i>ntry)</i> 3. 0	Commute	er Train-P	ulling 7. Yar	d/Swit	tching B. Passen	ger Train-	· ·Pushing ,	Code		nent Involv		I.			
	4. V	Vork Tra	in	8. Ligi	ht loco	(s) C. Commu	ter Train	Pushing	7 1	1. Main 2.	Yard 3.	Siding 4. Ir	dustry 2	INDUSTR	Y 600	
27. FRA Tra		umber o		29. Nur	nber o	of Cars 30		Speed (Re	ecorded	speed if a	vailable)	Code		Table Direction	Cod	de
Class (1-9,)	1	.ocomotiv Jnits		2		32	R. Rec E. Estir				5 m	oh E	1. No	orth 3. East outh 4. West	3	,
32. Type of									3	3. Signale	d Crossin	g Warning		lway Conditions	 ;	_
Crossing	1. Gates	4.	Wig wags	3	7. Cros	ssbucks 10. Flag	gged by o	crew		(Soo rov	oroo oido	for	A. Dry	•		
Warning	2. Cantilever	FLS 5.	Hwy. traff	ic signals 8	3. Stop	signs 11. Oth	ner <i>(spec</i>	ify)			erse side ons and co		B. Wet C.Snow/s	Slush		
_	3. Standard I	FLS 6.	Audible		9. Wat	chman 12. Nor	ne					Cod	e D.Ice E. Sand,	Mud,Dirt,Oil,Grav	vel Cod	de
Code(s)	09	11											F.Water	(Standing, Movin		
35. Location	-					36. Crossing W	•		ed				ng Illuminate	•		
1. Both S 2. Side of	of Vehicle Appro	oach		١	Code	with Highwa					Code	=	or Special Li	=	Co	ode
	site Side of Veh		1		1			Unknown					2. No 3.		2	2
	39.Highway Us	ser's Ge	nder 40.			ent Behind or in as Struck by Sec			Highwa 1. Wen	ay User nt around t	he gate		ther <i>(speci</i> ent around/th	<i>ry)</i> nru temporary b	arricade	
User's Age	1. Male	. (Code	and Shuck	(OI Wa	as Struck by Sect		Code	2. Stop	ped and tl	•	ouou .	f yes, see ins	,	, Co	ode
40	2. Female			1. Yes 2	. No 🤅	3. Unknown		2		not stop oped on cr	nssina		lent thru the uicide/Attem	~		3
42. Driver P	assed Standing)		Code	43.	View of Track Ol	bscured b			struction)	oconing .	0. 0	410.40,7 1110.11	0104 0410140	Cod	
Highway	Vehicle			1		1. Permar	nent Struc	cture	3. Pas	ssing Traii	n 5. Vege	tation	7. Othe	r (specify)	1	
1. Yes 2. N	No 3. Unknow	'n		2	14	2. Standir Driver was	ng railroa	d equipmer	nt 4. Top	pography			les 8. Not 0		8	
Ca	asualties to:		Killed	Injured		1. Killed 2. Injur	red 3. U	niniured		3		Yes 2. No	the Vehicle?		Cod 1	ue 1
46. Highway	-Rail Crossing	Users	0	0	_	Highway Vehicle				1		tal Numbe	r of Vehicle C	ccupants		_
40 Dailread	- Compleyees		· · · · · · · · · · · · · · · · · · ·		 	est. dollar dama				\$2,500		cluding driv			2	_
49. Railroad	· · ·		0	0		Total Number of (include passeng	•			1			pment Accide ort Being File		Code	
	gers on Train		0	0	<u> </u>		gers and t			1		Yes 2. N		-	2	_
53a. Specia	l Study Block		Video Ta Video U	-	Yes Yes	√ No		53b. Spe	cial Stud	dy Block						
54. Narrative	e Description	(Be sr				arate sheet if ned	cessary)	1								
						ICES: YIELD SIG										
						T= =							 			_
	lame and Title	the ren	orting rails	oad's accide	ent ren	56 oort pursuant to t	6. Signatu he accide		statute a	and as su	ch shall n	ot "be admi	57. Date		any nurnose	e
						ntioned in said re							45 54145	01 4054 101	any purpose	_

TEDETONE TOTAL TOTAL TOTAL	CITOIN (I TO	ν,		700		NOIDEN	INEI OI	X I					
1.Name of Reporting Railroad							1	nabetic Co	ode			d Accident/Incider	t No.
Union Pacific Railroad Compa 2.Name of Other Railroad or Other E		for Equipm	ant Involv	od in Train	Accident/	Incident	UP	habetic Co			0915LV	012 d Accident/Incider	ıt No
2.Name of Other Railload of Other E	inuty Filling	ioi Equipii	ieni invoiv	eu III TTAIIT A	Accident	modem	Za. Aipi	nabelic Ci	Jue		ZD. Namoac	Accidentification	TNO.
3. Name of Railroad or Other Entity	Responsibl	e for Track	Maintenar	nce (single	entry)		3a. Alp	habetic C	ode		3b. Railroad	d Accident/Incider	t No.
Union Pacific Railroad Compa	ny [UP]						UP				0915LV	012	
4. U.S. DOT Grade Crossing ID No.							1	of Accide		nt year	6. Time of A	Accident/Incident	
				797886	6A		0	9 1	day 4	2015	11:15	AM	PM 🗸
7. Nearest Railroad Station			8. S	ubdivision			9. Cou	nty			10. State		Code
AVONDALE			L	IVONIA S			JE	FFERS	ON		Abl	or. LA	22
11. City (if in a city) AVONDA				12. Highwa	ay Name	or No.	IVER R	OAD				Public 🗸 Pri	vate
	nway Use	r Involve	d							<u> </u>	Involved		
13. Type		l Other Me	(\			17. Equip		ts pulling)	 Car(Car(s) (moving s) (standir		ain pulling- RCL ain pushing- RCL	
C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch		J. Other Mo K. Pedestria			0.1.	2. Tr	·	ts pulling) ts pushing	6 Liah		moving) C. Tr	ain standing- RCL	Code
· '	torcycle	M. Other			Code	3. Tr	rain (sta	nding)	7. Ligh 8. Oth		standing)	MU Locomotive(s) MU Locomotive(s)	3
14. Vehicle Speed 15. D	irection	(geographic			Code	18. Positio	on of Car	Unit in Tra		er (specii	y) L. Di	vio Edecinionive(3)	
		uth 3. East	4. West	t	4					1			
16. Position1. Stalled or stuck on2. Stopped on Crossi	~~	• • •		• .	Code	19. Circur							Code
3. Moving over crossi	-	5. Blocked o	on crossing	g by gates	3	1. Rail	equipmer	nt struck h	ighway u	ser 2. Rail	equipment stru	ıck by highway us	er 2
20a. Was the highway user and/or		ent involved				20b. Was	there a h	azardous	materials	release by	,		Code
in the impact transporting haz					Code								4
1. Highway User 2. Rail Eq				oood if on	4	1	. Highway	User :	2. Rail Eq	uipment	3. Both 4. N	either	
20c. State here the name and quan	uty of the fi	azaruous ii	iateriai reit	easeu, ii ariy	у								
21. Temperature 22. V	/isibility (s	ingle entry)	1		Code	23. Wea	ther (sin	gle entry)					Code
(specify if minus) 80 °F 1. [Dawn 2. D	ay 3. Dus	k 4. Dark		4	1. Cle	ear 2. Clo	oudy 3. R	ain 4. Fo	g 5. Sleet	6. Snow		1
24. Type of Equipment 1. Freight T	rain	5. Sing	gle Car	9. Maint./ir	nspect. ca	ar D.EM	1U						
Consist 2. Passeng	er Train-Pu	•		A. Spec. N		•	1U 25	Track Ty.	pe Used ent Involv	•	Code 2	6. Track Number	or Name
				B. Passenç			Code					IMTT LEAD	
4. Work Tra 27. FRA Track 28. Number of		1	t loco(s)	C. Commu		•				Siding 4. Inc	1		
27. FRA Track 28. Number of Class (1-9,X) Locomoti		29. Num	ber of Car	rs 30	R. Rec	Speed (Recorded)	ecoraea s	рееа іт ач	allable)	Code	1. North	ble Direction 3. East	Code
1 Units	3		7		E. Estir	nated			mp	h R	2. South	h 4. West	1
32. Type of 1. Gates 4.	Wig wags	7	Crossbuc	cks 10. Flag	aned by a	crew	33	. Signaled	Crossing	y Warning	34. Roadwa A. Drv	y Conditions	
Crossing 2 Cantilever FLS 5								(See reve			B. Wet	-1-	
Warning 3. Standard FLS 6.	•	•		an 12. Nor		37		instruction	ns and co	des) Code	C.Snow/Slu D.Ice	sn	Code
Code(s) 07 11											E. Sand,Mu	d,Dirt,Oil,Gravel anding, Moving)	A
35. Location of Warning	<u> </u>		36.	Crossing W	/arning Ir	nterconnect	ed			37. Crossin	g Illuminated b		
Both Sides Side of Vehicle Approach		, C	ode	with Highwa	ay Signal	ls		0	Code	Lights o	r Special Light	s	Code
Opposite Side of Vehicle App	roach	1		1. Yes 2.	. No 3	. Unknown					2. No 3. Un		1
38.Hignway 39.Highway User's Ge				Behind or in			Highway	User around the	e nate		er (specify) ent around/thru	temporary barrica	ade
User's Age 1. Male 1.	Code	and Struck	or was Su	ruck by Seco		Code	2. Stopp	ed and the	•	eded (if	yes, see instru	ctions)	Code
	l l	1. Yes 2.	No 3. Un	nknown		2	Did noStopp	ot stop ed on cro:	ssina		ent thru the gat icide/Attempte		3
42. Driver Passed Standing	ı .	Code	43. View	of Track Ob	bscured b	oy (prir	nary obst		<u>-</u>				Code
Highway Vehicle				1. Perman				sing Train	•		7. Other (s	,	١٥
1. Yes 2. No 3. Unknown		2	44. Drive		ng railroa	d equipmer	nt 4. Topo	ography			s 8. Not Obs the Vehicle?	structed	8 Code
Casualties to:	Killed	Injured	1. Ki	lled 2. Injur	red 3. U	ninjured		3	1. Y	es 2. No			1
46. Highway-Rail Crossing Users	0	0	•	way Vehicle		Damage		¢1 000			of Vehicle Occ	•	
49. Railroad Employees		0		dollar dama Number of	-	n Train		\$1,000		luding drive Rail Equip	ment Accident	1	Code
52. Passengers on Train	0	0		ide passeng	•		I	1	Inci	dent Repor	t Being Filed		2
53a. Special Study Block	Video Ta	<u>' </u>	Yes	No		53b. Spe	cial Study		1.	res 2. No			
,	Video Us	ed? ✓	Yes	No									
54. Narrative Description (Be sports) TRAIN WAS SHOVING AND CAME TO				sheet if ned		USEES & CP	OSSRUCE	(S AND CT	RUCK TU	E RAIL CAD			
TAME TO SHOTH OF AND CAME IC		monw	JOEKD	LUNEUARDE	A HILL F	COLED & CR	SSBUCE		MUCK III	- MILCAN	•		
55. Typed Name and Title				56	S. Signatu	ire					57. Date		
NOTE: This report is part of the report in any suit or action for damages groups											ed as evidence	e or used for any	ourpose
in any suit of action for damages gr	ownig out C	n any matte	. mendone	ou iii salu ie	γυιι 4	0.0.0. 20	5505. See	, -1 3 U.F.F	. ∠∠IJ./ (I	٠,.			

FEDERAL RAILROAD ADMINISTRA	ATION (FRA	()	ACC	OIDEN I/I	INCIDENT	REPURI				ОМБ Аррго	vai 140. 2 150	0000
1.Name of Reporting Railroad	ome: [TID]					1a. Alphabetic UP	Coc	de		1b. Railroad A 0613LV01	ccident/Incident	No.
Union Pacific Railroad Comp 2.Name of Other Railroad or Other I		for Equipn	nent Involved in Trair	Accident/	/Incident	2a. Alphabetic	Cod	de			ccident/Incident	No.
3. Name of Railroad or Other Entity	Responsibl	e for Track	Maintenance (single	le entry)		3a. Alphabetic	Co	de		3b. Railroad A	ccident/Incident	No.
Union Pacific Railroad Compa	ny [UP]					UP				0613LV01	3	
4. U.S. DOT Grade Crossing ID No.						5. Date of Accommonth		nt/Incident day _I ^{ye}	ar	6. Time of Acc	ident/Incident	
			79788	36A		0 6	1			10:00	AM	PM 🗸
7. Nearest Railroad Station			8. Subdivision			9. County				10. State		Code
AVONDALE			AVONDA	LE SUB		JEFFER	RSO	N		Abbr.	LA	22
11. City (if in a city) AVONDA	LE		12. High	way Name	or No.	A18 - IMTT					Public 🗸 Priv	ate
Hig	hway Use	r Involve	d					Rail Equi	pment	Involved		
13. Type C. Truck-trailer F. Bus A. Auto D. Pick-up truck G. Sch	nool Bus	J. Other Mo	an	Code	17. Equipi 1. Tr 2. Tr 3. Tr	ain (units pullin ain (units pushi	-	 4. Car(s) 5. Car(s) 6. Light loc 7. Light loc 	o(s) (n	g) B. Train noving) C. Train	pulling- RCL pushing- RCL standing- RCL Locomotive(s)	Code
	torcycle	M. Other		A			_	8. Other	(specify		Locomotive(s)	3
1	Direction North 2. So	(geographic	•	Code 3	18. Positio	on of Car Unit in	Trai	in	6			
16. Position 1. Stalled or stuck or				-	19. Circur	nstance			U			01-
Stopped on Cross Moving over cross		5. Blocked	on crossing by gates	Code 3	1. Rail	equipment struc	k hiç	ghway user	2. Rail e	equipment struck	by highway use	Code
20a. Was the highway user and/or		ent involve	d		20b. Was	there a hazardo	ous r	materials rel	ease by			Code
in the impact transporting haz			1. Neither	Code 2	1	Highway I Iser	2	Rail Equipr	ment 1	3. Both 4. Neith	ner	4
1. Highway User 2. Rail Ed 20c. State here the name and quar					'	. riigiiway Osei		. Itali Equipi	ileiit (J. Doill 4. Neiti	161	
21. Temperature 22. V	Visibility (s	inale entry	<u> </u>	Code	23 Woo	ther (single ent	tn ()					Code
· 。_	Dawn 2. D			4		ear 2. Cloudy 3.	• /	in 4 Fog 5	Sleet	6 Snow		1
24. Type of Equipment 1. Freight 1				/inspect. ca	1		. 114	111 4.1 0g 0	· Olcot	O. Onow		
Consist 2. Passeng	jer Train-Pu er Train-Pu	lling 6. Cut lling 7. Yar	of cars A. Spec. d/Switching B. Passe	MoW Equ	ip. E. DM -Pushing	IU 25. Track Equip	omer	e Used by Found Involved ard 3. Sidin		1.	Track Number o	or Name
27. FRA Track 28. Number of	of	29. Nun				ecorded speed if	f ava	nilable)	Code	31. Time Table	Direction	Code
Class (1-9,X) Locomot				R. Rec				mph	$ _{\mathbf{R}}$	1. North	3. East	1
32. Type of	2		8	E. Estir	mated	33 Signa	led (Crossing Wa	1	2. South 34. Roadway (1
	. Wig wags	7	. Crossbucks 10. Fl	agged by	crew			Ŭ	arriirig	A. Dry	Jonations	
2. Cantilever FLS 5. Warning	. Hwy. traffic	signals 8	. Stop signs 11. O	ther (spec	cify)			se side for s and codes)	B. Wet C.Snow/Slush		
3. Standard FLS 6.	Audible	. 9	. Watchman 12. N	one				•	Code	D.Ice E. Sand,Mud,D	irt Oil Gravel	Code
Code(s) 07 11	1									F.Water (Stand		A
35. Location of Warning			36. Crossing	-		ed		I		Illuminated by S	Street	
Both Sides Side of Vehicle Approach		ıc	ode with High	way Signal	ls		Co	oae	•	Special Lights		Code
3. Opposite Side of Vehicle App		1			. Unknown					2. No 3. Unkno	own	1
38.Hignway 39.Highway User's G			ser Went Behind or in			Highway User 1. Went around	l the	gate		er <i>(specify)</i> nt around/thru ter	mporary barrica	de
User's Age 1. Male	Code	and Siluck	or was Struck by Se		Code	2. Stopped and		•	(if y	es, see instruction		Code
		1. Yes 2.	No 3. Unknown		2	 Did not stop Stopped on c 	rne	eina		nt thru the gate cide/Attempted s	uicide	3
42. Driver Passed Standing	_	Code	43. View of Track 0	Obscured b		nary obstruction		Sirig	0. 041	oldo// titomptod c	diolao	Code
Highway Vehicle		I	1. Perma	anent Struc	cture	3. Passing Tra	ain	5. Vegetatio	n	7. Other (spe	cify)	1
1. Yes 2. No 3. Unknown		2	2. Stand 44. Driver was	ling railroa	d equipmen	t 4. Topography	У	6. Highway		8. Not Obstrune Vehicle?	ıcted	8 Code
Casualties to:	Killed	Injured	1. Killed 2. Inj	ured 3. U	ninjured	3		1. Yes		ie venicie?		1
46. Highway-Rail Crossing Users	0	0	47. Highway Vehicl (est. dollar dam		/ Damage	\$1,00	00		umber o ng driver	f Vehicle Occupa	ants 1	
49. Railroad Employees	0	0	50. Total Number of	· ,	n Train	1. 7		51. ls a Ra	il Equipn	nent Accident /		Code
52. Passengers on Train	0	0	(include passer	ngers and t	train crew)	1		Inciden 1. Yes		Being Filed		2
53a. Special Study Block	Video Ta Video Us	_	Yes V No		53b. Spec	cial Study Block		103				
54. Narrative Description (Be s HIGHWAY USER'S ACTIONS: DID NO	pecific, and	continue o	n separate sheet if n	ecessary)	ı							
55. Typed Name and Title	autiu ''	· ·		6. Signatu		tatuta		aball · · "		57. Date	*	
NOTE: This report is part of the rep in any suit or action for damages gr									e aamitte	ea as evidence o	r used for any p	urpose

TEDETO TETO TETO TETO TETO TETO TETO TET	(11014 (110	1)		7,00		NOIDLINI	INEI O	\ 1				· · · · · · · · · · · · · · · · · · ·			
1.Name of Reporting Railroad							1	habetic Co	ode				ad Accident	/Incident	No.
Union Pacific Railroad Compa							UP					0302L		//	
2.Name of Other Railroad or Other E	entity Filling	g for Equipn	nent Invo	olved in Train	Accident/	Incident	2a. Alp	habetic Co	ode			0302L	oad Accident	/Incident	NO.
Name of Railroad or Other Entity	Resnonsih	le for Track	Mainter	ance / · ·			3a ∆lr	habetic C	ode				ad Accident	/Incident	No
Union Pacific Railroad Compa	•	ic for Track	Widiritor	nance (single	entry)		UP	nabelie o	ouc			0302L		moident	140.
4. U.S. DOT Grade Crossing ID No.	5 [5							e of Accide	ent/Incid	dent			f Accident/In	ncident	
				79788	61			month	day	year	.	11 45		АМ	PM 🗸
7. Nearest Railroad Station			Ω	Subdivision	UA		9. Cou	3 2	1	200	2	11:45 10. State		AIVI	Code
AVONDALE			0.	Subulvision				FFERSO	ON				Abbr. LA		22
11. City (if in a city) AVONDA	L.E.			12. Highw	ay Name	or No.	IVER R	POAD					Public	✓ Priva	ate
		er Involve	ed			- I	IVLICI	OILD	Rail	Equip	ment l	nvolved		• 1	
13. Type						17. Equip	ment		4. Ca		noving)		Train pulling-		
C. Truck-trailer F. Bus	;	J. Other Mo	otor Vehic	cle		1. Tı		its pulling)	6 Lie	ar(s) <i>(s</i> ght loco(Train pushing Train standing		
A. Auto D. Pick-up truck G. Sch		K. Pedestri	ian		Code	2. Tr		its pushing	,	ght loco		٥,	EMU Locomo		Code
B. Truck E. Van H. Mot	torcycle	M. Other			A	3. Tı		anding)	8. O		specify,		DMU Locomo	otive(s)	3
		(geographi		not.	Code 2	18. Positio	on of Car	Unit in Tra	ain	4					
16. Position 1. Stalled or stuck on		outh 3. Eas 4. Trapped			<u> </u>	19. Circur	nstance			4					
2. Stopped on Crossi	ng į			ing by gates	Code			nt struck h	nighway	user 2	. Rail e	quipment s	struck by high	hway use	Code
3. Moving over crossi					3										
20a. Was the highway user and/or in the impact transporting haz			d		Code	20b. Was	there a h	nazardous	materia	als relea	ise by				Code
Highway User 2. Rail Eq.			4. Neithe	er	4	1	. Highwa	y User	2. Rail E	Equipme	ent 3	. Both 4.	Neither		4
20c. State here the name and quan	tity of the h	nazardous n	naterial r	eleased, if an	у										
04 T	r 11 111 /a	inala anta	A		0 1	1 00 144									
· l		single entry,			Code		•	ngle entry)			.	0.0			Code 1
(specify if fillings)		Day 3. Dus			4	1		oudy 3. R	ain 4. F	og 5.3	Sleet	6. Snow	1		
24. Type of Equipment 1. Freight T Consist 2. Passeng			gle Car	9. Maint./ii A. Spec. N	•		125	. Track Ty	pe Use	d by Ra	il	Code	26. Track N	Number o	r Name
2.1 0000119		•		ingB. Passen			Code	Equipme	ent Invo	lved		1			
4. Work Tra			nt loco(s)			- 1	7 1.	Main 2.	Yard 3.	Siding	4. Indu	stry 4	INDUST	TRY	
27. FRA Track 28. Number of	of	29. Nun	nber of C	Cars 30		Speed (Re	ecorded s	speed if av	/ailable)) (Code		Table Directi		Code
Class (1-9,X) Locomoti	ve 1	.		10	R. Rec E. Estir				m	nph	R	1. No	orth 3. Eas outh 4. Wes		4
32. Type of		L		18	E. ESUI	nateu	33	. Signaled		•			way Condition		1 -
	Wig wags	7	7. Crossb	oucks 10. Fla	gged by	crew		Ü		Ü	9	A. Dry	,		
2. Cantilever FLS 5.	•	c signals 8	3. Stop si	igns 11. Oth	ner (spec	cify)		(See reve instruction				B. Wet C.Snow/S	Slush		
3. Standard FLS 6.		9	9. Watch	man 12. Noi	ne					1	Code	D.Ice E. Sand,N	Mud,Dirt,Oil,G	Gravel	Code
Code(s) 07 11					<u> </u>								Standing, Mo	oving)	<u> </u>
35. Location of Warning 1. Both Sides				6. Crossing W with Highw	•		ed				_	Illuminated Special Lig	d by Street		0-4-
2. Side of Vehicle Approach			ode	•					Code	`	•	2. No 3. l			Code
3. Opposite Side of Vehicle App 38.Hignway 39.Highway User's Ge		Highway I I		1. Yes 2 t Behind or in		. Unknown Train 41	Highway		2			r (specif			2
User's	10.			Struck by Sec			1. Went	around th	•	(6. Wen	t around/th	ru temporary	y barricac	le
Age 1. Male	Code				I	Code	 Stopp Did no 	ed and the	en proce		, ,	es, see inst at thru the o	,		Code
	2			Unknown		2	4. Stopp	ed on cro	ssing				ted suicide		3
42. Driver Passed Standing Highway Vehicle		Code	43. Vi	ew of Track O		-,	nary obs	•				7 0"	(ans =:f)		Code
1. Yes 2. No 3. Unknown		2		Permar Standir		cture d equipmer		sing Train	_	getation hway V	ehicles		(specify) Obstructed		8
	Killed	Injured		ver was			т. тор	ı	45. W	/as Ďriv	er in th	e Vehicle?			Code
Casualties to:	Timed	Injured		Killed 2. Inju				2		Yes 2		\/-b:-l- 0			1
46. Highway-Rail Crossing Users	0	2		ghway Vehicle t. dollar dama		Damage		\$3,000		otai ivur n <i>cluding</i>		Vehicle O	ccupants	2	
49. Railroad Employees	0	0		tal Number of		n Train			51. ls	a Rail I	Equipm	ent Accide			Code
52. Passengers on Train	0	0	(in	clude passeng	gers and t	train crew)		3		cident F		Being Filed	i		2
53a. Special Study Block	Video Ta	ken?	Yes	No		53b. Spe	cial Study	y Block		. 163					
54 Narrative Description (D	Video Us		Yes	No nto shoot if no	00000=1										
54. Narrative Description (Be sp	oecilic, and	i continue d	nı separa	ate sheet if ne	uessary)										
55. Typed Name and Title					S. Signatu				L -1 "		ala 111	57. Date			
NOTE: This report is part of the report in any suit or action for damages groups											admitte	u as evider	nce or used t	ior any pi	npose

1.Name of Reporting Railroad Missouri Pacific Railroad Con	npany [M	[P]					1a. Alpl	habetic Co	ode		1b. Railro	ad Accident/Incider	nt No.
2.Name of Other Railroad or Other E	Entity Filling	g for Equipm	ent Invo	lved in Train	Accident/	Incident	2a. Alp	habetic Co	ode		2b. Railro	ad Accident/Incider	nt No.
3. Name of Railroad or Other Entity Missouri Pacific Railroad Com	•		Maintena	ance (single	entry)		3a. Alp	habetic C	ode		3b. Railroa M810 0	ad Accident/Incider	nt No.
4. U.S. DOT Grade Crossing ID No.							1		ent/Incident		6. Time of	Accident/Incident	
				79788	6Δ		1	month 2	day yea		5.25	АМ	PM 🗸
7. Nearest Railroad Station			Ω	Subdivision	<u> </u>		9. Cou		2 19	81	5:35 10. State	AIVI	Code
AVONDALE			0.	Oubulvision			1	EFFERSO)N			bbr. LA	22
11 City (if in a city)				12. Highw	ay Name	or No						_	
AVONDA			.1			<u>H</u>	WY 18		Dail Famil		المعددات معا	Public 🗸 Pri	vate
	nway Use	er Involve	d			l .= = .			Rail Equip			T' DOI	
13. Type						17. Equip		its pulling)	٠,	(moving) (standing		Train pulling- RCL Train pushing- RCL	
C. Truck-trailer F. Bus		J. Other Mo		ie		1. Tr 2. Tr	· .	its pulling) its pushing	6 Light loo		noving) C.	Train standing- RCL	Codo
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mo	torcycle	K. Pedestria			Code	3. Tr		anding)	7. Light loc	- (-)	lanuing)	EMU Locomotive(s)	Code
		M. Other	• • • • • • • • • • • • • • • • • • • •		A			Unit in Tra	8. Other	(specify) E. I	DMU Locomotive(s)	2
		<i>(geographic</i> outh 3. East		et	Code	16. Positio	on or Car	Unit in Tra		3			
16. Position 1. Stalled or stuck on						19. Circur	nstance			<u> </u>			
Stopped on Crossi Moving over crossi	ng	5. Blocked o			Code 3			nt struck h	ighway user	2. Rail e	quipment st	truck by highway us	Code ser 2
20a. Was the highway user and/or		ent involved				20b. Was	there a h	nazardous	materials rele	ease by			Code
in the impact transporting haz					Code					•			I
1. Highway User 2. Rail Ed			. Neither		4	1	. Highwa	y User	2. Rail Equipn	nent 3	8. Both 4.	Neither	
20c. State here the name and quan	tity of the h	nazardous m	naterial re	eleased, if an	у								
21. Temperature 22. \	/isibility (s	single entry)			Code	23. Wea	ther (sir	ngle entry)					Code
· · · · · · · · · · · · · · · · · · ·	, .	Day 3. Dus		k	4		•	•	ain 4. Fog 5	Sleet	6 Snow		3
24. Type of Equipment 1. Freight T		5. Sing				1	1	oudy 0.10	uni 1. 1 0g 0	. 0.001	0. 0.1011		
		ılling 6. Cut		9. Maint./ir A. Spec. N	•		125		pe Used by R	Rail	Code	26. Track Number	or Name
2.1 0000119		•		ngB. Passen			Code	Equipme	ent Involved		ı	AVONDALE S	SHIPYD
4. Work Tra			t loco(s)	C. Commu	-	- 1		Main 2. \	ard 3. Siding	g 4. Indu	ıstry 4	LEAD	
27. FRA Track 28. Number of	of	1	ber of C			Speed (Re	ecorded s	speed if av	ailable)	Code	31. Time 7	Table Direction	Code
Class (1-9,X) Locomoti					R. Rec			•		l _	1. Nor	rth 3. East	1
Units	1		3	3	E. Estir	mated			4 mph	E		uth 4. West	4
32. Type of 1. Gates 4.	Wig wags	7	. Crossbi	ucks 10. Fla	aaed by a	crew	33	8. Signaled	Crossing Wa	arning	34. Roadv A. Dry	vay Conditions	
Crossing 2. Cantilever FLS 5.					ner <i>(spec</i>				rse side for		B. Wet		
Warning 3. Standard FLS 6.	•	•		nan 12. Nor		··· y /		instruction	ns and codes)	Code	C.Snow/S D.Ice		Code
Code(s) 10 11			· waterin									lud,Dirt,Oil,Gravel	
35. Location of Warning	L		36	L 6. Crossing W	/arning Ir	terconnect			37 (rossino	F.Water (\$ Illuminated	Standing, Moving)	
1. Both Sides		_		with Highw	•		-u			_	Special Lig	•	_I Code
2. Side of Vehicle Approach			ode	•					Code	1 Yes	2. No 3. U	Inknown	
3. Opposite Side of Vehicle App 38.Hignway 39.Highway User's Ge		Lighway He		1. Yes 2. Behind or in		. Unknown	Highway		2		er (specify		3
User's	ender 40.			Struck by Sec				around th	e gate			ru temporary barrica	ade
	Code			,		Code			en proceeded		es, see inst	,	Code
2. Female		1. Yes 2.	No 3. L	Jnknown		2	Did noStopp	ot stop ed on cro:	ssina		nt thru the g cide/Attemp		3
42. Driver Passed Standing	'	Code	43. Vie	w of Track O	bscured b		nary obs			2			Code
Highway Vehicle		1		1. Permar	nent Struc	cture	3. Pass	sing Train	5. Vegetatio	n	7. Other	(specify)	1
1. Yes 2. No 3. Unknown		2	44.5		ng railroa	d equipmen	t 4. Top	ography	6. Highway			bstructed	8
Casualties to:	Killed	Injured	44. Driv 1. I	rer was Killed 2. Injur	red 3. U	ninjured		3	45. Was Dr 1. Yes		ie venicie?		Code 1
46. Highway-Rail Crossing Users	0	0	•	hway Vehicle		Damage		1			f Vehicle Oc	ccupants	
49. Railroad Employees	0	0		. dollar dama al Number of	· ,	n Train		\$2,000		<i>ng driver</i> I Equipn) nent Accidei		Code
52. Passengers on Train	0	0		lude passeng	•			1			Being Filed		2
53a. Special Study Block	Video Ta	<u> </u>	Yes	No		53b. Spec	cial Study	y Block	1. Yes	2. No			
	Video Us	_	Yes	No		-, -		-					
54. Narrative Description (Be s	pecific, and	d continue o	n separa	te sheet if ne	cessary)								
55. Typed Name and Title				56	6. Signatu	ıre					57. Date		
NOTE: This report is part of the rep				pursuant to t	he accide	ent reports s				admitte		ice or used for any	purpose
in any suit or action for damages gr	owing out o	of any matte	r mentio	ned in said re	port" 4	9 U.S.C. 20	0903. Se	e 49 C.F.F	R. 225.7 (b).				

1.Name of Reporting Railroad Missouri Pacific Railroad Con	npany [M	[P]					1a. Alp	habetic Co	ode		1b. Railroad M81026	d Accident/Inciden	t No.
2.Name of Other Railroad or Other E	ntity Filling	for Equipn	nent Invo	lved in Train	Accident/	Incident	2a. Alp	ohabetic C	ode		2b. Railroad	d Accident/Inciden	t No.
3. Name of Railroad or Other Entity Missouri Pacific Railroad Com	•		Mainten	ance (single	entry)		3a. Alı	phabetic C	ode		3b. Railroad M81026	d Accident/Inciden	t No.
4. U.S. DOT Grade Crossing ID No.							5. Dat	te of Accid	ent/Incident		6. Time of A	Accident/Incident	
				79788	64			month	day yea		2.05	AM	PM 🗸
7. Nearest Railroad Station				Subdivision	<u> </u>		9. Co		2 8 19	81	3:05 10. State	Alvi	Code
BELLE CHASSE			0.	Subdivision				unty E FFERS (ON			br. LA	22
11. City (if in a city)				12. Highw	av Namo	or No	J1	EFFERS	011		710	LA	
GREINA				12. Highw	ay Mairie	B	EHRM	AN				Public ✓ Pri	vate
High	nway Use	er Involve	d						Rail Equi	pment	Involved		
13. Type						17. Equip	ment		٠,	(moving)		rain pulling- RCL	
C. Truck-trailer F. Bus		J. Other Mo	tor Vehic	le		1. Tr	· .	nits pulling)	6 Light loo	(standing o(s) (m		rain pushing- RCL rain standing- RCL	
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedestri	an		Code	2. Tr		nits pushing	7. Light loc			MU Locomotive(s)	Code
B. Truck E. Van H. Mot	torcycle	M. Other	(specify)		Α	3. Tr	ain (st	tanding)	8. Other	(specify		MU Locomotive(s)	2
		<i>(geographic</i> outh 3. East		est	Code 2	18. Positio	on of Cai	r Unit in Tr	ain	1			
16. Position 1. Stalled or stuck on						19. Circur	nstance						
Stopped on Crossi Moving over crossi	- ,	5. Blocked	on crossi	ng by gates	Code 3	1. Rail	equipme	ent struck h	nighway user	2. Rail e	quipment str	uck by highway us	Code ser 1
20a. Was the highway user and/or		ent involve	d			20b. Was	there a	hazardous	materials rele	ease by			Code
in the impact transporting haz					Code					,			I
1. Highway User 2. Rail Eq	uipment	3. Both	1. Neithe	r	4	1	. Highwa	ay User	Rail Equipr	nent 3	3. Both 4. N	leither	
20c. State here the name and quan	tity of the h	azardous n	naterial r	eleased, if an	У								
21. Temperature 22. V	/isibility (s	single entry))		Code	23. Wea	ther (si	ingle entry)				Code
	Dawn 2 D	Day 3. Dus	k 4 Dar	·k	2		•		ain 4. Fog 5	Sleet	6 Snow		1
24. Type of Equipment 1. Freight T			gle Car		-	1				. 0.001	0.0		
Consist 2. Passeng				9. Maint./ii	•		125	5. Track Ty	pe Used by F	Rail	Code 2	26. Track Number	or Name
2.1 0000119		•		A. Spec. N			Code	Equipm	ent Involved				
4. Work Tra			nt loco(s)		-	- 1		. Main 2. `	Yard 3. Sidin	g 4. Indu	ıstry 1	MAIN LINE	
27. FRA Track 28. Number of		1				Speed (Re				Code		able Direction	0-1-
Class (1-9,X) Locomoti		29. Num	nber of C	ars oc	R. Rec		coraca	оросси п и	ranabio)	1	1. North		Code
1 Units	1		4	4	E. Estir	mated			2 mph	R	2. Sout	h 4. West	2
32. Type of	140	_		1 40 51			33	3. Signaled	d Crossing Wa	arning		ay Conditions	
Crossing	Wig wags			ucks 10. Fla				(See reve	erse side for		A. Dry B. Wet		
2. Cantilever FLS 5. Warning	•	Ü		•	ner (spec	city)			ns and codes)	C.Snow/Slu	ısh	
3. Standard FLS 6.	Audible	9	. Watchr	man 12. Noi	ne					Code	D.Ice E. Sand,Mu	d,Dirt,Oil,Gravel	Code
Code(s) 03											1	anding, Moving)	
35. Location of Warning			3	Crossing W	•		ed			_	Illuminated b	•	
Both Sides Side of Vehicle Approach		_I C	ode	with Highw	ay Signal	ls		1 (Code I	_ights or	Special Light	ts	Code
Opposite Side of Vehicle App	roach	1	L	1. Yes 2	. No 3	. Unknown			3	1. Yes	2. No 3. Un	known	3
38.Hignway 39.Highway User's Ge	ender 40.	Highway U	ser Went	Behind or in	Front of	Train 41.	Highwa				er (specify)		
User's		and Struck	or was S	Struck by Sec	ond Train	1		t around th	e gate en proceeded		es, see instru	temporary barrica	
	Code	4 \		1.1	1	Code	3. Did n		en proceeded		nt thru the ga	,	Code
2. Female				Jnknown		2		ped on cro	ssing	8. Sui	cide/Attempte	ed suicide	3
42. Driver Passed Standing		Code	43. Vie	ew of Track O		- ,	•	struction)			- 0.1 (Code
Highway Vehicle 1. Yes 2. No 3. Unknown		3		Permar Standing				•	5. Vegetatio		7. Other (s	,	8
1. 165 2. NO 3. OHKHOWH			44. Dri	ver was	ng raiiroa	d equipmen	it 4. 10p	ograpny	45. Was Dr		8. Not Obs	structea	Code
Casualties to:	Killed	Injured		Killed 2. Injur				3	1. Yes				2
46. Highway-Rail Crossing Users	0	0		hway Vehicle t. dollar dama		Damage		\$800		umber o ng driver	f Vehicle Occ ·)	upants 1	
49. Railroad Employees	0	0	50. Tot	al Number of	People o	n Train					nent Accident	<u>-</u>	Code
52. Passengers on Train	0	0	(inc	clude passeng	gers and t	train crew)			Incident		Being Filed		2
53a. Special Study Block	Video Ta	iken?	Yes	No		53b. Spec	cial Stud	ly Block	1. Yes	2. NO			
E4 Normative Description (D	Video Us		Yes	No									
54. Narrative Description (Be sp	becific, and	continue o	ıı separa	ite sheet if ne	cessary)								
55. Typed Name and Title				56	6. Signatu	ıre					57. Date		
NOTE: This report is part of the report				pursuant to t	he accide	ent reports s				admitte		e or used for any	purpose
in any suit or action for damages gr	owing out o	of any matte	er mentio	ned in said re	port" 4	9 U.S.C. 20	0903. Se	e 49 C.F.I	R. 225.7 (b).				

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-ra ade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, compete the Headon section. For chang	lete the He ider, Parts I For grade-s es to existi	eader, F I and II, eparate ng data	Parts I and the sed highway, complet	l II, a Subm y-rail e the	nd the Suission Information or pathware Header,	ubmission Information formation section. Fo ay crossings (including Part I Items 1-3, and	n section. For private pathw g pedestrian stand d the Submission	public path ray grade contion crossion Informa	nway gr rossing ngs), co tion se	rade cros s, compl omplete t ction, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting	• .			for Updat	•	,	,	_	_			Crossing
(<i>MM/DD/YYYY</i>) 08 / 24 / 2020		■ Railroad	☐ Tra	nnsit 🔟 🗷	Change		Vew		Closed	☐ No Train Traffic	☐ Quiet Zone Ur		Invent	ory Number
00 /21 /2020		☐ State	□ Otl	-	เล Re-Ope	n 🗆 [ssing Date inge (Change in Primary	☐ Admin. Correction	zone op	ouate	797886	3A
				Part I: I	Locat				ion Informatio					
1. Primary Operating Union Pacific Railro						2. State LOUIS	IANA			3. County JEFFERSON	N			
4. City / Municipality	'			eet/Road N 8 -IMTT/R			nber			6. Highway Ty	pe & No.			
In □ Near AVOND	ALE			et/Road Na		TOAD		_I * (Bloc	k Number)	LA 18				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate 1		-		l No		• •	Railroads Operate O	ver Your Track a	at Crossing	? □ Ye	es 🗷 N)
9. Railroad Division o	r Regior	1	10. Railro	ad Subdivis	ion or I	District		11. Bra	nch or Line Name		12. RR M			
□ None GULF (COAST		□ None	Livonia	Sub			■ None			 (prefix)	0011.		 (suffix)
13. Line Segment	30/101	14. Nea	rest RR Tim			5. Parent	RR (i			16. Crossin	17 7 7 1			(Sujjix)
*		Station	*					• • •	,		LID.		·	
17. Crossing Type	18. Cro	ssing Purpose	19. Cro	ssing Positi		☑ N/A 20. Publi	r Arr	ess	21. Type of Train	□ N/A	UP	2:	2. Avera	ge Passenger
171 Grossing Type	■ High		■ At G	U		(if Private			■ Freight	☐ Transit	:		•	nt Per Day
■ Public		iway, Ped.	□ RR U			☐ Yes			☐ Intercity Passeng	•	Use Trans			an One Per Day
☐ Private 23. Type of Land Use		ion, Ped.	☐ RR C	ver		□ No			☐ Commuter	☐ Tourist	t/Otner		_ иштре	r Per Day 0
☐ Open Space	☐ Farm		idential	☐ Com	mercial	X	Indus	trial	☐ Institutional	☐ Recreation	nal	☐ RR \	/ard	
24. Is there an Adjace	ent Cros	sing with a Se _l	parate Num	ber?		25. C	uiet	Zone (FF	'A provided)					
☐ Yes ■ No If	Yes. Prov	vide Crossing N	Number			l≊ No	, _[24 Hr	☐ Partial ☐ Chicas	go Excused	Date Est	tablishe	ed.	
26. HSR Corridor ID			tude in dec	imal degree			_		e in decimal degrees				Long So	ırce
	■ N/A	(MCCO)	1 std: nn.nı		9.9182	756	/14/	CC01 atd.	-nnn.nnnnnnn) -90.	1955064		X Actua		Estimated
30.A. Railroad Use	<u>*</u>	(1/10384	· sta. IIII.III				(00		tate Use *			ACTUA	aı <u> </u>	LStimateu
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use									tate Use *					
32.A. Narrative (Rai		<u></u>		1					larrative (State Use)					
33. Emergency Notifi 800-848-8715	cation T	elephone No.	(posted)		ailroad 544-37	Contact <i>(</i> '21	Telepi	hone No.)		35. State Con 225-379-154	, ,	ohone N	Vo.)	
						t II: Rai	lroa	d Infor	mation					
1. Estimated Number	of Daily	Train Moveme	ents		rai	t II. Nai	II Ua	u IIIIOI	illation					
1.A. Total Day Thru T			otal Night 1	hru Trains	1.C.	Total Swi	tching	g Trains	1.D. Total Transit	Trains	1.E. Chec	k if Les	s Than	
(6 AM to 6 PM)		(6 PM 1	to 6 AM)		0				0		One Mov How mar		•	□ ek?
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed of 3.A. Maxir				(mnh) 11	1					
2016									ph) From 5	to _10				
4. Type and Count of	Tracks			,, , , , , , , , , , , , , , , , , , ,				<u> </u>	. ,					
	Siding 0		ard 0	Trai	nsit 0		Indi	ustry 1						
5. Train Detection (M		,,	Detection	□AFO □] PTC	■ DC	_ ∩	ther □	None					
6. Is Track Signaled?						Event Rec					7.B. Re	mote H	ealth Mo	nitoring
☐ Yes 🗷 No					1	Yes 🗆	No				□ Y	es 🗷	No	

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (N 08/24/2020	/M/DD/YYYY)			T		P.	AGE 2			D. 797	Crossing Inve 7886A	ntory Nun	n ber (7 c	har.)	
		Pa	rt III: H	lighway o	r Path	way 1	Traffic (Control D	evice						
1. Are there	2. Types of Pa	ssive Traff	ic Control	Devices asso	ciated wi	ith the	Crossing								
Signs or Signals?	2.A. Crossbuc			signs (R1-1)		_	ns <i>(R1-2)</i>			arning S	igns <i>(Check all</i>				
¥ Yes □ No	Assemblies (c 0	ount) (d	count)		(count) 0)		■ W10-1			□ W10-3 □ W10-4		_		
2.E. Low Ground Cl	earance Sign	2.F. Pave	ement Mai	rkings				nnelization			2.H. EXEMP		2.I. ENS	S Sigi	
(W10-5) ☐ Yes (count 0	ì	₩ Cton I	inas	□Dima	mia Enva	Jana		Medians		dian	(R15-3) □ Yes		Display Yes	ed	
■ No	/	■ Stop L ■ RR Xir	ines ng Symbol:	,	imic Enve e	lope	□ One A	proaches approach	☐ Me		□ res ■ No		□ No		
2.J. Other MUTCD S	Signs		■ No					ate Crossing	2.L.	. LED En	hanced Signs	(List types)		
Cassify Type		Count	0				Signs (if	private)							
Specify Type Specify Type		Count	0	_			☐ Yes	□No							
Specify Type				_			□ 1e3	□ NO							
3. Types of Train A	ctivated Warnir	ng Devices	at the Gra	de Crossing (specify co	ount of	f each dev	ice for all tha	t apply	y)					
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		r Bridg	<i>ed)</i> Flashi	ng Light			Mounted Flash	hing Lights			. Total Count of
(count)	2 Quad	☐ Full (Bo	arrior)	Structures Over Traffi	, ,	2	□lr	candescent		<i>unt of n</i> Incande	nasts) <u>2</u> scent	 ■ LED		Fla	shing Light Pairs
Roadway 2	☐ 3 Quad	Resistance	•	Over mann	C Lunc			icanacscent			hts Included	☐ Side	Lights	8	
Pedestrian 0	☐ 4 Quad	☐ Media	າ Gates	Not Over T	raffic Lar	ne <u>0</u>	🗷 LI	ED		_		Include	ed		
3.F. Installation Dat	e of Current		3.	<u> </u> G. Wayside H	orn				1	3.H. F	lighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev		Y)		,		(100	,		Cross	ing	0.0.0	0	ь	(count)
08 / 2020	□	Not Requir	eu i	Yes Insta No	alled on ('MIVI/ t	ΥΥΥ)	_/	_	☐ Yes	s I No				2
3.J. Non-Train Activ											Flashing Light		U	es	
☐ Flagging/Flagma										unt <u>0</u>	S _I				
4.A. Does nearby H Intersection have	wy 4.B. Hwy Intercon	Traffic Sign	nal 4.0	C. Hwy Traffic	: Signal Pi	reempt	tion	5. Highway 1 ☐ Yes 🗷		Pre-Sigr	nals	6. Highw (Check al	•		g Devices
Traffic Signals?		nection nterconnec	ted					⊔ 1€5 <u>⊾</u>	NO			•			Recording
J	☐ For T	raffic Signal	s 🗆	Simultaneou	us			Storage Dist				☐ Yes –	Vehicle		ence Detection
☐ Yes ☐ No	☐ For W	/arning Sigr	is 🗆	Advance				Stop Line Dis		*		☐ None			
								racteristic							
1. Traffic Lanes Cros		☐ One-wa			. Is Road\ aved?	way/Pa	athway	3. Does T	rack Ru	un Dow	n a Street?		_		ated? (Street 50 feet from
Number of Lanes	2	☐ Divided	d Traffic		■ Yes		□No		□ Yes			nearest i	rail) 🗌 Y	'es	I No
5. Crossing Surface□ 1 Timber	•		, ,	,				and Bubbar		_	dth * r		Length *	* <u>81</u>	
☐ 8 Unconsolidate	•	•			личе	□ 3	Concrete	anu Kubbei	□ 0	, Kubbe	ı 🗆 / ivie	Lai			
6. Intersecting Roa							7. Smalle	est Crossing A	ngle			8. Is Co	mmercia	ıl Pov	ver Available? *
	ISV A	B'	(61)				FF 00 3	00 🗆 200	500		60% 00%		□ V··		
☐ Yes 🗷 No	If Yes, Approxin	nate Distan	ce (<i>Jeet)</i> _	Dart	V: Duk	olic H	I 0° − 2	9° 🗆 30° Informat			60° - 90°		¥ Yes	5	□ No
4 High a Calass			125							1- 6	· · · · · · · Clate I	l'ala		11-1-	Constitution
1. Highway System			2. Fun	ictional Classii	fication o (0) Rural			ng		is Cross stem?	sing on State H	Highway	4. F		vay Speed Limit MPH
☐ (01) Inters	tate Highway Sy	/stem	□ (1)	Interstate	(0)	•	•	r Collector		Yes	□ No		X	Post	
	Nat Hwy Syster		٠,	Other Freew	,	•	•		5.	Linear I	Referencing Sy	ystem (LRS	Route II	D) *	
	al AID, Not NHS ederal Aid			Other Princip Minor Arteria	-		(6) Mino (7) Local	r Collector	6.	LRS Mil	epost *				
7. Annual Average				ed Percent Tru	ucks !		ularly Use	d by School B		ner Dav	0	10. ⋈ Y	_	ncy S	ervices Route
	ission Infor	mation ·	This inf												
345111		nation	11113 1111	omacion is	J useu j	jor aa	TTTTTTTT CT C	itive puipo	JCJ u	110 15 11	- Ct avanabi	c on the	ривне	***	75110.
Submitted by				_ Organizat							Phone			ate	
Public reporting bu															
sources, gathering a agency may not cor	_					_									
displays a currently	valid OMB cont	trol numbe	r. The vali	d OMB contro	ol numbe	er for in	formation	collection is	2130-0	0017. S	end comment	ts regardin	g this bu	ırder	estimate or any
other aspect of this Washington, DC 20		ıding for re	ducing thi	s burden to:	Informat	tion Col	llection Of	ficer, Federal	Railro	ad Adm	inistration, 12	200 New Je	ersey Ave	e. SE,	MS-25

Name Of								Alphat	oetic Co	de RR	Accider	nt/Incide	nt No.
Reporting Railroad		U	nion Pacific	Railr	oad Company [U	[P]		1a. UI	P	1b.	1093L	U010	
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b.			
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [U	P]		3a. U]	P	3b.	1093L	U010	
4. U.S. DOT-AAR Grade Crossing	D No.	797	887G	5. Dat	e of Accident/Incide	ent	10/15/93	6. Time	of Accid	dent/Incid	lent 0	6:20 AN	A
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		1	State Abbr.	i i	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. AVO)ND	ALE GAR	DEN ROAI)	✓]	Public	Priv	vate
Highway	User Invo	olved	!				Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units p	lline	4. Car(s)	(moving)		Other	(spe	cify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	an		2. Train (units p					. Train pu . Train pu			1
	orcycle	M. Other		A	3. Train (standii			oco(s) (stand	ling) C.	. Train sta	anding- I	RCL	
	irection orth 2 Sc	<i>(geograp</i> outh 3.Eas	*	Code 2	18. Position of Car	r Unit	in Train		1				
16. Position 1. Stalled on crossing		oving over cr		Code	19. Circumstance	1. R	ail equipmer	nt struck highy		r			Code
2. Stopped on Crossi	ng 4. Tra	apped		3				nt struck by hig	•				1
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there a h	hazaı	rdous materi	als release by	/			1	Code
Highway User 2. Rail Eq.			4. Neither	2	1. Highwa	y Us	er 2. Rail	Equipment	3. Both	4. Neit	her		
20c. State the name and quantity o			rial released, it	any	-								
0=	/isibility	(single entry	<i>(</i>)	Code	23. Weather (sir.	ngle e	entry)					1	Code 1
(specify if minus) 76 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	1	1. Clear 2. Clo	oudy	3. Rain 4.	Fog 5. Sleet	6. Sno	DW .			
24. Type of Equipment Consist 1. Freight train 4	Work tra	in 7. Yard/S	A. Spec. MoW	/ Equip	201 114011 1960		,		Code	26. Trac	k Numb	er or Na	me
(single entry) 2. Passenger train 5			•	Code	Equipment In	volve	ed		.				
3. Commuter train 6	. Cut of ca	ars 9. Main./	inspect. car	1	1. Main 2. Y	ard/	3. Siding	4. Industry	2	YAR	D		
27. FRA Track 28. Number of		29. Number	l		eed (Recorded if av	/ailab	ole) Code	31. Time Tab	ole Direc	ction			Code
Class Locomoti 2 Units	ve 2	Cars	R. R 59 E. E	_	mp	h E	1. North 2.	South	3 Fast	4 Wes	.	2	
	Wig wag				agged by crew	ШР		ed Crossing		34. Whis			Code
Crossing 2. Cantilever FLS 5.	Warn	ŭ		1. Ye									
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		20	• (4)		2. No		1	
Code(s) 01 03	06		-		Marning Intersense			arn min (1)			known		
35. Location of Warning1. Both Sides		C		•	Warning Interconne way Signals	ciea	Code	37. Crossir Liahts	•	nated by	Street		Code
2. Side of Vehicle Approach		1	ı İ .	., .	, ,		2	,				1	2
3. Opposite Side of Vehicle App			1.		2. No 3. Unknown			1. Yes	2. No	3. Unkn	nown		
38. Driver's 39. Driver's Code Age Gender			ind or in Front is Struck by Se		I	. Driv		d or thru the g	ato 4 9	Stopped	on crocc	ina	Code
1. Male			lo 3. Unknov					then proceed					
2. Female					2	3. [Did not stop						1
42. Driver Passed Standing	Code		f Track Obscu nanent Structu	,	(primary obstrate) 3. Passing Train		*	7. Othe	r (spe	ocifu)			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2				ent 4. Topography								8
			44. Driver w	/as		С	ode	45. Was Driv	ver in the	e Vehicle	?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured	1	3	1. Yes	2. No				1
			47. Highwa	y Vehic	le Property Damage	_		48. Total Nu	mber of	Highway	-Rail Cro	ossing U	
46. Highway-Rail Crossing Users	0	0	(est. doi	llar dan	nage)		\$100	(include	driver)			1	
49. Railroad Employees	0	0	50. Total Nu	umber o	of People on Train			51. Is a Rail				(Code
52. Passengers on Train	0	0	(include	passei	ngers and crew)			Incident 1. Yes		Being File	ed		2
53a. Special Study Block	-				53b. Special Stud	y Blo	ck		-				-
54. Narrative Description					1 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,								
o I. Harranyo Bosonpuon													
55. Typed Name and Title		56. Signatu	re							5	7. Date		

Name Of								Alphal	oetic Co	de R	R Accide	ent/Incid	dent No.
Reporting Railroad		U	nion Pacific	Railr	oad Company [UP	<u> </u>		1а. U	P	11	b. 12861	LA207	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		21			
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [UP	<u> </u>		3a. U	P	31	b. 12861	LA207	
4. U.S. DOT-AAR Grade Crossing	D No.	797	887G	5. Dat	e of Accident/Inciden	nt 1	12/22/86	6. Time	of Accid	dent/Inc	ident (05:30 A	AM
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10). State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GARI	DEN	N RD				Public	P	rivate
Highway	User Invo	olved	-				Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment	. 11:	4. Car(s)	(moving)		. Other	(sp	ecify)	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri		١.	1. Train (units pur 2. Train (units pur						oulling- R oushing-		
	orcycle	M. Other		A	3. Train (standing			oco(s) (stand	ling) C	. Train s	standing-	RCL	6
	irection	<i>(geograp</i> outh 3.Eas	*	Code 2	18. Position of Car l	Unit	in Train		1				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance 1	l Ra	ail equinmen	nt struck high		r			Code
2. Stopped on Crossi		•	occurig	3				it struck by hi	•			1	1
20a. Was the highway user and/or			d	Code	20b. Was there a ha	azar	dous materi	als release by	/				Code
in the impact transporting haz 1. Highway User 2. Rail Eq			4. Neither	4	1. Highway	Use	er 2. Rail	Equipment	3. Both	1 4. Ne	either		
20c. State the name and quantity o	•			<u> </u>									
, ,													
'	/isibility	(single entry	<i>'</i>)	Code	23. Weather (sing	gle e	entry)						Code
(specify if minus) 52 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2. Clou	udy	3. Rain 4. l	Fog 5. Sleet	6. Sno	wo			3
24. Type of Equipment			A. Spec. MoW	/ Equip	25. Track Type Use	ed b	y Rail		Code	26. Tra	ack Num	ber or N	Name
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S	•	Code	Equipment Invo	olve	ed		_				
3. Commuter train 6	•	•	. ,	8	1. Main 2. Ya	ard	3. Siding	4. Industry	1	MA	INLIN	E	
27. FRA Track 28. Number of	of	29. Number	r of 30. Con	sist Spe	eed (Recorded if ava	ilabi	le) Code	31. Time Tab	le Direc	ction			Code
Class Locomoti		Cars	, I	ecorde	10		1					1	
2 Units	1			stimate		mpl	. '	1. North 2	. South				2
32. Type of 1. Gates 4.Crossing 2. Cantilever FLS 5.	Wig wag			agged by crew ther (specify)		33. Signal Warni	ed Crossing		34. Wh	istle Ban ⁄es	1	Code	
Warning 3. Standard FLS 6.			vvaiiii	ng .		2. N		1					
Code(s) 01 03							20 sec w	arn min (1)	;	3. L	Jnknown		
35. Location of Warning		C		•	Warning Interconnect	ted	Code	37. Crossir	•		-		Code
Both Sides Side of Vehicle Approach		1.		th High	way Signals		1 .	Lights	or Speci	ial Lights	S		
3. Opposite Side of Vehicle Approach	roach	1	L 1.	Yes 2	2. No 3. Unknown		2	1. Yes	2. No	3. Unl	known		3
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Trai	n Code 41. I	Driv	er						Code
Age Gender			s Struck by Se					d or thru the g					
1. Male 2. Female		1. Yes 2. N	lo 3. Unknov	vn			otopped and Did not stop	then proceed	ied 5.	Otner	(specify	"	4
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstruc							'	Code
Highway Vehicle			nanent Structu		3. Passing Train			7. Othe				1	
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad e	quipme	ent 4. Topography			licies 8. NOU	Obstruct	tea			8
Casualties to:	Killed	Injured	44. Driver w			Co	ode	45. Was Dri		e Vehic	le?		Code
		,			ured 3. Uninjured	3	3	1. Yes					1
46. Highway-Rail Crossing Users	0	0		•	le Property Damage	Ι.		48. Total Nu		f Highwa	ay-Rail C		Users
		0	(est. doi		0 /	\$	\$200	(include		4 . 4	:	1	0-4-
49. Railroad Employees	0	0			of People on Train	1		51. Is a Rail Incident					Code
52. Passengers on Train	0	0	(iriciude	passel	igers and trew)			1. Yes					2
53a. Special Study Block					53b. Special Study	Bloo	ck						
54. Narrative Description													
										I			
55. Typed Name and Title		56. Signatu	re								57. Date)	
		l											

Name Of								Alphat	oetic Co	de R	R Accide	ent/Incid	lent No.
Reporting Railroad		N	Iissouri Paci	ific Ra	ilroad Company [MI	?]	1a. M	P	1k	o. XXP	D4A19	35
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2k	o		
3. Railroad Responsible for Track N	/laintenan	ce M	Iissouri Paci	fic Ra	ilroad Company [MP	<u> </u>	3a. M			o. XXP		
4. U.S. DOT-AAR Grade Crossing	D No.	797	887G	5. Dat	e of Accident/Inciden	nt (09/14/84	6. Time	of Accid	dent/Inc	ident (06:35 A	AM
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10	. State Abbr.	22	Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GARI	DEI	N RD			√	Public	P	rivate
Highway	User Invo	olved	-				Rail Equi	ment Involve	d				
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment	.11:	4. Car(s)	(moving)		Other	(sp	ecify)	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri		١.	1. Train <i>(units pu</i> 2. Train <i>(units pu</i>						oulling- R oushing-		
	orcycle	M. Other		A	3. Train (standing	<u> </u>		oco(s) (stand	ling) C	. Train s	tanding-	RCL	1
	irection	<i>(geograp</i> outh 3.Eas	*	Code	18. Position of Car	Unit	in Train		1				
(est. mph at impact) 25 1. N 16. Position 1. Stalled on crossing		oving over c		1 Code	19. Circumstance 1	1 R:	ail equinme	nt struck high		r			Code
2. Stopped on Crossi		•	occurig	3				it struck by hi	•			1	1
20a. Was the highway user and/or			d	Code	20b. Was there a ha	azar	rdous mater	als release by	/				Code
in the impact transporting haz 1. Highway User 2. Rail Eq			4. Neither	4	1. Highway	/ Us	er 2 Rail	Equipment	3. Both	4. Ne	either		
20c. State the name and quantity o	•												
,			,										
·	/isibility	(single entry	<i>'</i>)	Code	23. Weather (sing	gle e	entry)						Code
(specify if minus) 65 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	1	1. Clear 2. Clou	udy	3. Rain 4.	Fog 5. Sleet	6. Sno	ow			1
24. Type of Equipment			A. Spec. MoV	/ Equip	25. Track Type Us	ed b	y Rail		Code	26. Tra	ack Num	ber or N	√ame
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S	•	0-4-	Equipment Inv	olve	ed						
3. Commuter train 6	•	•	. ,	Code	1. Main 2. Ya	ard	3. Siding	4. Industry	1	MA	IN		
27. FRA Track 28. Number of		29. Number		sist Spe				31. Time Tab	le Direc	ction			Code
Class Locomoti		Cars	R. R	ecorde	d		í, l					1	
1 Units	1			stimate		mp	, ' 	1. North 2.	South				3
	Wig wag				agged by crew			ed Crossing			istle Bar	1	Code
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	ū	9. Watchman	11. O	ther <i>(specify)</i> one		Warn	ng		1. Y 2. N			
Code(s) 06 07	10)					20 sec w	arn min (1)	;		Jnknown		
35. Location of Warning	•	C	ode 36. Cro	ossing \	Warning Interconnec	ted	Code	37. Crossir	ng Illumi	inated by	y Street		Code
1. Both Sides		1	wi	th High	way Signals		1	Lights	or Speci	ial Lights	S		
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1	l _{1.}	Yes 2	2. No 3. Unknown		2	1. Yes	2. No	3. Unk	known		3
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Trai	n Code 41.	Driv	/er						Code
Age Gender	and S	Struck or wa	s Struck by Se	econd T				d or thru the g					
1. Male		1. Yes 2. N	lo 3. Unknov	vn	2			then proceed	led 5.	Other	(specify	<i>')</i>	3
2. Female 42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstru		Did not stop n)						Code
Highway Vehicle		1. Pern	nanent Structu	ire	3. Passing Train	5. ∖	/egetation	7. Othe				1	
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad e	equipme	ent 4. Topography	6. F	Highway Vel	icles 8. Not (Obstruct	ted			8
Convolting to	Killed	Injurad	44. Driver w	/as		C	ode	45. Was Driv	ver in th	e Vehicl	le?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured	3	3	1. Yes	2. No				1
46. Highway-Rail Crossing Users	0		47. Highwa	y Vehic	le Property Damage			48. Total Nu	mber of	Highwa	ay-Rail C	rossing	Users
40. Highway-Rail Glossing Osers	U	0	(est. doi	llar dan	nage)		\$400	(include				1	
49. Railroad Employees	0	0			of People on Train			51. Is a Rail					Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		being Fi	iieu		2
53a. Special Study Block					53b. Special Study	Blo	ck	103					
54. Narrative Description					coo. openia. ciaay								
On Harranie Description													
55. Typed Name and Title		56. Signatu	re								57. Date)	
													1

Name Of							Alphal	oetic Coo	de RR Accident/Ir	cident No.
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Company [M	IP]	1a. M	P	1b. M80282	
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.	
3. Railroad Responsible for Track N	1aintenan	ce M	Iissouri Paci	fic Ra	ilroad Company [M	[P]	3a. M	P	3b. M80282	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	887G	5. Dat	e of Accident/Incident	10/08/80	6. Time	of Accid	dent/Incident 03:5	5 PM
7. Nearest Railroad Station AVONDALE			8. Div	ision		9. County JEFFE	ERSON		10. State Abbr.	Code 22 LA
11. City (if in a city) WAGGA	MAN		12. Hig	hway N	lame or No. AVON	DALE GAR	DENS RD		✓ Public	Private
Highway	User Invo	olved	!			Rail Equi	pment Involve	d		
13. Type C. Truck-trailer F. Bus		J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units pulli	4. Car(s)	(moving)		Other (specify) Code
A. Auto D. Pick-up truck G. Sch	ool Bus	K. Pedestri	an	В	2. Train (units puill				Train pulling- RCL Train pushing- RCL	1 1
	orcycle	M. Other			3. Train (standing)		loco(s) (stand	ling) C.	Train standing- RCI	- 1
'	rection orth 2. So	<i>(geograp</i> outh 3.Eas	*	Code 4	18. Position of Car Ur	nit in Train		1		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance 1.	Rail equipme	nt struck high	vay user	-	Code
2. Stopped on Crossii		• • • • • • • • • • • • • • • • • • • •		3			nt struck by high		ser	2
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there a haz	ardous mater	ials release by	/		Code
Highway User 2. Rail Eq			4. Neither	4	1. Highway U	Jser 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity of	f the haza	rdous mater	rial released, if	any						
• • • • • • • • • • • • • • • • • • •	,	(single entry		Code	23. Weather (single	• • • • • • • • • • • • • • • • • • • •				Code
(specify if fillings) = 1.1	Dawn 2.	Day 3. Du		2	1. Clear 2. Cloud	y 3. Rain 4.	Fog 5. Sleet	6. Sno)W	
		in 7. Yard/S	•		25. Track Type Used Equipment Invol	,		Code	26. Track Number of	or Name
(single entry) 2. Passenger train 5 3. Commuter train 6	•	•	. ,	Code	1. Main 2. Yard	d 3. Siding	4. Industry	1	DRILL EXTE	NSION
27. FRA Track 28. Number of		29. Number		Lsist Spe	 eed <i>(Recorded if availa</i>		31. Time Tal	ole Direc	tion	Code
Class Locomoti		Cars		ecorde	_	-				
1 Units	2			stimate		nph E			3. East 4. West	2
 Type of 1. Gates 4. Crossing 2. Cantilever FLS 5. 	Wig wag: Hwy. traf				agged by crew ther (specify)	33. Signa Warn	led Crossing ina		34. Whistle Ban 1. Yes	Code
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		J		2. No	1
Code(s) 01 05	06	0	-				arn min (1)	;	3. Unknown	
35. Location of Warning 1. Both Sides		C		_	Warning Interconnecte way Signals	d Code		-	nated by Street al Lights	Code
Side of Vehicle Approach		1.		urriigii	way Signais	2	Ligitis	or opeci	ai Ligitis	
3. Opposite Side of Vehicle App	roach	1	1.	Yes 2	2. No 3. Unknown		1. Yes	2. No	3. Unknown	2
38. Driver's Code			ind or in Front							Code
Age Gender 1. Male			is Struck by Se Io 3. Unknov						Stopped on crossing Other <i>(specify)</i>	1
2. Female		1. 103 2.1	10 0. OTIMIOV	v11		Did not stop			Other (apcony)	1
42. Driver Passed Standing	Code		f Track Obscu	,	(primary obstruct	*				Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu ding railroad e		 Passing Train 5. Topography 6. 		7. Othe			8
1. 165 Z. NO S. OHNHOWH	_		44. Driver w			Code	45. Was Dri			Code
Casualties to:	Killed	Injured			ured 3. Uninjured	3	1. Yes		e verilole:	1
					le Property Damage	3			Highway-Rail Cross	1 ing Users
46. Highway-Rail Crossing Users	0	0	(est. dol		. , ,	\$900	(include		gaya e.eee	1
49. Railroad Employees	0	0	50. Total Nu	ımber c	of People on Train	4	I .		ent Accident /	Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)		Incident 1. Yes		Being Filed	2
53a. Special Study Block	•				53b. Special Study B	lock				
54. Narrative Description										
55. Typed Name and Title		56. Signatu	re						57. Date	

Name Of							Alphab	etic Cod	e RR Accident/Inc	ident No.
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Company [M]	P]	1a. M	P	1b. L1426	
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.	
3. Railroad Responsible for Track N	1aintenan	ce M	Iissouri Paci	fic Ra	ilroad Company [MI	P]	3a. M	P	3b. L1426	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	887G	5. Dat	e of Accident/Incident	10/12/78	6. Time	of Accide	ent/Incident 07:10	PM
7. Nearest Railroad Station			8. Div	ision		9. County	•		10. State	Code
AVONDALE							ERSON		Abbr. 22	
11. City (if in a city) AVOND			12. Hig	hway N	lame or No. SPUR C			_	✓ Public	Private
,	User Invo	lved		0 1	47.5	•	pment Involve		0:1 (':)	
13. Type C. Truck-trailer F. Bus			otor Vehicle	Code	17. Equipment 1. Train <i>(units pullin</i> g	4. Car(s) g) 5. Car(s)) (moving)) (standing)		Other (specify) Train pulling- RCL	Code
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot	ool Bus orcycle	K. Pedestri M. Other		A	Train (units pushii Train (standing)	٥,	loco(s) (movii loco(s) (stand	٥,	Train pushing- RCL Train standing- RCL	1
	rection	(geograp		Code	18. Position of Car Unit		ioco(s) (stariu	irig) C.	Train standing- NOL	
(est. mph at impact) 10 1. N	orth 2. So	outh 3. Eas	t 4. West	3				1		
16. Position 1. Stalled on crossing		oving over co	rossing	Code	19. Circumstance 1. R		•	•		Code
2. Stopped on Crossii 20a. Was the highway user and/or		• •	ed .	Code	20b. Was there a haza		nt struck by hig ials release by		ei	L Code
in the impact transporting haz							•			
1. Highway User 2. Rail Eq	•			4	1. Highway Us	ser 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity of	the haza	rdous matei	rial released, if	any						
21. Temperature 22. \	/isibility	single entry	<i>'</i>)	Code	23. Weather (single e	entry)				Code
(specify if minus) 67 °F 1. [Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2. Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snov	N	1
24. Type of Equipment			A. Spec. MoV	/ Equip	25. Track Type Used I	by Rail		Code	26. Track Number or	Name
• • • • •		in 7. Yard/S	•	0 1	Equipment Involve	ed				
(single entry) 2. Passenger train 5 3. Commuter train 6	•	•	` '	Code	1. Main 2. Yard	3. Siding	4. Industry	1	MAIN	
27. FRA Track 28. Number of	of	29. Numbe	r of 30. Con	sist Spe	l eed <i>(Recorded if availal</i>	ble) Code	31. Time Tab	le Direct	ion	Code
Class Locomoti 1 Units	ve 1	Cars	_	ecorde stimate		oh E	1 North 2	Couth 2	s. East 4. West	2
	Wig wag				agged by crew		led Crossing	- 1	34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5.					ther (specify)	Warn	ŭ		1. Yes	0000
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one				2. No	ĺ
Code(s) 03							varn min (1)		3. Unknown	
35. Location of Warning1. Both Sides		C		•	Warning Interconnected way Signals	Code		ng Illumin or Specia	ated by Street	Code
Side of Vehicle Approach		1				2	Ligitio	л ороон	Ligitto	2
3. Opposite Side of Vehicle App	roach		1.	Yes 2	2. No 3. Unknown		1. Yes	2. No	3. Unknown	
38. Driver's 39. Driver's Code			ind or in Front							Code
Age Gender 1. Male			is Struck by Se Io 3. Unknov		29		•		topped on crossing Other (specify)	1 -
2. Female					1 %	Did not stop			(-	3
42. Driver Passed Standing	Code	I	f Track Obscu	•	(primary obstructio	,	7.00	_ /	.:E.A	Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu iding railroad e		3. Passing Train 5. Vent 4. Topography 6. I			r <i>(spec</i> Obstructe		8
			44. Driver w	as	C	Code	45. Was Driv	er in the	Vehicle?	Code
Casualties to:	Killed	Injured				3	1. Yes			1
			47. Highway	/ Vehic	le Property Damage	<u> </u>	48. Total Nu	mber of I	Highway-Rail Crossin	
46. Highway-Rail Crossing Users	0	1	(est. dol			\$0	(include	driver)	1	
49. Railroad Employees	0	0	50. Total Nu	ımber c	of People on Train				ent Accident /	Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)		Incident 1. Yes		eing Filed	2
53a. Special Study Block	!	<u> </u>			53b. Special Study Blo	ock				1
54. Narrative Description					· -					
									I	
55. Typed Name and Title		56. Signatu	re						57. Date	

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i	nitial repor	ting of the fo	ollowing types	of new or	r previously	unrepo	orted cros	sings: For public h	ighway-rail g	rade cross	sings, comp	lete the entire inventory
Form. For private high	ghway-rail ;	grade crossir	ngs, complete	the Heade	er, Parts I ai	nd II, a	nd the Su	bmission Informat	ion section. I	or public	pathway g	rade crossings (including
pedestrian station gr	rade crossir	ngs), complet	e the Header,	Parts I and	d II, and the	e Subm	ission Info	ormation section. F	or Private pa	thway gra	de crossing	gs, complete the Header,
Parts I and II, and the	Submission	n Informatior	າ section. For ຢູ	grade-sepa	rated highw	ay-rail	or pathwa	y crossings (includ	ing pedestriai	n station c	rossings), c	omplete the Header, Part
•			-	_			-					ection, in addition to the
updated data fields. I	Note: For pi	rivate crossin	gs only, Part I	Item 20 an	d Part III Ite	m 2.K.	are requir	ed unless otherwis	e noted.	An a	asterisk * d	enotes an optional field.
A. Revision Date	В.	Reporting A	gency	C. Reas	son for Upd	ate (Se	lect only c	ne)				D. DOT Crossing
(MM/DD/YYYY)		Railroad	□ Transit	🗷 Cha	nge in □	New		Closed	☐ No Tra	ain 🗆 (Quiet	Inventory Number
01 / 25 / 2021				Data	C	rossing			Traffic	Zor	ne Update	
	X	State	\square Other	□ Re-0	Open □	Date		Change in Primary	/ □ Admir	١.		797887G
					C	hange (Only O	perating RR	Correction	n		
			Pa	art I: Loc	ation an	d Cla	ssificat	ion Informati	on			
1. Primary Operating	Railroad				2. Stat	e			3. County			
Union Pacific Railre	oad Comp	any [UP]	·		LOUI	SIANA	١		JEFFER	SON		
4. City / Municipality	<u> </u>				e & Block Ni				6. Highwa	y Type & I	No.	
I In			AVOND	ALE GAR	DEN ROA	D	_l					
□ Near <u>WAGGA</u>	AMAN		(Street/R	oad Name)			* (Bloc	k Number)	RT			
7. Do Other Railroad	s Operate a	Separate Tr	ack at Crossin	g? 🗷 Yes	□ No	8. [Oo Other	Railroads Operate	Over Your Tra	ack at Cros	ssing? 🗷 Y	'es □ No
If Yes, Specify RR	_					l1	f Yes, Spe		_			
ATK	<u> </u>	BNSF						BNS	<u> </u>	TK		
9. Railroad Division of	or Region		10. Railroad S	ubdivision	or District		11. Brai	nch or Line Name		12. R	R Milepost	
				I) (ONII A							_0012	
□ None LIVONI	IA		_ None _	IVONIA			■ None			(pref	, , , ,	, , , ,
13. Line Segment			est RR Timetal	ble	15. Paren	t RR (i)	f applicab	le)	16. Cro	ssing Owr	ner (if appli	cable)
*		Station	*						l	LID		
					■ N/A					<u>UP</u>		
17. Crossing Type		ing Purpose	19. Crossing	-	20. Puk			21. Type of Train	_			22. Average Passenger
	■ Highwa	•	■ At Grade		(if Privo	ite Cros	ssing)	☐ Freight ☐	□ Tra			rain Count Per Day
■ Public	☐ Pathwa		☐ RR Unde	r	☐ Yes			■ Intercity Passer	•	ared Use T		Less Than One Per Day
☐ Private	☐ Station	ı, Ped.	☐ RR Over		☐ No			☐ Commuter	⊔ To	urist/Othe	er L	Number Per Day 1
23. Type of Land Use		₩ Daaia	Ja.,	¬ c	: [مناممات			□ D			Vand
Open Space	☐ Farm	Resid		☐ Commer		Indus		☐ Institutional	☐ Recre	eationai	☐ RR	Yard
24. Is there an Adjac	ent Crossin	g with a Sepa	arate Number	ſ	25.	Quiet	zone (FR	A provided)				
☐ Yes ■ No If	Voc Broyida	e Crossing Nu	ımhor		2	No 🗆	24 Hr	☐ Partial ☐ Chic	ago Excused	Dat	te Establish	od
26. HSR Corridor ID	Tes, Floviu		ide in decimal	dogroos				e in decimal degree		Dat		/Long Source
20. TISK COTTIGOT ID		Z7. Latito	ide iii deciiiiai	uegrees		20.	Longituu	e ili decililai degre	C 3		23. Lat	Long Source
	■ N/A	(WGS84	std: nn.nnnnn	_{nn)} 29.9	185792	(1//	GS84 std.	-nnn.nnnnnnn) -9	0.2080530		I Actu	ial Estimated
30.A. Railroad Use	*	(1.1000.10		,		1,000		tate Use *				
							02					
30.B. Railroad Use	*						31.B. S	tate Use *				
30.C. Railroad Use	*						31.C. S	ate Use *				
							02.0.0					
30.D. Railroad Use	*				, .		31.D. S	tate Use *				
	Consolid	lated numbe	ers with DOT	757991S	(now close	d)						
32.A. Narrative (Rai	ilroad Use)	*					32.B. N	arrative (State Use	·) *			
,	,							,	,			
33. Emergency Notifi	ication Tele	phone No. (p	oosted)	34. Railro	ad Contact	(Telepi	hone No.)		35. State	Contact (Telephone I	No.)
000 040 0745				100 511	0704				005.070	4540	•	·
800-848-8715				402-544	-3721				225-379	-1543		
				P	Part II: Ra	ailroa	d Infor	mation				
1. Estimated Number	r of Daily Tra	ain Movemer	nts									
1.A. Total Day Thru T			tal Night Thru	Trains	1.C. Total Sv	vitching	Trains	1.D. Total Trans	it Trains	1 F	Check if Les	ss Than
(6 AM to 6 PM)	irums		o 6 AM)	Truins .	1.C. 10ta15v	VICCIIII	5 1141113	1.D. Total Halls	iic iiaiiis		Movement	
10		10	O O AIVI)		24			1				ns per week?
2. Year of Train Coun	t Data (YYY	Y)	3 9	need of Tr	ain at Cross	ing				HOW	many tran	13 per week:
2. rear or rrain coun	c Bata (111	• •			n Timetable		(mnh) 60)				
2017			3.B	. Typical Sn	need Range	Over Cr	rossing (m	<i>ph)</i> From 30	to_60			
4. Type and Count of	Tracks		1 3.5	, p. ca. op	reca mange	<u> </u>	0008 (<i></i>				
i. Type and count of	Trucks											
			2		Λ	Indi	ustry 0					
Main 3	Siding 0	Yaı	rd ³	Transit	U							
	Siding <u>0</u> Iain Track o		rd <u>3</u>	Transit	<u> </u>		usti y					
5. Train Detection (M	lain Track o	nly)		•	TC DC	_	,	None				
5. Train Detection (M	lain Track o	nly)		AFO 🗆 P		□ 0	ther \square	None		7.B	. Remote F	Health Monitoring

☐ Yes 🗷 No

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (N 01/25/2021	MM/DD/YYYY)					P	AGE 2			D. 79	Crossing Inve 7887G	ntory Num	nber (7 c	har.)	
		Pa	rt III: H	ighway o	r Path	ıway ˈ	Traffic	Control D	evice						
1. Are there	2. Types of Pa	ssive Traffi	Control	Devices asso	ciated w	vith the	Crossing								
Signs or Signals?	2.A. Crossbuc	k 2.	B. STOP S	igns <i>(R1-1)</i>	2.C. Y	IELD Sig	ns <i>(R1-2)</i>	2.D. Adva	nce Wa	arning S	igns <i>(Check all</i>			e cou	nt) 🗆 None
¥ Yes □ No	Assemblies (c	ount) (c	ount)		(count	t)		■ W10-1				}			.1
2.E. Low Ground Cl	earance Sign	2.F. Pave	ment Mar	kings			2.G. Cha	nnelization			2.H. EXEMP		2.I. ENS		
(W10-5) ☐ Yes (count 0	1	FR 611						/Medians		15	(R15-3)		Display Yes	ed	
■ Yes (Count_o	/	Stop Li RR Xin		,	mic Env	eiope		proaches Approach	☐ Me		□ Yes ■ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	• •					ate Crossing		_	hanced Signs	(List types)			
Caralf. Tons	J	Carrat	0				Signs (if	private)			J	,			
Specify Type Specify Type		Count Count	0				☐ Yes	□No							
Specify Type							□ 1e3								
3. Types of Train A	ctivated Warnir	ng Devices a	t the Gra												
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		_	<i>ed)</i> Flashi	ng Light			Mounted Flash	hing Lights			. Total Count of
(count)	■ 2 Quad	☐ Full (Ba	rrier)	Structures Over Traffi			□ Ir	ncandescent		Incande	nasts) <u>8</u> scent	 ■ LED		Fla	shing Light Pairs
Roadway 2	☐ 3 Quad	Resistance	•								hts Included	☐ Side	Lights	4	
Pedestrian 0	☐ 4 Quad	☐ Median	Gates	Not Over T	raffic La	ne <u>0</u>	_ □L	ED				Include	ed		
3.F. Installation Dat	e of Current		3.0	3. Wayside H	orn				I	3.H. F	lighway Traffi	c Signals Co	ontrollin	g	3.I. Bells
Active Warning Dev		•	. In	Yes Insta	alled on	(MM/Y	YYY)			Cross					(count)
/		Not Require	eu i	No		(,			□ Ye	s I No				2
3.J. Non-Train Activ ☐ Flagging/Flagma	_	perated Sig	nals 🗆 V	Vatchman 🗆	Floodli	ghting	□ None			K. Other ount 0	Flashing Light		_		
4.A. Does nearby H	wy 4.B. Hwy	Traffic Sign	al 4.0	C. Hwy Traffic	Signal I	Preemp	tion	5. Highway		Pre-Sigr	nals	-			g Devices
Intersection have Traffic Signals?	Intercon	nection nterconnect	od					□ Yes 🗷	No			(Check al			Recording
Traffic Signals:		raffic Signals		Simultaneou	ıs			Storage Dist	ance *	*			-		ence Detection
☐ Yes ☐ No	☐ For W	arning Sign	s 🗆	Advance				Stop Line Di	stance	*		☐ None			
				Pa	rt IV:	Physi	cal Cha	racteristi	cs						
1. Traffic Lanes Cros		☐ One-way ■ Two-way			. Is Road aved?	dway/Pa	athway				n a Street?		•		nted? (Street 50 feet from
Number of Lanes		☐ Divided			I¥ Ye		□ No		□ Yes		No dth *	nearest r			
5. Crossing Surface ☐ 1 Timber ☐ ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt	and Timbe	er 🗷 4 Co							er 🗆 7 Me		Lengtn *		
6. Intersecting Roa							7. Small	est Crossing A	ngle			8. Is Coi	mmercia	ıl Pov	ver Available? *
, and the second	•			10				J	Ū	_			_		_
¥ Yes □ No	If Yes, Approxin	nate Distano	e (feet) <u>-</u>		\/. D	lalia II	□ 0° − 2			Lx	60° - 90°		■ Yes	5	□ No
			T					/ Informat					<u> </u>		
1. Highway System			2. Fun	ctional Classi			l at Crossi 1) Urban	ng		. Is Cross ystem?	sing on State H	Highway	4. I 20		vay Speed Limit MPH
☐ (01) Inters	tate Highway Sy	rstem	□ (1)	Interstate	(O) Mara	•	•	r Collector		Yes	■ No			Poste	
, ,	Nat Hwy Syster		` '	Other Freew	,		,		5.	. Linear	Referencing Sy	ystem <i>(LRS</i>	Route II	D) *	
□ (03) Federa ☑ (08) Non-F	al AID, Not NHS ederal Aid			Other Princip Minor Arteri			(6) Mino (7) Local		6.	. LRS Mi	lepost *				
7. Annual Average		A <i>DT)</i> 8.	Estimate	d Percent Tr			ularly Use	ed by School E Average Nu			,	10. □ Y	_	ncy S	ervices Route
Submi	ssion Infor	mation -	This inf	ormation i	s used	for ac	ministro	ative purpo	ses a	and is n	ot availabl	e on the	public	wel	osite.
								1 - 1							
Cubmitted by				Organizat	ion						Dhono		-)a+a	
Submitted by Public reporting but	rden for this inf	ormation co	llection is	Organizat		re 30 mi	nutes ner	resnonse inc	luding	the tim	Phone e for reviewin	g instructi		Oate rchin	g existing data
sources, gathering a															
agency may not cor	nduct or sponso	r, and a per	on is not	required to,	nor shal	ll a pers	on be sub	ject to a pena	lty for	failure	to comply witl	h, a collect	ion of in	form	ation unless it
displays a currently other aspect of this												_	-		
Washington, DC 20		3.3			2			,					, ,	,	

Name Of								Alphal	oetic Cod	e RR Accident/I	ncident No.
Reporting Railroad		U	nion Pacific	Railre	oad Company	[UP]		1а. U	P	1b. 0289LU 2	206
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.	
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [[UP]		3a. U	P	3b. 0289LU 2	206
4. U.S. DOT-AAR Grade Crossing	D No.	797	'889V	5. Dat	e of Accident/Inci	ident	02/06/89	6. Time	of Accide	ent/Incident 09:4	48 AM
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10. State Abbr.	Code 22 LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GF	EORG	E ST			✓ Public	Private
Highway	User Invo	olved	-				Rail Equip	ment Involve	d		
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units		4. Car(s)	(moving)		Other (specify	y) Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	ian	В	2. Train (units					Train pulling- RCL Train pushing- RCl	<u>.</u> 6
	orcycle	M. Other			3. Train (stan			oco(s) (stand	ling) C.	Train standing- RC	L U
	irection orth 2. Sc	<i>(geograp</i> outh 3.Eas		Code 4	18. Position of C	Car Unit	t in Train		1		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstand	e 1. R	ail equipmer	nt struck high			Code
2. Stopped on Crossi		•		1				t struck by hi	•	er	1
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there	a hazaı	rdous materi	als release by	/		Code
The impact transporting haz Highway User			4. Neither	4	1. High	way Us	er 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity o	f the haza	ırdous mateı	rial released, it	any							'
1											
	/isibility	(single entry	<i>(</i>)	Code	23. Weather (single e	entry)				Code
(specify if minus) 45 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	2	1. Clear 2. (Cloudy	3. Rain 4.	og 5. Sleet	6. Snov	N	2
24. Type of Equipment Consist 1. Freight train 4	Mork tro	in 7. Yard/\$	A. Spec. MoW	/ Equip	20: 11dok 1990		•		Code	26. Track Number	or Name
(single entry) 2. Passenger train 5			•	Code	Equipment	Involve	ed		,	ALEX SUB	
3. Commuter train 6	•	•	. ,	8	1. Main 2	. Yard	3. Siding	4. Industry	1	MAINLINE	
27. FRA Track 28. Number of	of	29. Number	l l	•	eed (Recorded if	availab	ole) Code	31. Time Tal	ole Direct	ion	Code
Class Locomoti	ve 1	Cars	م ا	lecorde stimate		mp	oh E	1 North 2	Couth 2	s. East 4. West	1 1
	Wig wag				agged by crew	ilip		ed Crossing	- 1	34. Whistle Ban	Code
Crossing 2. Cantilever FLS 5.					ther (specify)		Warni	•	١	1. Yes	Codo
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one					2. No	1
Code(s) 07										3. Unknown	
35. Location of Warning1. Both Sides		C		•	Warning Interconi way Signals	nected	Code		ng Illumin or Specia	ated by Street	Code
2. Side of Vehicle Approach		1		ur r ngn	way Olgilais		2	J	·	J	2
3. Opposite Side of Vehicle App	roach		1.	Yes 2	2. No 3. Unknow	/n		1. Yes	2. No	3. Unknown	
38. Driver's Code			ind or in Front			41. Driv					Code
Age Gender 1. Male			is Struck by Se Io 3. Unknov		rain					topped on crossing Other <i>(specify)</i>	1
2. Female				***	2		Did not stop			(opcony)	4
42. Driver Passed Standing	Code	1	f Track Obscu	•	(primary obs		*				Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu Iding railroad e		 Passing Trent 4. Topograph 			7. Othe icles 8. Not			8
1. 163 2. 140 0. OHIGIOWII			44. Driver w	126		·	ode	45. Was Dri	ver in the	Vehicle?	Code
Casualties to:	Killed	Injured			ured 3. Uninjure	ایہ	3	1. Yes		veriicie:	2
					le Property Dama		3			Highway-Rail Cros	
46. Highway-Rail Crossing Users	0	0	(est. doi	•		Ŭ 1	\$2,500	(include		iigiiway itaii 0100	1
49. Railroad Employees	0	0	50. Total Nu	umber c	of People on Train		. ,	51. Is a Rail	Equipme	ent Accident /	Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		eing Filed	2
53a. Special Study Block					53b. Special Stu	udv Blo	nck	1. 169	2. INU		
54. Narrative Description											
94. Narrative Description											
55. Typed Name and Title		56. Signatu	re							57. Date	
		3									

Name Of								Alphat	etic Coc	de RR Acc	ident/Inci	dent No.
Reporting Railroad		U	nion Pacific	Railre	oad Company	[UP]		1a. UI)	1b. 108	8LU013	}
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.		
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company	[UP]		3a. U]	P	3b. 108	8LU013	}
4. U.S. DOT-AAR Grade Crossing	D No.	797	'889V	5. Dat	e of Accident/Inc	ident	10/26/88	6. Time	of Accid	lent/Incident	06:00	AM
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10. State Abbr		Code LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. G]	EORG	E ST			✓ Publi	ic I	Private
Highway	User Invo	olved	-				Rail Equip	ment Involve	d			
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (unit	الله ما الله	4. Car(s)	(moving)		Other (specify)	Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	ian	В	2. Train (unit					Train pulling- Train pushing		6
	orcycle	M. Other	. , ,,		3. Train (star			oco(s) (stand	ling) C.	Train standir	ng- RCL	0
	irection orth 2 Sc	<i>(geograp</i> outh 3.Eas		Code 4	18. Position of (Car Unit	t in Train		1			
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstand	ce 1. R	tail equipmer	nt struck highy				Code
2. Stopped on Crossi	ng 4. Tra	apped		3				nt struck by hig	•			2
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there	a haza	rdous materi	als release by	′		i	Code
Highway User 2. Rail Eq.			4. Neither	4	1. High	way Us	ser 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o	f the haza	ırdous mateı	rial released, it	any								
· 5 0 °F	,	(single entry		Code	23. Weather (• /				i	Code 1
(specify if fillings) 1.1	Dawn 2.	Day 3. Du		1		Cloudy	3. Rain 4.	Fog 5. Sleet	6. Sno	W		1
24. Type of Equipment Consist 1. Freight train 4	Work tra	in 7. Yard/S	A. Spec. MoW	/ Equip	201 114011 1990		,		Code	26. Track Nu	ımber or I	Name
(single entry) 2. Passenger train 5			•	Code	Equipment	t invoive	ea		.	ALEX SU	J B MAI	N
3. Commuter train 6	. Cut of ca	ars 9. Main./	inspect. car	8	1. Main 2	2. Yard	3. Siding	4. Industry	1	LINE		
27. FRA Track 28. Number of		29. Numbe	I	•	eed (Recorded if	^f availat	ble) Code	31. Time Tab	ole Direc	tion		Code
Class Locomoti	ve 1	Cars	م ا	lecorde stimate		5 mp	_{oh} E	1 North 2	South 3	3. East 4. V	Vest	2
	Wig wag	s ·			agged by crew			ed Crossing		34. Whistle B		Code
Crossing 2. Cantilever FLS 5.		ū			ther (specify)		Warn	ing		1. Yes		
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one					2. No		
Code(s) 07 35. Location of Warning			Code 36. Cro	neeina \	Warning Intercon	nactad	Code	27 Crossin	a Illumir	3. Unknov		Code
1. Both Sides				•	way Signals	incotcu	Code		or Specia	•	C.	Code
2. Side of Vehicle Approach		1	ι ,	Voc. 3	2. No 3. Unknov	ı.m	2	1 Voo	2 No	3. Unknown		3
3. Opposite Side of Vehicle App								1. 165	2. NO	3. UTKHOWH		
38. Driver's 39. Driver's Code Age Gender			ind or in Front as Struck by Se			41. Driv		d or thru the g	ate 4.9	Stonned on cr	nssina	Code
1. Male			lo 3. Unknov					then proceed				3
2. Female		40.10	· - · · · ·		2		Did not stop					
42. Driver Passed Standing Highway Vehicle	Code		of Track Obscu nanent Structu	,	(primary ob 3. Passing Ti		*	7. Othe	r (spec	cify)		Code
1. Yes 2. No 3. Unknown	2				ent 4. Topograph							8
			44. Driver w	/as		С	Code	45. Was Driv	ver in the	e Vehicle?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjure	ed	2	1. Yes	2. No			1
46 Highway Bail Crossing Hoors			47. Highwa	y Vehic	le Property Dama	age		48. Total Nu	mber of	Highway-Rai	Crossing	Users
46. Highway-Rail Crossing Users	0	1	(est. doi	llar dan	nage)		\$1,500	(include	driver)		1	
49. Railroad Employees	0	0			of People on Trai	n .				ent Accident	1	Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		Being Filed		2
53a. Special Study Block	-	1			53b. Special St	tudy Blo	ock					
54. Narrative Description												
	1	<u> </u>								1		
55. Typed Name and Title		56. Signatu	re							57. Da	ate	

Name Of								Alphal	oetic Cod	e RR Accident/I	ncident No.
Reporting Railroad		U	nion Pacific	Railre	oad Company	[UP]		1а. U	P	1b. 0988LU 2	221
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.	
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company	[UP]		3a. U	P	3b. 0988LU 2	221
4. U.S. DOT-AAR Grade Crossing	D No.	797	'889V	5. Dat	e of Accident/Inc	ident	09/25/88	6. Time	of Accide	ent/Incident 04:0	00 AM
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10. State Abbr.	Code 22 LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GI	EORG	E ST			✓ Public	Private
Highway	User Invo	olved					Rail Equip	ment Involve	d		
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment		4. Car(s)	(moving)		Other (specify	/) Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	ian		1. Train <i>(unit</i> : 2. Train <i>(unit</i> :					Train pulling- RCL Train pushing- RCL	
	orcycle	M. Other		A	3. Train (star			oco(s) (stand	ling) C.	Train standing- RC	1
'	irection	<i>(geograp</i> outh 3.Eas	*	Code 3	18. Position of 0	Car Unit	t in Train		1		
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstand	ce 1. R	ail equipmer	nt struck high			Code
2. Stopped on Crossi		•		3				t struck by hi	•	er	1
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there	a haza	rdous materi	als release by	/		Code
The impact transporting haz Highway User			4. Neither	4	1. High	way Us	er 2. Rail	Equipment	3. Both	4. Neither	
20c. State the name and quantity o	•		rial released, if	any							
0=	/isibility	(single entry	<i>(</i>)	Code	23. Weather (single (entry)				Code
(specify if minus) 75 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2.	Cloudy	3. Rain 4. l	og 5. Sleet	6. Snov	N	1
24. Type of Equipment Consist 1. Freight train 4	Mark tra	in 7. Yard/S	A. Spec. MoW	/ Equip	20. Haok Type		,		Code	26. Track Number	or Name
(single entry) 2. Passenger train 5			•	Code	Equipment	t Involve	ed		,	ALEX SUB	
3. Commuter train 6	. Cut of ca	ars 9. Main./	inspect. car	7	1. Main 2	2. Yard	3. Siding	4. Industry	1	MAINLINE	
			l	•	•	availab	ole) Code	31. Time Tab	ole Direct	ion	Code
) mr	b E	1 North 2	South 3	East / West	1 1
			-		<u> </u>	11116				84. Whistle Ban	Code
27. FRA Track 28. Number of Locomotive Cars R. Recorded 30. Consist Speed (Recorded if available) Code 31. Time Table Direction R. Recorded 3 Units 1 73 E. Estimated 10 mph E 1. North 2. South 3. 32. Type of 1. Gates 4. Wig wags 7. Crossbucks 10. Flagged by crew Crossing 2. Cantilever FLS 5. Hwy. traffic signals 8. Stop signs 11. Other (specify) Warning											
	Audible		9. Watchman	12. N	one		1			2. No	ı
Code(s) 07										3. Unknown	
35. Location of Warning1. Both Sides		C		•	Narning Intercon way Signals	inected	Code		ng Illumin or Specia	ated by Street	Code
Side of Vehicle Approach		1					2	J	•	J	2
3. Opposite Side of Vehicle App			1.		. No 3. Unknov			1. Yes	2. No	3. Unknown	
38. Driver's 39. Driver's Code Age Gender			ind or in Front			41. Driv		l or thru the m	uoto 1 C	tannad an arasaina	Code
Age Gender 1. Male			is Struck by Se Io 3. Unknov							topped on crossing Other <i>(specify)</i>	1
2. Female		1			2		Did not stop				3
42. Driver Passed Standing	Code		f Track Obscu	,	(primary ob		•	7 046-	. /	. 4: .)	Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu iding railroad e		 Passing Trent 4. Topograph 			7. Othe icles 8. Not			8
			44. Driver w	as		C	Code	45. Was Dri	ver in the	Vehicle?	Code
Casualties to:	Killed	Injured			ured 3. Uninjure	ایہ	3	1. Yes		-	1
			47. Highway	/ Vehic	le Property Dama		•	48. Total Nu	ımber of l	Highway-Rail Cross	
46. Highway-Rail Crossing Users	0	0	(est. dol	lar dan	nage)		\$1,000	(include	driver)		1
49. Railroad Employees	0	0	50. Total Nu	ımber c	of People on Train	n				ent Accident /	Code
52. Passengers on Train	0	0	(include	passer	ngers and crew)			Incident 1. Yes		eing Filed	2
53a. Special Study Block	-	1			53b. Special St	udy Blo	ock				'
54. Narrative Description						-					
		<u> </u>									
55. Typed Name and Title		56. Signatu	re							57. Date	

Name Of								Alphal	oetic Code	e RR Accident	/Incident No.		
Reporting Railroad		U	nion Pacific	Railre	oad Company	[UP]		1а. U	P	1b. 0488L U	J 205		
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.			
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [[UP]		3a. U	P	3b. 0488L U	J 205		
4. U.S. DOT-AAR Grade Crossing	D No.	797	889V	5. Dat	e of Accident/Inci	ident	04/26/88	6. Time	of Accide	ent/Incident 08	:45 PM		
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10. State Abbr.	Code 22 LA		
11. City (if in a city) WAGGA	MAN		12. Hig	hway N	lame or No. GF	EORG	E ST XINO	G		✓ Public	Private		
Highway	User Invo	olved	'				Rail Equip	ment Involve	d				
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment		4. Car(s)	(moving)		Other (spec	ify) Code		
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	an		1. Train <i>(units</i> 2. Train <i>(units</i>					Train pulling- RC Train pushing- R0			
	orcycle	M. Other	,	A	3. Train (stan			oco(s) (stand	ling) C.	Train standing- R	CL 1		
'	irection orth 2 Se	<i>(geograp</i> outh 3.Eas	*	Code 4	18. Position of C	Car Unit	t in Train		7				
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstand	e 1. R	ail equipmer	nt struck high			Code		
2. Stopped on Crossi	ng 4. Tra	apped		3				t struck by hi	•	er	2		
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there	a haza	rdous materi	als release by	/		Code		
1. Highway User 2. Rail Eq			4. Neither	4	1. High	way Us	er 2. Rail	Equipment	3. Both	4. Neither			
20c. State the name and quantity o	•		rial released, if	any									
·	,	(single entry		Code	23. Weather (•	• /				Code I 1		
(specify if fillings) 1.1	Dawn 2.	Day 3. Du		4		Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snov	V	1		
24. Type of Equipment Consist 1. Freight train 4	Work tra	in 7. Yard/S	A. Spec. MoW	/ Equip	Lo. Hack Type	25. Track Type Used by Rail Code 26. Track Number							
(single entry) 2. Passenger train 5			•	Code	Equipment	Involve	ea		ı	101 DRIL			
3. Commuter train 6	. Cut of ca	ars 9. Main./	inspect. car	7	1. Main 2	. Yard	3. Siding	4. Industry	2	EXTENSION	N		
27. FRA Track 28. Number of		29. Numbe			eed (Recorded if	availab	ole) Code	31. Time Tab	ole Directi	ion	Code		
Class Locomoti	ve 1	Cars		ecorde stimate	4.0) mp	oh E	1 North 2	South 3	. East 4. West	2		
	Wig wag				agged by crew			ed Crossing		4. Whistle Ban	Code		
Crossing 2. Cantilever FLS 5.		fic signals	8. Stop signs	3						1. Yes			
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		-			2. No	Ì		
Code(s) 07			code 36. Cro	occina l	Warning Intercon	naatad	0-4-	07.0	100 1	3. Unknown	0-4-		
35. Location of Warning1. Both Sides		·		•	way Signals	necieu	Code		or Specia	ated by Street I Lights	Code		
2. Side of Vehicle Approach		1					2	1. Yes 2. No 3. Unknown			2		
3. Opposite Side of Vehicle App					. No 3. Unknow			i. res	2. NO	3. UNKNOWN			
38. Driver's 39. Driver's Code Age Gender			ind or in Front is Struck by Se			41. Dri\ 1 1		d or thru the a	ate 4 S	topped on crossi	Code		
1. Male			lo 3. Unknov							ther (specify)	3		
2. Female		1			2	3. [Did not stop						
42. Driver Passed Standing Highway Vehicle	Code		f Track Obscu nanent Structu	,	(primary obs 3. Passing Tr		*	7. Othe	r (spec	ify)	Code		
1. Yes 2. No 3. Unknown	1				ent 4. Topograph						3		
			44. Driver w	as		С	ode	45. Was Dri	ver in the	Vehicle?	Code		
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjure	ed	3	1. Yes	2. No		1		
40 Highway Bail Ogaasia a Haara	_		47. Highway	y Vehic	le Property Dama	age		48. Total Nu	mber of H	Highway-Rail Cro	ssing Users		
46. Highway-Rail Crossing Users	0	0	(est. dol	lar dan	nage)		\$500	(include	driver)		1		
49. Railroad Employees	0	0			of People on Trair	n .				nt Accident /	Code		
52. Passengers on Train	0	0	(include passengers and crew) Incident Report Being Filed 1. Yes 2. No							2			
53a. Special Study Block	•				53b. Special Stu	udy Blo	ock						
54. Narrative Description					1								
		<u> </u>								1			
55. Typed Name and Title 56. Signature									57. Date				
		I								1			

Name Of								Alphat	oetic Co	de RR	R Acciden	nt/Incide	nt No.
Reporting Railroad		U	nion Pacific	Railre	oad Company [U	J P]		1а. UI	P	1b.	· 1186L	A013	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b.	١.		
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific		oad Company [U			3a. U]			· 1186L		
4. U.S. DOT-AAR Grade Crossing I	D No.	797	889V	5. Dat	e of Accident/Incide	ent	11/11/86	6. Time	of Accid	dent/Incid	dent 07	7:25 PI	M
7. Nearest Railroad Station			8. Div	ision			9. County	•		10.	State		Code
AVONDALE,LA							JEFFE	RSON			Abbr.	22	LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GE(ORG	E ST			✓	Public	Pri	vate
<u> </u>	User Invo	olved						ment Involve					
13. Type C. Truck-trailer F. Bus			otor Vehicle	Code	17. Equipment 1. Train <i>(units μ</i>	oulling	4. Car(s) g) 5. Car(s)	(moving) (standing)		. Other . Train pu	spec) ulling- RC	c <i>ify)</i> CL	Code
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mot		K. Pedestri M. Other		A	2. Train (units p		٠, ٠	. , .	٥,		ushing- R		1
	rection	(geograp	,	Code	3. Train (standa 18. Position of Ca			oco(s) (stand	iirig) C.	. Irain si	tanding- F	KUL	
(est. mph at impact) 0 1. N	orth 2. So	outh 3. Eas	t 4. West	1					1				
16. Position 1. Stalled on crossing		oving over c	rossing	Code 2	19. Circumstance			•	•			1	Code
Stopped on Crossii 20a. Was the highway user and/or in		• • • • • • • • • • • • • • • • • • • •	d	Code	20b. Was there a			t struck by hig als release by		iser			1 Code
in the impact transporting haz			_									1	Code
1. Highway User 2. Rail Eq	-		4. Neither	4	1. Highwa	ay Us	er 2. Rail	Equipment	3. Both	4. Nei	ither		
20c. State the name and quantity of	f the haza	irdous matei	rial released, if	any									
21. Temperature 22. \	/isibility	(single entry	<i>'</i>)	Code	23. Weather (sin	ngle e	entry)						Code
(specify if minus) 78 °F 1. [Dawn 2.	Day 3. Du	sk 4. Dark	4	1. Clear 2. Cl	oudy	3. Rain 4. I	og 5. Sleet	6. Sno	ow			1
24. Type of Equipment			A. Spec. MoW	/ Equip	25. Track Type U	Jsed b	by Rail		Code	26. Trad	ck Numbe	er or Na	ame
Consist 1. Freight train 4 (single entry) 2. Passenger train 5		in 7. Yard/S	•	0-4-	Equipment Ir	nvolve	ed						
3. Commuter train 6	•	•	. ,	Code 4	1. Main 2. `	Yard	3. Siding	4. Industry	1	MAI	INLINE		
27. FRA Track 28. Number of	of	29. Number	r of 30. Con	sist Spe	l eed <i>(Recorded if a</i> r	vailab	le) Code	31. Time Tab	ole Direc	ction			Code
Class Locomoti 2 Units	ve 1	Cars	- I	ecorde			h E	1 North O	Courth	2 Faat	4 \\/\oot	.	1
	Wig wag			stimate	agged by crew	mp		1. North 2. ed Crossing		3. Easi 34. Whis		.	Code
Crossing 2. Cantilever FLS 5.										1. Ye			Couc
Warning 3. Standard FLS 6.	Audible		9. Watchman	nan 12. None						2. No		1	
Code(s) 03 07							arn min (1)			nknown			
35. Location of Warning 1. Both Sides		C		•	Warning Interconne way Signals				-	inated by ial Lights			Code
Side of Vehicle Approach		1	.		, ,							1	2
3. Opposite Side of Vehicle App	roach		1.	Yes 2	2. No 3. Unknown			1. Yes	2. No	3. Unkı	nown		
38. Driver's 39. Driver's Code			ind or in Front			1. Driv				0			Code
Age Gender 1. Male			is Struck by Se Io 3. Unknov		rain			d or thru the g then proceed					
2. Female					2		Did not stop				(0,000)		4
42. Driver Passed Standing	Code	1	f Track Obscu	•	(primary obsti		,	- 04	,	· ·			Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2		nanent Structu ding railroad e		 Passing Trai ent 4. Topography 			7. Othe icles 8. Not 0					8
			44. Driver w	/as		С	ode	45. Was Driv	ver in the	e Vehicle	e?		Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured		2	1. Yes	2. No				1
40 Highway Bail Ogaasia a Haasa	_	_	47. Highway	y Vehic	le Property Damag	e		48. Total Nu	mber of	Highway	y-Rail Cro	ossing l	Jsers
46. Highway-Rail Crossing Users	0	3	(est. dol	llar dan	nage)		\$1,200	(include	driver)			3	
49. Railroad Employees	0	0			of People on Train			51. Is a Rail					Code
52. Passengers on Train	0	(include passengers and crew) Incident Report Being Filed 1. Yes 2. No								2			
53a. Special Study Block					53b. Special Stud	dy Blo	ck					•	
54. Narrative Description													
													ļ
	-	<u> </u>								1			
55. Typed Name and Title 56. Signature									5	57. Date			

Name Of							Alphat	etic Co	de RR Accident	/Incident No.	
Reporting Railroad		U	nion Pacific	Railr	oad Company [UP]		1а. U	•	1b. 0586N C)203	
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.		
3. Railroad Responsible for Track N	/laintenan	ce U	nion Pacific	Railro	oad Company [UP]		3a. U	P	3b. 0586N C)203	
4. U.S. DOT-AAR Grade Crossing	D No.	797	'889V	5. Dat	e of Accident/Incident	05/30/86	6. Time	of Accid	dent/Incident 10:	:15 PM	
7. Nearest Railroad Station			8. Div	ision		9. County	•		10. State	Code	
AVONDALE						JEFFE	RSON		Abbr.	22 LA	
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GEOR	GE RD			✓ Public	Private	
Highway	User Invo	olved					ment Involve				
13. Type C. Truck-trailer F. Bus		J. Other Me	otor Vehicle	Code	17. Equipment 1. Train <i>(units pulli</i>	4. Car(s) ng) 5. Car(s)	(moving) (standing)		Other (special Train pulling- RCL		
A. Auto D. Pick-up truck G. Sch		K. Pedestri		A	2. Train (units pust	ning) 6. Light I	oco(s) (movi	ng) B.	. Train pushing- R0	CL 1	
	irection	M. Other (geograp		Code	3. Train (standing) 18. Position of Car Ur		oco(s) (stand	iing) C.	. Train standing- R	CL	
'		outh 3. Eas	*	4				1			
16. Position 1. Stalled on crossing		oving over c	rossing	Code	19. Circumstance 1.		•	•		Code	
2. Stopped on Crossi 20a. Was the highway user and/or		• • • • • • • • • • • • • • • • • • • •	.d	3	2. 20b. Was there a haz	Rail equipmer			ser	1	
in the impact transporting haz			:u	Code	200. Was there a haz	aruous maten	ais release by	'		Code	
1. Highway User 2. Rail Eq	uipment	3. Both	4. Neither	4	1. Highway L	Jser 2. Rail	Equipment	3. Both	4. Neither		
20c. State the name and quantity o	f the haza	rdous mate	rial released, if	any							
21. Temperature 22. V	/ieihility	(single entry	<i>(</i>)	Code	23. Weather (single	entry)				Code	
92 °F		Day 3. Du	•	4	1. Clear 2. Cloud	• •	Foa 5 Sleet	6 Snc	nw.	1	
24. Type of Equipment			A. Spec. MoW	_		•	. 09 0. 0.001	Code	26. Track Numbe	r or Namo	
	. Work tra	in 7. Yard/S		Lquip	Equipment Invol	•		Code	26. Hack Numbe	i oi ivaille	
(single entry) 2. Passenger train 5 3. Commuter train 6	•	•	` '	Code I 1	1. Main 2. Yard	l 2 Cidina	4. Industry	1	MAIN		
27. FRA Track 28. Number of		29. Numbe			eed (Recorded if availa		31. Time Tal			Code	
Class Locomoti		Cars		ecorde	•	ible) Code	SI. IIIIle Tai	ne Direc	MOH	L	
2 Units	1	(67 E.E	stimate	ed 18 m	nph E	1. North 2	South	3. East 4. West	1	
	Wig wag				agged by crew	"	ed Crossing		34. Whistle Ban	Code	
Crossing 2. Cantilever FLS 5. Warning 3. Standard FLS 6.	•	•	8. Stop signs 9. Watchman	11. O 12. N	ther (specify)	Warn	ing		1. Yes 2. No		
Code(s) 07	1.0.0.0.0		- Traterinan	1					3. Unknown		
35. Location of Warning	'		Code 36. Cro	ossing \	Warning Interconnecte	ng Illumi	nated by Street	Code			
1. Both Sides		1	wi	th High	way Signals	ĺ	Lights	Lights or Special Lights			
 Side of Vehicle Approach Opposite Side of Vehicle Approach 	oroach	1	L 1.	Yes 2	2. No 3. Unknown	2	1. Yes	1. Yes 2. No 3. Unknown			
38. Driver's 39. Driver's Code		r Drove Beh	ind or in Front	of Trai	n Code 41. D	river				Code	
Age Gender			s Struck by Se		1 1				Stopped on crossir	ng	
1. Male 2. Female		1. Yes 2. N	lo 3. Unknov	/ n		. Stopped and . Did not stop	then proceed	led 5.	Other (specify)	3	
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstruct	•				Code	
Highway Vehicle			nanent Structu		3. Passing Train 5.			r (spe			
1. Yes 2. No 3. Unknown	2	Z. Star			ent 4. Topography 6.					8	
Casualties to:	Killed	Injured	44. Driver w			Code	45. Was Dri		e Vehicle?	Code	
					ured 3. Uninjured	3	1. Yes			1	
46. Highway-Rail Crossing Users	0	0	47. Highway (est. dol		le Property Damage	ф .52.5	48. Total Nu (include		Highway-Rail Cros		
49. Railroad Employees			•		of People on Train	\$525	`		ent Accident /	1 Code	
	0	0			ngers and crew)				Being Filed		
52. Passengers on Train	0	1. Yes 2. No								2	
53a. Special Study Block					53b. Special Study B	lock					
54. Narrative Description											
55. Typed Name and Title		56. Signatu	re						57. Date		
									Jr. Date		

Name Of								Alphat	oetic Co	de RR	Accident	/Incident No.
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Compan	y [MI	P]	1a. M	P	1b.	XXPD4	H0601
2. Other Railroad Involved in Train	Accident/I	ncident						2a.		2b.		
3. Railroad Responsible for Track N	/laintenan	ce M	Iissouri Paci	fic Ra	ilroad Compan	y [MF	P]	3a. M	P	3b.	XXPD4	H0601
4. U.S. DOT-AAR Grade Crossing	D No.	797	'889V	5. Dat	e of Accident/Incid	dent	03/31/84	6. Time	of Accid	dent/Incide	ent 03	:35 PM
7. Nearest Railroad Station AVONDALE			8. Div	ision			9. County JEFFE	RSON		10. \$	State Abbr.	Code 22 LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GE	ORG	E ST			✓ I	Public	Private
Highway	User Invo	olved	'				Rail Equip	ment Involve	d			
13. Type C. Truck-trailer F. Bus	i	J. Other Mo	otor Vehicle	Code	17. Equipment 1. Train (units	. n. Ilina	4. Car(s)	(moving)		Other	(speci	fy) Code
A. Auto D. Pick-up truck G. Sch	nool Bus	K. Pedestri	ian	В	2. Train (units					. Train pul . Train pus		
	orcycle	M. Other	. , ,,		3. Train (stand			oco(s) (stand	ling) C.	. Train sta	nding- R	CL 1
'	irection orth 2. So	<i>(geograp</i> outh 3.Eas	*	Code 3	18. Position of Ca	ar Unit	in Train		1			
16. Position 1. Stalled on crossing		oving over c		Code	19. Circumstance	e 1. R	ail equipmer	nt struck highy		r		Code
2. Stopped on Crossi	ng 4. Tra	apped		2				t struck by hig	•			1
20a. Was the highway user and/or in the impact transporting haz			d	Code	20b. Was there a	a hazar	rdous materi	als release by	/			Code
Highway User 2. Rail Eq.			4. Neither	4	1. Highw	vay Us	er 2. Rail	Equipment	3. Both	4. Neitl	her	
20c. State the name and quantity o	•		rial released, if	any								I
·	,	(single entry		Code	23. Weather (s	•	• •					Code
(specify if fillings) 01 1.1	Dawn 2.	Day 3. Du		2	1. Clear 2. C	Cloudy	3. Rain 4.	Fog 5. Sleet	6. Snc	ow .		1
24. Type of Equipment Consist 1. Freight train 4	Work tra	in 7. Yard/S	A. Spec. MoW	/ Equip	201 1146K 17P0 0004 27 114M							
(single entry) 2. Passenger train 5			•	Code	Equipment	Involve	ea		.			
3. Commuter train 6	. Cut of ca	ars 9. Main./	inspect. car	1	1. Main 2.	. Yard	3. Siding	4. Industry	1	MAIN	V	
27. FRA Track 28. Number of		29. Number	l		eed (Recorded if a	availab	ole) Code	31. Time Tab	ole Direc	ction		Code
Class Locomoti	ve 3	Cars	40.	ecorde stimate		mp	h E	1. North 2.	South	3 Fast	4 West	2
	Wig wag	S			agged by crew			ed Crossing		34. Whist		Code
Crossing 2. Cantilever FLS 5.	•	fic signals	8. Stop signs							1. Yes	3	
Warning 3. Standard FLS 6.	Audible		9. Watchman	12. N	one		-			2. No		İ
Code(s) 07			Code 36. Cro	occina \	Warning Interconn	noctod	Codo	O7 Crossin	a a Illiumi		known	Codo
35. Location of Warning1. Both Sides		·		•	way Signals	iecteu	Code	37. Crossir Lights	-	inated by vial Lights	Sireei	Code
2. Side of Vehicle Approach		1	ι .	· ·			2	4 3/	s 2. No 3. Unknown			3
3. Opposite Side of Vehicle App			1.		. No 3. Unknow			1. Yes	2. No	3. Unkn	own	
38. Driver's 39. Driver's Code Age Gender			ind or in Front as Struck by Se			11. Driv ۱ ۲		d or thru the g	ato 4 9	Stannad a	n croccir	Code
1. Male			lo 3. Unknov					then proceed				ĭ ,
2. Female					2	3. [Did not stop					4
42. Driver Passed Standing	Code		of Track Obscu nanent Structu	•	(primary obs 3. Passing Tra		*	7. Othe	r (spe	ocify)		Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2				ent 4. Topography							8
			44. Driver w	as		С	ode	45. Was Driv	ver in the	e Vehicle?	?	Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured	ایہ	3	1. Yes	2. No			1 1
10.111.1 5.110			47. Highway	/ Vehic	le Property Dama			48. Total Nu	mber of	Highway-	Rail Cro	
46. Highway-Rail Crossing Users	0	0	(est. dol	lar dan	nage)		\$1,400	(include	driver)			1
49. Railroad Employees	0	0	50. Total Nu	ımber c	of People on Train	1		51. Is a Rail				Code
52. Passengers on Train	0	0	(include passengers and crew) Incident Report Being Filed 1. Yes 2. No							2		
53a. Special Study Block					53b. Special Stu	ıdy Blo	ıck					
54. Narrative Description					1 -1 - 3.00	,						
04. Narrative Description												
55. Typed Name and Title		56. Signatu	re							57	7. Date	

Name Of							Alphal	oetic Coo	de RR Accident/In	cident No.
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Company [M	1 P]	1a. M	P	1b. M81203	
2. Other Railroad Involved in Train	Accident/I	ncident					2a.		2b.	
3. Railroad Responsible for Track N	1aintenan	ce M	Iissouri Paci	fic Ra	ilroad Company [M	IP]	3a. M	P	3b. M81203	
4. U.S. DOT-AAR Grade Crossing I	D No.	797	'889V	5. Dat	e of Accident/Incident	08/06/81	6. Time	of Accid	lent/Incident 06:20	AM
7. Nearest Railroad Station AVONDALE			8. Div	ision		9. County JEFFE	CRSON		10. State Abbr. 2	Code 2 LA
11. City (if in a city) AVOND	ALE		12. Hig	hway N	lame or No. GEOR	GE ST			✓ Public	Private
Highway	User Invo	olved					oment Involve	d		
13. Type C. Truck-trailer F. Bus		I Other Ma	otor Vehicle	Code	17. Equipment	4. Car(s)	(moving)		Other (specify)	Code
A. Auto D. Pick-up truck G. Sch		K. Pedestri		ı	Train (units pulli) Train (units push)				Train pulling- RCL Train pushing- RCL	
· ·	orcycle	M. Other		В	3. Train (standing)	٠, ٠	oco(s) (stand	٥,	Train standing- RCL	1
'	rection	(geograp	*	Code	18. Position of Car Ur	nit in Train				
		outh 3. Eas		3				1		
16. Position 1. Stalled on crossing2. Stopped on Crossing		oving over co apped	rossing	Code 3	19. Circumstance 1.		nt struck highv nt struck by hig	•		Code 1
20a. Was the highway user and/or			ed	Code	20b. Was there a haz	ardous mater	ials release by	/		Code
in the impact transporting haz			4 Naithar	4	1. Highway U	lear 2 Pail	Equipment	3. Both	4. Neither	
1. Highway User 2. Rail Eq 20c. State the name and quantity or	•		4. Neither		1. Flighway C	7561 Z. INAII	Lquipinent	J. DOIII	4. INCILIE	
20c. State the hame and quantity o	i iiie iiaza	iuous matei	ilai reieaseu, ii	arry						
!	/isibility	(single entry	<i>(</i>)	Code	23. Weather (single	e entry)				Code
(specify if minus) 88 °F 1.1	Dawn 2.	Day 3. Du	sk 4. Dark	1	1. Clear 2. Cloud	y 3. Rain 4.	Fog 5. Sleet	6. Sno	w	1
24. Type of Equipment			A. Spec. MoV	/ Equip	25. Track Type Used	d by Rail		Code	26. Track Number o	r Name
		in 7. Yard/S	•		Equipment Invol	ved				
(single entry) 2. Passenger train 5 3. Commuter train 6	•	•	` '	Code 7	1. Main 2. Yard	d 3. Siding	4. Industry	1	MAIN	
27. FRA Track 28. Number of	of	29. Number	r of 30. Con	sist Spe	l eed <i>(Recorded if availa</i>	able) Code	31. Time Tab	ole Direc	tion	Code
Class Locomoti		Cars	_	ecorde		_				1 .
Units	1			stimate		nph E			3. East 4. West	1
 Type of 1. Gates 4. Crossing 2. Cantilever FLS 5. 	Wig wag:				agged by crew ther <i>(specify)</i>		led Crossing	;	34. Whistle Ban	Code
Warning 3. Standard FLS 6.	-	•	9. Watchman	12. N		Warn	ing		1. Yes 2. No	
Code(s) 07									3. Unknown	
35. Location of Warning		C	code 36. Cro	ossing \	Warning Interconnecte	d Code	37. Crossir	ng Illumir	nated by Street	Code
1. Both Sides			wi	th High	way Signals	1	Lights	or Specia	al Lights	
2. Side of Vehicle Approach		1	l 1	Yes 2	. No 3. Unknown	2	1 Yes	3. Unknown	3	
3. Opposite Side of Vehicle App 38. Driver's 39. Driver's Code		r Drovo Bob	ind or in Front			rivor				Code
Age Gender			ind of in Front is Struck by Se				d or thru the a	ate 4. S	Stopped on crossing	Code
1. Male			lo 3. Unknov		2				Other (specify)	3
2. Female					3.	. Did not stop				
42. Driver Passed Standing	Code		of Track Obscu nanent Structu	,	(primary obstruct	,	7. Othe	r (spec	oifu)	Code
Highway Vehicle 1. Yes 2. No 3. Unknown	2				ent 4. Topography 6.					8
Q. 18	Killed		44. Driver w	as		Code	45. Was Dri	ver in the	e Vehicle?	Code
Casualties to:	Killed	Injured	1. Killed	d 2. Inj	ured 3. Uninjured	3	1. Yes	2. No		1
46. Highway-Rail Crossing Users	0		47. Highway	y Vehic	le Property Damage		48. Total Nu	mber of	Highway-Rail Crossi	ng Users
40. Flighway Rail Glossing Oscis	U	0	(est. dol	lar dan	nage)	\$0	(include			1
49. Railroad Employees	0	0			of People on Train				ent Accident / Reing Filed	Code
52. Passengers on Train	0	(include passengers and crew) Incident Report Being Filed 1. Yes 2. No							gou	2
53a. Special Study Block					53b. Special Study B	lock				
54. Narrative Description										
55. Typed Name and Title 56. Signature 57. D							57. Date			

Name Of								Alphat	etic Co	de Ri	R Accide	ent/Incid	ient No.
Reporting Railroad		N	Iissouri Paci	fic Ra	ilroad Company	[MF	P]	1a. M	P	1b	o. M116	58	
2. Other Railroad Involved in Train	Accident/I	Incident						2a.		2b	٥.		
3. Railroad Responsible for Track N	/laintenan	ce N	Iissouri Paci	fic Ra	ilroad Company	[MP	']	3a. M	P	3b	o. M116	68	
4. U.S. DOT-AAR Grade Crossing	ID No.	797	889V	5. Dat	e of Accident/Incide	nt (04/21/78	6. Time	of Accid	dent/Inci	ident ()6:20 I	'M
7. Nearest Railroad Station			8. Div	ision			9. County	·		10.	. State		Code
AVONDALE LA							JEFFE	RSON			Abbr.		-
11. City (if in a city) AVOND			12. Hig	hway N	lame or No. GAR	DE				✓	Public	P	rivate
· .	User Invo	olved		0 1	47.5			ment Involve		0.1		· · · ·	
13. Type C. Truck-trailer F. Bus			otor Vehicle	Code	17. Equipment 1. Train (units pu	ulling	4. Car(s) 7) 5. Car(s)	(moving) (standing)		. Other . Train p	spe) ulling- R	e <i>cify)</i> CL	Code
A. Auto D. Pick-up truck G. Sch B. Truck E. Van H. Mo		K. Pedestri		A	2. Train (units pu		٠,	. , .	٥,		ushing-		1
	torcycle irection	M. Other	,	Code	3. Train (standing 18. Position of Car	<u> </u>		oco(s) (stand	iing) C.	. I rain s	tanding-	RCL	
· ·		outh 3. Eas	*	4	rorr comerce ca.	0			1				
16. Position 1. Stalled on crossing		oving over c	rossing	Code 3	19. Circumstance				•			1	Code
2. Stopped on Crossi 20a. Was the highway user and/or		• • • • • • • • • • • • • • • • • • • •	d	Code	20b. Was there a h			nt struck by hig als release by		iser			1 Code
in the impact transporting haz			u		Zob. Wao moro a m	iazai	acac matem	alo 1010a00 b)				1	Code
1. Highway User 2. Rail Eq	uipment	3. Both	4. Neither	4	1. Highway	y Use	er 2. Rail	Equipment	3. Both	4. Ne	either		
20c. State the name and quantity o	f the haza	rdous mate	rial released, if	any									
21. Temperature 22. V	/isibility	(single entry	·)	Code	23. Weather (sine	ale e	entrv)						Code
, 20 °C	,	Day 3. Du		3	1. Clear 2. Clo	•	,	Fog 5. Sleet	6. Sno	ow		1	1
24. Type of Equipment			A. Spec. MoW	/ Equip	25. Track Type Us	sed b	ov Rail	·	Code	26. Tra	ack Num	ber or N	 Jame
• • • • • •		in 7. Yard/S	•		Equipment Inv		,						
(single entry) 2. Passenger train 5 3. Commuter train 6	•	•	. ,	Code	1. Main 2. Ya	ard	3. Siding	4. Industry	1	MA	IN		
27. FRA Track 28. Number of	of	29. Numbe	r of 30. Con	sist Spe	eed <i>(Recorded if ava</i>	ailab	le) Code	31. Time Tab	ole Direc	ction			Code
Class Locomot		Cars	.	ecorde	4.0		.					. 1	,
2 Units	1			stimate		mp	. ' 	1. North 2.	South				3
32. Type of 1. Gates 4. Crossing 2. Cantilever FLS 5.	Wig wag Hwy. traf				agged by crew ther (specify)		33. Signal Warn	ed Crossing		34. Whi	istle Ban 'es		Code
Warning 3. Standard FLS 6.	•	•	9. Watchman							2. N		1	1
Code(s) 02						arn min (1)	;	3. U	Jnknown				
35. Location of Warning		C		36. Crossing Warning Interconnected Code 37.						inated by	-		Code
 Both Sides Side of Vehicle Approach 		1		th High	way Signals		1.	Lights or Special Lights					
Side of Verlicle Approach Sopposite Side of Vehicle Approach	oroach	1	l 1.	Yes 2	. No 3. Unknown		2	1. Yes	1. Yes 2. No 3. Unknown				2
38. Driver's 39. Driver's Code	40. Drive	r Drove Beh	ind or in Front	of Train	n Code 41.	Driv	er er						Code
Age Gender			s Struck by Se		rain			d or thru the g					
1. Male 2. Female		1. Yes 2. N	lo 3. Unknov	vn	2		Stopped and Did not stop	then proceed	ed 5.	Other	(specify	<i>"</i>	3
42. Driver Passed Standing	Code	43. View o	f Track Obscu	red by	(primary obstru		•						Code
Highway Vehicle	I	1. Pern	nanent Structu	re	3. Passing Train	5. V	/egetation	7. Othe				1	
1. Yes 2. No 3. Unknown	2	2. Stan	ding railroad e	quipme	ent 4. Topography	6. F	Highway Veh	nicles 8. Not (Obstruct	ted			8
Casualties to:	Killed	Injured	44. Driver w		urad 2 Univirued	1	ode	45. Was Driv		e Vehicl	le?	1	Code
		,			ured 3. Uninjured] 3	3	1. Yes					1
46. Highway-Rail Crossing Users	0	2	47. Highway (est. dol		le Property Damage	1	\$150	48. Total Nu (include		Highwa	ay-Rail C	rossing 3	Users
49. Railroad Employees	0	0	•		<u> </u>	4	p130	51. Is a Rail		nent Acci	ident /		Code
52. Passengers on Train	0	0	(include passengers and crew) Incident Report Being Filed							1	2		
	"	"			Eah Charles Charles	, Di-	ok.	1. Yes	∠. N0				
53a. Special Study Block					53b. Special Study	/ DIU	CK						
54. Narrative Description													
55. Typed Name and Title 56. Signature											57. Date	:	

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields.	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, complete the Headen section. For change	ete the Header, Parts I For grade-se es to existing	ider, I and II parato g data	Parts I and I, and the S ed highway a, complete	II, and submister of the II.	d the Su ssion Info r pathwa Header,	bmission Information rmation section. Fo y crossings (includin Part I Items 1-3, and	n section. For private pathw g pedestrian sta d the Submission	public pathy ray grade cro ation crossing on Informati	vay gr ossings gs), co ion sec	rade cross s, comple omplete the ction, in	sings (including ete the Header, ne Header, Part		
A. Revision Date (MM/DD/YYYY)		B. Reporting A ■ Railroad	· ·		eason hange	for Update	•	′_	<i>ne)</i> Closed	☐ No Train	☐ Quiet			Crossing ory Number		
09 / 04 / 2020		☐ State	□ Tra	Data	_	Cros	ssing		Change in Primary	Traffic	Zone Upo	date	797889	·		
				Dort I. I.			nge Oı		perating RR	Correction						
1. Primary Operating	Railroa	nd		Part I: L	ocat	2. State	Clas	SITICAT	ion Informatio	n 3. County						
BNSF Railway Cor	mpany [l	BNSF]				LOUISI				JEFFERSO						
4. City / Municipality ☐ In				et/Road Na DRGE STRI		Block Num	l		6. Highway Ty	pe & No.						
I INCUI	Near AVONDALE (Street/Road Name) 7. Do Other Railroads Operate a Separate Track at Crossing? □ Yes						9 D		<i>Number)</i> Railroads Operate O	RT	ot Crossing?	₩ Vc	os 🗆 No			
If Yes, Specify RR	s Operat	e a separate i	rack at Cro	ssingr 🗆 re	es L	NO NO		Yes, Spec	=	Ver Your Track a	at Crossing:	LA TE	ss 🗆 inc			
9. Railroad Division	or Region	1	10. Railro	ad Subdivisio	on or	District		11. Bran	ch or Line Name		12. RR Mile	epost 0012.2				
□ None GULF			☐ None	LAFAYE	TTE			☐ None	LIVE OAK-IO\	WA J	_(prefix)					
13. Line Segment			rest RR Tim	etable	1	L5. Parent F	RR (if	applicabl	e)	16. Crossin	, ,,					
* 1280		Station AVON	DALE TOF	С		■ N/A				□ N/A	N/A BNSF					
17. Crossing Type		ssing Purpose		ssing Positio	n	20. Public			21. Type of Train					e Passenger		
■ Public	I High □ Path	iway iway, Ped.	I At Gi □ RR U			(if Private □ Yes	Cross	ing)	▼ Freight Intercity Passeng	☐ Transit zer ☐ Shared	: I Use Transit			t Per Day In One Per Day		
☐ Private		ion, Ped.	☐ RR O			□ No			☐ Commuter	☐ Tourist				Per Day 2		
23. Type of Land Use ☐ Open Space	e □ Farm	I X Res	idential	☐ Comm	nercia		ndustr	rial	☐ Institutional	☐ Recreation	nal [□ RR Y	/ard			
24. Is there an Adjacent Crossing with a Separate Number? 25. Quiet Zone (FRA provided)																
☐ Yes ■ No If	Voc Drov	vide Crossing N	umbor			I≝ No		24 Ur 「	☐ Partial ☐ Chicag	go Excused	Date Esta	hlicho	, d			
26. HSR Corridor ID	163, FIO			mal degrees		_ 🗆 100			in decimal degrees				Long Sou	rce		
	■ N/A	IMICSON	std: nn.nr	29	.9192	2190	/WG	.CO1 c+d.	-nnn nnnnnn) -90.	2117280		\ Actus	. F	estimated		
30.A. Railroad Use	<u>*</u>	[[WG384	stu. IIII.III			l	(77.6.	WGS84 std: -nnn.nnnnnnn) -90.2117280 ☐ Actual ■ Estimated 31.A. State Use *								
30.B. Railroad Use	*							31.B. State Use *								
30.C. Railroad Use	*							31.C. St	ate Use *							
30.D. Railroad Use	*							31.D. St	ate Use *							
32.A. Narrative (Ra	ilroad Us	e) *						32.B. N	arrative (State Use)	*						
33. Emergency Notif	ication T	elephone No.	(posted)			Contact (T	elepho	one No.)		35. State Con	, ,	hone N	lo.)			
800-832-5452				817-3						225-379-154	13					
4. Estimated Number	C D . 'I	T			Par	rt II: Rail	road	Infor	mation							
1. Estimated Number 1.A. Total Day Thru			otal Night T	hru Trains	1.0	. Total Swit	ching '	Trains	1.D. Total Transit	Trains	1.E. Check	if Less	s Than			
(6 AM to 6 PM)			to 6 AM)		0		6		0		One Move	ment	Per Day	□ k?		
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of		_	•				·					
2017				3.A. Maxim 3.B. Typical					<i></i> <i>ph)</i> From 1	to _49						
4. Type and Count of	Tracks		L	7 - 300	-1	. 6- 31		- 01.11								
	Siding 0		ard 1	Trans	sit <u>0</u>		Indus	stry 0								
5. Train Detection (N		,,	Detection	□AFO □	ртс	□ DC	□ Oth	her □	None							
© Constant Warning Time					ecorder 7.B. Remote Health M					nitoring						
🗷 Yes 🗌 No						□ Yes □	No	☐ Yes ☐ No								

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (A 09/04/2020	MM/DD/YYYY)					PA	AGE 2			D. 0	Crossing Inve	ntory Nun	nber (7 a	har.)	
		Par	t III: Hi	ighway o	r Path	way 1	Traffic (Control De	vice In						
1. Are there	2. Types of Pa	ssive Traffic	Control [Devices asso	ciated w	ith the	Crossing								
Signs or Signals?	2.A. Crossbuck Assemblies (co			gns (R1-1)	2.C. YIE (count)		ns <i>(R1-2)</i>	2.D. Advan				that appl			nt) 🗆 None
Yes □ No	2	0						□ W10-2			□ W10-4			V10-1	2
2.E. Low Ground Cl (W10-5)	J	2.F. Pavem	ent Marl	kings			Devices/				2.H. EXEMP (R15-3)	Display		_	n (I-13)
☐ Yes (count ■ No)	Stop Lin ☐ RR Xing		,	mic Enve	elope	■ All Ap		Mediar None	1	□ Yes ■ No		☐ Yes ☐ No		
2.J. Other MUTCD S	Signs	☐ KR XING	,	□ None	=		One A	te Crossing	□ None) Enl	hanced Signs	/List types			
Specify Type		Count _			Signs (if private)					nanceu signs	(List types	7			
Specify Type		Count _ Count _		_			☐ Yes [□ No							
Specify Type 3. Types of Train A					cnocify c	ount of	f oach dou	ico for all tha	t annlul						
3.A. Gate Arms	3.B. Gate Conf		the Grad	3.C. Cantile						ast N	Nounted Flas	hing Lights	<u> </u>	3.E	. Total Count of
(count)	5151 5415 5511	garacion		Structures			,	.6 = .6			asts) 2				shing Light Pairs
Daniel 1	■ 2 Quad	c Lane	0	_	candescent	☐ Inca			☐ LED						
Roadway 1 Pedestrian	☐ 3 Quad ☐ 4 Quad	Resistance Median C	ates	Not Over T	raffic Lar	ne <u>0</u>	_	D	□ Back	Ligh	nts Included	☐ Side Include	•	4	
3.F. Installation Dat	e of Current		3.G	i. Wayside H	orn				3.	н. н	ighway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev 08 / 1992	, ,	′) Not Required		Yes Insta	alled on (MM/Y	YYY)	_/		ossii Yes	ng ☑ No				(count) 2
3.J. Non-Train Activ ☐ Flagging/Flagma	•	perated Sign			Floodlig	hting [□ None		3.K. Ot Count		Flashing Light				
4.A. Does nearby H	wy 4.B. Hwy	Traffic Signal	4.C	. Hwy Traffic	Signal P	reempt	tion	5. Highway T	raffic Pre-	Sign	als	6. Highw	ay Moni	torin	g Devices
Intersection have	Interconr				☐ Yes 🗷 No				No			(Check a			
Traffic Signals?		nterconnected affic Signals		Simultaneou	ıs			Storage Dista	nce *				-		Recording ence Detection
☐ Yes 🗷 No	☐ For W	Advance				Stop Line Dis	_			☐ None					
				Pa	rt IV: F	Physic	cal Cha	acteristic	S						
1. Traffic Lanes Cro		☐ One-way											ossing Illuminated? (Street ithin approx. 50 feet from		
Number of Lanes		☐ Divided T			¥ Ye		No		□Yes	X N		nearest			
5. Crossing Surface ☐ 1 Timber ☐ ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt a	nd Timbe	er 🗷 4 Co				/ and Rubber					Length '		
6. Intersecting Roa	dway within 500) feet?					7. Smalle	st Crossing A	ngle			8. Is Co	mmercia	al Pov	ver Available? *
			" · · · 7	E						_					
¥ Yes □ No	If Yes, Approxin	nate Distance	(feet) <u>r</u>		V. D k	ا مانام	□ 0° - 29			LX	60° - 90°		■ Yes	5	□ No
4 111 1 0 1								Informat							
1. Highway System	tate Highway Sy	ctom		ctional Classit (Interstate		x (1	at Crossin I) Urban (5) Major		Syster	n?	ing on State I ☑ No	Highway	20		vay Speed Limit MPH ed □ Statutory
	Nat Hwy Systen			Other Freew	ays and E			Collector			Referencing S	vstem (LRS			d 🗆 Statutory
☐ (03) Feder ॼ (08) Non-F	al AID, Not NHS ederal Aid	. ,		Other Princip Minor Arteria			(6) Minor (7) Local	Collector			epost *	yocc (27.c			
7. Annual Average Year 2010 AA	Daily Traffic <i>(AA</i> DT 1921	ADT) 8. I 01	stimated	d Percent Tru		9. Reg □ Yes		d by School Bi Average Nu		Day		_ 10. □ Y	_	ncy S □ No	ervices Route
Submi	ssion Infori	mation - 7	his info	ormation is	s used j	for ad	ministra	tive purpos	ses and	is n	ot availabl	e on the	public	wek	site.
Submitted by	udan fan Hili C			Organizat		. 20			unding of the		Phone	_ :		Date	
Public reporting bu sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponsor valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and on is not i The valid	completing a required to, I OMB contro	and revie nor shall ol numbe	ewing the a perso er for in	he collection be subj of formation	on of informa ect to a penal collection is	tion. Acc ty for fail 2130-001	ordir ire to 7. Se	ng to the Pap o comply wit end commen	erwork Re h, a collect ts regardin	duction a tion of in ng this bu	Act o form irden	f 1995, a federal ation unless it estimate or any



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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Appendix G

Stage 0 Checklist and Preliminary Scope and Budget Checklist



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Route Louisiana Highway 18 (Rail Crossing 797885T) 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? <u>Unknown</u> 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, a sphalt, 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? (YorN) 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 <u>Data base checked, No, none apparent at project site</u>

(Y or N) ER	NS Database checked, No, none apparent at project site
• • • •	forcement and Compliance History Database checked, No, none apparent at
have UST on or adj	age Tanks (UST): Are there any Gasoline Stations or other facilities that may acent to the project? (Y or N) No and location:
manufacturing facil names and locations: storage facility locate	Ints, refineries or landfills adjacent to the project? (Y or N) Any large lities adjacent to the project? (Y or N) Dry Cleaners? (Y or N) If yes to a ny, give Yes, project is adjacent to the Intl-Matex Tank Terminals (IMTT) bulk liquid ed at 5450 River Road, Avondale, LA 70094 and the Avondale Marine campus located Avondale, LA 70094. No, there are no dry cleaners or landfills adjacent to the project.
	e you checked DNR database for registered oil and gas wells? (Y or N) List the wells being impacted by the project. <u>Database reviewed, no oil or gas wells found a facentarea</u> .
Are there any possi Howmany? <u>No</u>	ble residential or commercial relocations/displacements? (Y or N)
	sensitive community or cultural issues related to the project? (Y or N) cation is an existing rail crossing over LA 18.
	population minority or low income? (Y or N) No, there is no residential population ct. The project a rea does include minority and low income population groups (See Mag
	r/closures could be used on the job?Temporary construction closures required to n at site, as well as installation of crossing signage and signals.
Did you notice anyt so, explain below.	thing of environmental concern during your site/windshield survey of the area? If
Location is an existing re-used. Cost estimate Visual inspection of site. Database review determine presence of the cost of th	ng rail crossing; it remains unclear how much of the current rail and sub-base can be tes assume complete replacement and upgrade to match current standards of practice area did not reveal any indications of a dditional utilities (i.e. no markers evident) at the windown of the substitution of the substitu
Ed E. Elam, AICP, Point of Contact	PTP, TSSP-Rail
504-812-6347 Phone Number	
12/16/2021 Date	

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, a esthetically important, 18" or greater in dia meter 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.deg.louisiana.gov/portal/tabid/2674/Default.aspx

Leaking Underground Storage Tanks:

http://www.deg.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	k.) <u>LA 18 F</u>	Rail Crossing Upg	grade, Avondale	
District 02/Bridge City		Parish	Jefferson	
City/Town <u>Avondale</u>				
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 I	Parish		
Who is the sponsor of the study?	RPC wit	th Jefferson Paris	h	
If different, who is the sponsor of	f the project?			
Has someone on the project spor	sor's staff attende	ed the LPA Certifi	cation class?	
Project Sponsor DUNS#:		-		
Date Study Completed:		_		
Describe the existing facility:				
Functional classification:	Minor Arterial	Numb	er and width of lanes:	2-lanes 24 ft
Shoulder width and type:				
Access control: none			•	~
Describe any existing pedestrian				
include pedestrian facilities):				
pedestrian activity at the rail cr				e path network in this
area, so some cycling or walking	-			
Describe the adjacent land use: _and Rail Lines)	Industrial (Liqui	ids Storage, War	ehousing, Office); Tran	sportation (Rail Yard
Will this project be adding mile transfer of ownership been initiat	•	- • • •		cility)? If yes, has a
Are there recent, current or near	future planning st	udies or projects i	n the vicinity?	Yes
If yes, please describe th	e relationship of t	his project to tho	se studies/projects.	RPC, Jefferson
Parish and DOTD partic				
roadway improvements.				
supports long-term indu economic developmen				
development, including				
at 5100 River Road, Avo			armie site (ronner Avone	iaic Sinpyaid) located
Provide a brief chronolo	gy of these planni	ing study a ctivitie	·s:	_
Envision Jefferson 20			·	
Strategy/Jefferson Edge		•		_
Feasibility Study (Westl	oank Road and Ra	<u>il Sub Area Plan)</u>	(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?

<u>Consultation and Coordination will be required. Review of site under appropriate DOTD and federal guidelines as issued by the lead a gency (US DOT, FRA, etc.)</u>

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, a gendas, 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? <u>Unknown</u>

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.

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
1V.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.
than 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, fina 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

prevent construction at night. Construction site near active rail line and yard.

minimize impact on traffic access and operations. There are no adjacent residential structures in the area to

Describe screening criteria used to compare alternatives and from what a gency 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? <u>Project identified replaces existing crossing.</u> 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? <u>Stakeholders commented during the development of alternatives. This is documented in the Stage 0</u> 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?

<u>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.</u>

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

1					Base Cost						
Line		Description			Quantity	, U	Init	U	Init Cost		Total
Site Civil											\$275,000
	Mobilization										
	Mobilization					1 L	.S	\$	25,000	\$	25,000
	10%										
	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 8	& Demobilization				1	LS	\$	50,000	\$	50,000
Rail										Ś	376,750
Mall										•	3/6,/50
13	Track, 136 LB Rail , Timber Ties, OTM, Ballast & Surfacing				1	75	TF	\$	300	\$	52,500
15	Track Removal				1	75	TF	\$	150	\$	26,250
16	(Remove Track @ Turnout Loc At-Grade Crossing Panel:				1	20	LF	\$	400	Ś	48,000
10	(LA 18)	s (curveu)			1	20	LF	Ş	400	Ş	46,000
17	Active warning devices a	nd signal control				1	LS	\$	250,000	\$	250,000
		Sur	nmary of	Direct Con	structio	n Co	nete				
			onstruction		3ti actic		/3 C 3				\$651.750
	Site Civil										\$275,000
	Rail Civil										\$376,750
				Engineerin							405.45
	Project Management, Surveying, Engineering						% of Direct Costs % of Direct Costs				\$65,17
	Permitting Motorial Tasting						% of Direct Costs % of Direct Costs				\$13,03! \$13,03!
	Material Testing Construction Related Services						% of Direct Costs			\$39,10	
	Contractor Performance Bond						3 % of Direct Costs			\$19,553	
			neering Co								\$149,903
		Total Eng									
			Estimat	ted Budget	ary Tota	als					
Direct Construction Costs							\$651,750				
Engineering / Permitting / Material Testing / Construction Related Services Estimated Budgetary Totals								\$149,903			
					Estima	ted	Budg				\$801,653
	Estimated Range of Project Cost -30%								+50%		
				acca nang	,		.000	\$	600,000		\$1,200,000
		Primary Characteristic		Secondary Cha	un et autatta						
	To the second	MATURITY LEVEL OF		Secondary Cha			cour				
	ESTIMATE CLASS	PROJECT DEFINITION DELIVERABLES Expressed as % of complete definition	END USAGE Typical purpose of estimate	METHODOLOG Typical estimating me	Y	RANG	n low and I				
	Class 5	0% to 2%	Concept screening	Capacity factore parametric mode judgment, or anal	els, L: -2	0% to -5 0% to +1					



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TRANSPORTATION GROUP

1 Galleria Boulevard, Suite 1900 Metairie, LA 70001



HIGHER RELATIONSHIP

13105 NW Freeway, Suite 825 Houston, TX 77040

NDS

National Data and Surveying Services

3032 Ridgelake Road, Suite 103 Metairie, LA 70002