APPENDIX I
PEL STAGE 0 PRELIMINARY SCOPE & BUDGET CHECKLIST
H.015428

Attachment 1: PEL Stage 0 Scope of Work

Attachment 2: PEL Stage 0 Environmental Checklist

STAGE 0
Preliminary Scope and Budget Checklist

A. Project Background

District 02 Parish St. Bernard

Route LA 47 to LA 39 Connector Control Section New Route

Begin Log Mile TBD End Log Mile TBD

Project Category (Safety, Capacity, etc.): System Linkage

Date Study Completed: April 2025

Describe the existing facility:

St. Bernard Parish's transportation network is a combination of interstate highways, state routes, local arterials, bridges, ferry services, bus transit, bicycle, and pedestrian infrastructure, as well as rail connections. These elements provide essential connectivity within the parish and to surrounding regions.

INTERSTATE AND STATE HIGHWAY SYSTEM

Interstate Connectivity: I-10 and I-510 provide direct access to St. Bernard Parish, linking it to New Orleans and the broader regional transportation network. I-510 serves as a major connector, linking to Paris Road (LA 47), a critical north-south route into the parish. The transition from the I-510 Interstate designation to the LA 47 local state route takes place on the north side of the Intracoastal Waterway Canal Bridge (Green Bridge) near the Entergy Michoud Power Plant.

State Routes:

- LA-39 (Judge Perez Drive): A principal east-west corridor serving the parish, facilitating local and regional traffic movements.
- LA-46 (St. Bernard Highway): Runs parallel to LA-39, providing another major corridor for travel along the Mississippi River.
- LA-47 (Paris Road): A key north-south route connecting the parish to I-510 and serving as a primary freight corridor.

These roadways are on the National Highway System (NHS) and as such are subject to performance standards for operations and maintenance per 23 USC 150.

MAJOR ARTERIALS AND BRIDGES

The parish's arterial network consists of key local roads that connect neighborhoods and commercial areas to state highways.

Several significant bridges provide access across waterways, including:

- Violet Canal Bridge: Provides an important connection for lower St. Bernard communities.
- Bayou Bienvenue Bridge: on Paris Rd. (LA-47)
- Paris Road Bridge(Green Bridge): Critical for north-south connectivity, linking the parish to I-510.
- Claiborne Avenue Bridge: Facilitate access to neighboring regions.

The purpose for transportation improvements in the Lower St. Bernard Transportation Network is driven by several key factors, including projected economic development, increasing traffic volumes, and the construction of the Louisiana International Terminal (LIT) in Violet, LA. The LIT facility, once operational, will significantly increase freight and passenger traffic throughout the region, creating demand for improved connectivity and capacity on major roadways such as Judge Perez Drive (LA 39), St. Bernard Highway (LA 46), and Paris Road (LA 47). The existing infrastructure is inadequate to accommodate the anticipated growth, particularly in terms of efficient access and egress for both local traffic and freight transportation.

Functional classification: Minor Arterial Number and width of lanes: 2, 12-foot

Shoulder width and type: 8-foot paved Mode: Roadway & Bridge

Access control: No ADT: TBD Posted Speed: TBD

Roadway	Number of Lanes (Bi-directional)	Functional Classification	Posted Speed Limit(s) (mph)	ADT (2021)
E Judge Perez Dr (LA 39)	4	Urban, Principal Arterial	35, 45	34500

Paris Rd (LA 47)	4	Urban, Principal Arterial	40	26700
E St Bernard Hwy (LA 46)	2	Urban, Minor Arterial	45	18600

Describe any existing pedestrian facilities (ADA compliance should be considered for all improvements that include pedestrian facilities): St. Bernard Parish is only 1 of 3 parishes in Louisiana with an adopted Complete Streets Policy, which identifies 47 miles of sidewalks that need to be installed or improved and 56 pedestrian crossing improvement projects to enhance pedestrian connectivity and safety.

The parish has a 183-mile bikeway network, that links St. Bernard communities together and to neighboring parishes. This includes several multi-use trails, such as the 14-mile Mississippi River Trail, 26-mile 40 Arpent Trail, and others connect neighborhoods and employment centers.

Describe the adjacent land use: Along La-47 where proposed alternatives would tie in, adjacent land use is predominantly categorized as underdeveloped, with a few areas of marinas/harbors, warehousing, and local business. Along LA-39 where proposed alternatives would tie in, the adjacent land use is predominantly woodland and agricultural

Who is the sponsor of the study? New Orleans Regional Planning Commission and LA DOTD in partnership with the Port of New Orleans.

List study team members:

Regional Planning Commission	Karen Parsons
Regional Planning Commission	Jeff Roesel
Regional Planning Commission	Tosha Shanableh
Regional Planning Commission	Malissa Givhan
Regional Planning Commission	Lynn Dupont
Regional Planning Commission	Leslie Couvillion
Regional Planning Commission	Tom Haysley
St. Bernard Parish	Jerry Graves
St. Bernard Parish	Rachel Sigur
St. Bernard Parish	John Lane
St. Bernard Parish	Donny Bourgeois
Port NOLA	Tony Evett
Port NOLA	Sarah Porteous
DOTD	Tanya Moore
DOTD	Scott Boyle
DOTD	Kimberly Bryant
DOTD	Bao Long Le
DOTD	Nicole Rizzo
LADOTD, Environmental	Robert Lott
LADOTD, Environmental	Kayla Bankston
LA - FHWA	Laura Phillips
LA -FHWA	John Broemmelsiek
GIS Engineering	Jacob Loeske
GIS Engineering	Sam Mestayer
GIS Engineering	Connor McCarthy
GIS Engineering	Brandi Fontenot
GIS Engineering	Mohan Menon
GIS Engineering	Andy Fontenot
Meyer Engineers	David Dupre
Meyer Engineers	Ann Theriot
Meyer Engineers	Tyler Gettys
Meyer Engineers	Alex Carter
Meyer Engineers	Evelyn Campo

AECOM	Greg Trahan
AECOM	Tom Hunter
AECOM	Derek Chisholm
CDM Smith	Richard Tillery
Urban Systems Inc.	Nicole Stewart
Urban Systems Inc.	Fadi Madi

Will this project be adding miles to the state highway system (new alignment, new facility)? If yes, has a transfer of ownership been initiated with the appropriate entity? Possible new alignment with existing infrastructure improvements

Are there recent, current or near future planning studies or projects in the vicinity? St. Bernard Parish Comprehensive Plan, Port Nola LIT Traffic Studies, The St Bernard Parish Bikeway & Pedestrian Plan Update (Soll Planning & Alta Planning + Design, June 2017)

If yes, please describe the relationship of this project to those studies/projects. Existing Intersection Improvements will have to consider the pedestrian improvements outlined in the St. Bernard Parish Bikeway & Pedestrian Plan

Provide a brief chronology of these planning study activities: The bikeway and pedestrian plan was released in 2017 with a more recent update in 2024, outlining projects completed to date and projects still needing to be completed.

B. 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 scope for this project is provided as Attachment 1.

The purpose of the project is to identify needed transportation infrastructure improvements and roadway network improvements in the lower St. Bernard Parish area resulting from the proposed development and expansion over time of the Louisiana International Terminal project in Violet, LA, specifically between the I-510/ LA 47 corridor and lower St. Bernard Parish. This includes assessments of LA 46 and LA 39, the National Highway System Routes that service the area. Transportation infrastructure improvements identified aim to accommodate the efficient movement of forecast traffic needs resulting from the anticipated addition of heavy truck traffic and ancillary value-added economic activities and land use changes while minimizing negative community impacts.

The needs of the project include the following:

System Linkage to improve connectivity between the I-10/I-510 and Lower St. Bernard Parish to accommodate proposed economic development and growth.

Intermodal Relationships provide improved and efficient access to existing and planned intermodal port and rail facilities within the lower St. Bernard Region.

Economic Development accommodate future economic development associated with the LIT intermodal port facility and other land use changes within the lower St. Bernard Region.

Capacity Improvements provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard Region.

Hurricane Evacuation to provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish and the East Bank of Plaquemines Parish.

Additional Goal: An additional goal of the purpose and need is to reduce impacts of commercial truck traffic associated with the proposed LIT facility on existing state routes, within the project area**.** The reduction in commercial truck traffic on existing infrastructure will enhance freight efficiency, minimize congestion, and lessen the degradation of infrastructure.

C. Agency Coordination

Provide a brief synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies.

A Project Leadership Team was established to oversee the study and ensure coordination among key stakeholders. This team includes representatives from the New Orleans Regional Planning Commission, St. Bernard Parish, Port of New Orleans, Louisiana Department of Transportation and Development, Federal Highway Administration, and the project consultant team. The team conducted monthly progress/update meetings to discuss project developments, address concerns, and guide decision-making throughout the feasibility study process. The members of this team can be found in Appendix A: Final Stakeholder and Public Outreach Plan. The following resource and government agencies were made aware of the stage 0 study and given opportunity provide input, comments, and concerns: DENR, USACE, SELA Flood Protection Authority, Coast Guard, St. Bernard Parish Government, St. Bernard Tourist Commission, FHWA, SHPO, LDWF, DOTD

What transportation agencies were included in the agency coordination effort?

DOTD HQ, DOTD District 02, FHWA, and Port of New Orleans

Describe the level of participation of other agencies and how the coordination effort was implemented.

Stakeholder meetings were held for community groups such as Port NOLA Community Groups, Meraux Foundation/Docville Farms, Lake Pontchartrain Basin Foundation, ST. Bernard Parish School Board(a full list can be found in Appendix A of the Stage 0 Report). Regularly held community meetings put on by the Port of New Orleans were attended by the project team, where project updates were presented. Stakeholder meetings for economic development and private sector groups was held by the project team (dates and full list of attendees can be found in Appendix A of Stage 0 report). Stakeholder meeting for resource and governmental agencies was held by project team(dates and full list of attendees can be found in Appendix A). Letters requesting comments and input were mailed to all Federally Recognized Tribal Governments(full list can be found in Appendix A of Stage 0 Report)

C. Agency Coordination (Continued)

What steps will need to be taken with each agency during NEPA scoping?

The traffic, environmental, cost and other data analyzed developed in this study will serve as a starting point for NEPA analysis. The deliverables from this study will be available and housed at the respective sponsors, the MPO, the DOTD, and FHWA. The later NEPA document(s) will be informed by a full spectrum of planning decisions derived from the PEL process. The reports and all supporting PEL decision documents will be incorporated into the NEPA process by reference and become part of the administrative record and history of the decision-making process. Further, the PEL Study Report, including associated technical reports, will be integrated into the NEPA process, and made available to the public, agency team members, stakeholders, and agencies. The Report will also be available on the NORPC website, with links to it on the DOTD website. We do intent that these PEL study products will be used by agencies and reviewed by the public during the NEPA scoping process.

During the later NEPA phase, a project team and several agencies will take additional steps to progress the project. Listed below are some of the more significant steps remaining for that phase.

DOTD – Lead State Agency for NEPA Phase:

- Procure a new team to support the project through a federal approval.
- Traffic and Safety Analysis (oversight of consultant's work)
- Roadway and structure designs
- Right of Way Coordination
- Utility Relocation surveys and coordination
- Review and approval of key NEPA documents.
- Incorporation of different phases in appropriate plans and STIP

FHWA – Federal Lead agency for environmental review and NEPA Compliance

- Identify additional sponsors or cooperating agencies.
- Review and approval of key NEPA documents.

USACE – Coordination for required permitting (CWA S.: 404, 408)

DEQ – State agency Coordination regarding potentially contaminated properties.

DENR – Coordination for applicable coastal zone permits.

SHPO – Coordination for applicable consultations and required permits for compliance with Section 106 and Section 4(f)

USFWS – Evaluation for potential impacts on endangered species and critical habitats

D. Public Coordination

Provide a synopsis of the coordination effort with the public and stakeholders; include specific timelines, meeting details, agendas, sign-in sheets, etc. (if applicable).

Comprehensive outreach efforts are described in detail within the Appendix A, which details all work completed (and associated outcomes) in support of Study findings. Key meetings (not including Project Leadership meetings) included:

• 10/10/23 - Port NOLA Outreach Stakeholder Meeting. Reviewed project objectives & discussed Port of NOLA outreach efforts to-date; aligned outreach efforts to complement Outreach Plan in development.

• 10/10/23 - St. Bernard Parish Staff Outreach Stakeholder Meeting. Introduced RPC project to the Parish; addressed questions and concerns; and invited insight and input on the development of the Outreach Plan.

• 01/18/24 - Port NOLA CAC Meeting. Introduced the St. Bernard and Violet Community Advisory Committee (CAC) to the Lower St. Bernard/Louisiana International Terminal Roadway Network and Resilience Study project.

• 02/05/24 - St. Bernard Parish Staff Outreach Stakeholder Meeting. Coordinated with the Parish to enhance information sharing regarding upcoming meetings and key project updates through the parish website, social media accounts, and Government Access TV Channel.

• 02/23/2024 - Meeting with St. Bernard Parish President Pomes. Introduced RPC project and provided the latest project updates to the Parish President Louis Pomes; addressed questions and concerns.

• 02/28/2024: Meeting of the United Houma Nation. Shared social media post and project update narrative with the United Houma Nation for distribution at a regular meeting.

• 03/05/2024 - Stakeholder Group Meeting No. 1 – Economic Development and Private Sector. Presented and discussed the St. Bernard Transportation Study to stakeholders in economic development and the private sector such as Norfolk Southern and private trucking companies. A full list of attendees can be found in Appendix A.

• 03/06/2024 - Stakeholder Group Meeting No. 2 - Resource and Government Agencies. Presented and discussed the St. Bernard Transportation Study to stakeholders in resource agencies and governmental bodies such as the Federal Highway Administration, Louisiana Department of Transportation and Development, St. Bernard Parish Government, Office of Cultural Resources, Louisiana Department of Energy and Natural Resources, and Louisiana Department of Wildlife and Fisheries. A full list of attendees can be found in Appendix A.

• 03/07/2024 – Stakeholder Group Meeting No. 3 – Community Groups. Introduced and discussed the St. Bernard Transportation Study to community groups, such as St. Bernard Parish School Board and St. Bernard Council on Aging, focusing on maintaining community character amidst increased traffic and development. A full list of attendees can be found in Appendix A.

• 03/12/2024 - St. Bernard Parish Staff Project Update. Meeting with St. Bernard Parish to provide local leadership with the latest project updates.

• 03/19/2024 - Port NOLA CAC Meeting (Violet). Attended the Port NOLA CAC Meeting and delivered a presentation to introduce and discuss the RPC project and provide updates.

• 03/2024: Los Islenos Fiesta. The Los Islenos Board of Directors denied a request to table the Fiesta on 02/17/2024. Goals were to distribute trifold project brochure, direct traffic to online surveys, facilitate community input via paper community survey and comment cards, answer community questions, and advertise upcoming Public Meeting in April.

• 03/20/2024: Port NOLA CAC Meeting (St. Bernard). Attended the Port NOLA CAC Meeting and delivered a presentation to introduce and discuss the RPC project and provide updates.

• 04/01/2024: Norfolk Southern Stakeholder Meeting. Discussed existing train operations on the Chalmette Branch, including daily train movements, industrial facilities served, potential growth, operating speeds, and restrictions.

• 06/11/2024: St. Bernard Parish School Board Meeting. Attended the St. Bernard Parish School Board Meeting and delivered a presentation to introduce and discuss the RPC project and provide updates.

• 4/20/24-4/21/24: Tabling at Our Lady of Prompt Succor Tomato Festival (11-3pm). Distributed trifold project brochure, direct attendees to project website and online surveys, facilitate community input via paper community survey and comment cards, answer community questions.

• 4/11/2024: Public Meeting No. 1. Introduced the public to the project via an in-person presentation, reviewed and collected input on project preliminary purpose and need, conducted a tabling exercise focused on topic areas and addressing attendees questions. Distributed trifold project brochure, direct attendees to project website and online surveys, facilitate community input via paper community survey and comment cards, answer community questions.

• 2/4/2025: Public Meeting No. 2. Reviewed public feedback to date (See Outreach To-Date document in the Appendix A of this Report for more detail), reviewed draft study findings and alternatives, conducted an interactive exercise to collect public input on 7 draft alternatives in development via an "open house" format enabling attendees to ask specific questions about the project.

E. Range of Alternatives – Evaluation and Screening

Give a description of the project concept for each alternative studied.

What are the major design features of the proposed facility (attach aerial photo with concept layout, if applicable).

The elevated highway alternatives development process considered the project's Purpose and Need, traffic conditions, community input, environmental impacts, constructability, and cost. An initial set of 32 elevated highway alternatives underwent screening, with 12 advancing to a second round and 7 proceeding to the final round of evaluation. Ultimately, 3 elevated highway alternatives were selected for further study in the Stage 1 NEPA phase. The proposed elevated highways are planned to be 2 lanes, 12-foot wide with two 8-foot shoulders.

Improvements to existing infrastructure were evaluated by analyzing traffic volumes both with and without the proposed elevated highway alternatives. The identification process followed Louisiana DOTD guidelines and procedures to ensure consistency with state transportation planning standards.

The screening matrices and layout maps for each round of screening, the layouts of the top three elevated highway alternatives, along with the necessary infrastructure improvements identified in the traffic study (Section 8) are provided in Appendix G of the Stage 0 Report.

Will design exceptions be required? No

What impact would this project have on freight movements? The proposed elevated highway and existing infrastructure improvements will improve connectivity between I-510/LA 47 and Lower St. Bernard Parish to accommodate the anticipated increase in truck traffic associated with the Port of New Orleans LIT facility, provide capacity necessary to address the existing and projected future traffic growth within the transportation network of the lower St. Bernard region, provide improved and resilient evacuation routes for residents in Lower St. Bernard Parish, and reduce impacts of commercial truck traffic on existing state routes, within the project area.

Does this project cross or is it near a railroad crossing? Yes.

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.

- Describe how the project will implement the policy or include a brief explanation of why implementing the policy would not be feasible.

  St. Bernard Parish is only 1 of 3 parishes in Louisiana with an adopted Complete Streets Policy, which identifies 47 miles of sidewalks that need to be installed or improved and 56 pedestrian crossing improvement projects to enhance pedestrian connectivity and safety.

The parish has a 183-mile bikeway network, that links St. Bernard communities together and to neighboring parishes. This includes several multi-use trails, such as the 14-mile Mississippi River Trail, 26-mile 40 Arpent Trail, and others connect neighborhoods and employment centers.

The St Bernard Parish Bikeway & Pedestrian Plan Update (Soll Planning & Alta Planning + Design, June 2017) was reviewed to identify background information that may be relevant to the study area. Multiple at-grade pedestrian crossing opportunities are recommended at LA 46, LA 47, and LA 39, including the installation of pedestrian signals, ADA curb ramps, high-visibility crosswalks, and tighter corner radii.

This PEL study proposed alternatives considered existing and proposed pedestrian facilities, but will need to be taking into further consideration on how to integrate the proposed pedestrian improvements with the proposed infrastructure improvements.

How are Context Sensitive Solutions being incorporated into the project? Avoidance of environmentally sensitive areas was a factor in the round 1 screening of the elevated highway alternatives and impacts to environmentally sensitive areas were considered project stoppers.

Was the DOTD's "Access Management" policy taken into consideration? If so, describe how.

LADOTD's access management policy will be taken into consideration in the Stage 1 NEPA Phase and Preliminary Design Phase.

Were any safety analyses performed? If so describe results. A crash analysis of existing infrastructure was performed and is attached as Appendix D and summarized in section 5.4.1 of the Stage 0 Report. A safety analysis of proposed alternatives will be performed in the Environmental NEPA Evaluation.

Are there any abnormal crash locations or overrepresented crashes within the project limits? The major corridors studied within the examination area include Judge Perez Drive (LA 39), Paris Road (LA 47), and St. Bernard Highway (LA 46). Most crashes were located within the major signalized intersections of E. Judge Perez Drive (LA 39), the North by Paris Road (LA 47), and E. St. Bernard Highway (LA 46). The crash data collected by CARTS between 2017 and 2021 found an average of 740 crashes occurred per year, and there were 16 total fatal crashes within the five-year period. Rear-end collisions proved to be the most common type of crash, and right-angle and other types of crashes followed. Crashes resulting in no injuries make up 73% of all data noted; although no physical harm resulted from the crashes, they affect the traffic flow, insurance claims, and safety. Crashes categorized as fatal make up 0.5% of documented data and require the largest demand of attention when analyzing. The study area has accounted for a total of 18 recorded fatal crashes; most have occurred on E St. Bernard Highway between Paris Road and Violet Canal. Most of the fatal crashes recorded were a result of roadway departures, and the remainder of the crashes involved vulnerable users. The surface conditions and time of day of the road were also considered when analyzing the crash data. 86% of all crashes have occurred on dry surfaces, while 13% have occurred on wet surfaces. The 5-year period shows a relation between traffic volume and peak travel times throughout the day and an increase in crashes within these times.

A crash analysis of existing infrastructure was performed and is attached as Appendix D and summarized in section 5.4.1 of the Stage 0 Report

E. Range of Alternatives – Evaluation and Screening (Continued)

What future traffic analyses are anticipated? Microsimulation of a full displaced left turn scenario at EJP at Paris (proposed improvement if an elevated highway were not to be constructed); operational analysis at the tie-in locations for all three (3) elevated highway alternatives.

Will fiber optics be required? If so, are there existing lines to tie into? Fiber Optics could possibly be utilized for roadway signage, toll stations, etc., but exact fiber optic needs is not known at this time.

Are there any future ITS/traffic considerations? ITS could be potentially utilized on the elevated highway, for messaging regarding port access, but final determination to be made in the design phase.

What is the required Transportation Management Plan (TMP) level as defined by EDSM No. VI.1.1.8? Level II. Connections will be constructed where the new route intersects LA 47 and LA 39.

Please attach documentation required for Stage 0 for this level TMP.

Was Construction Transportation Management/Property Access taken into consideration? Yes. The preliminary alternatives are 200-ft wide corridors to allow for storage of construction vehicles and possible alignment shifts during the NEPA Phase.

Were alternative construction methods considered to mitigate work zone impacts? This was not considered in this PEL Stage 0, but will be considered in the next stage 1 NEPA Environmental and Preliminary Design.

Describe screening criteria used to compare alternatives and from what agency the criteria were defined.

The elevated highway alternatives evaluation process began with the development of 32 conceptual elevated highway alignments. These initial concepts were informed by the project's Purpose and Need, land use forecasts, regional planning data, and input from stakeholders and the public. The alternatives were then screened through a rigorous, three-round evaluation framework designed to progressively narrow the range of options based on feasibility, environmental impacts, social considerations, and overall performance.

Round 1 utilized a "pass/fail" screening approach focused on threshold criteria such as consistency with the project Purpose and Need, location within the defined study area, constructability, and the potential for unmitigable environmental impacts—including protected species habitat and Section 4(f) resources. Alternatives failing to meet any of these baseline criteria were removed from further consideration.

Round 2 applied a scoring system to the 12 alternatives that passed the first round. This round focused on performance related to land use integration (e.g., potential for future expansion to the LIT site), impacts to vulnerable communities (per 49 CFR 21.55), wetlands footprint, and the number of required navigable waterway crossings. Only alternatives scoring 8 or higher out of 12 were advanced to the third round.

Round 3 provided a more refined evaluation of the seven remaining alternatives, using additional metrics such as potential for traffic diversion from congested corridors, benefits to local communities, public preference, compatibility with future rail expansion, and relative construction cost. This phase identified the top three alternatives—Alternatives 12, 22, and 25—as the most promising based on their overall performance and alignment with regional transportation, environmental, and community objectives.

Each screening round included geospatial mapping of alternative alignments and a documented screening matrix. The alternative layout maps show the geographical representations of the elevated highway alternative alignments in relation to the parish boundary, major landmarks, state and local roadways, waterways, and other intermodal transportation within the project study area. This structured, multi-phase approach ensures that the alternatives recommended for advancement are conceptually feasible, responsive to stakeholder needs, and capable of supporting further project development in compliance with NEPA and other federal and state requirements.

The alternatives for improvements to existing intersections followed a tiered approach based on the LADOTD Traffic Engineering Process and Report (TEPR).

Give an explanation for any alternative that was eliminated based on the screening criteria.

Round 1 utilized a "pass/fail" screening approach. Alternatives failing to meet any criteria of the purpose and need, fell outside the study area, or had potential impacts to critical habitats, or deemed to not be feasibly constructed were eliminated from Round 1.

Round 2 applied a scoring system to evaluate the 12 alternatives that advanced from Round 1. Alternatives were eliminated if they scored poorly in key areas such as integration with future land use (e.g., potential for future expansion to the LIT site), disproportionate impacts to vulnerable communities (as defined under 49 CFR 21.55), greater relative impacts to wetlands, or a higher number of required navigable waterway crossings. Only those alternatives that achieved a score of 8 or higher out of 12 were advanced to Round 3.

Round 3 involved a more detailed evaluation of the seven remaining alternatives using refined criteria, including potential to divert traffic from congested corridors, benefits to local communities, public preference, compatibility with future rail expansion, and relative construction cost. Alternatives were eliminated in this phase due to lower performance across these metrics—particularly limited traffic benefits, higher costs, or misalignment with long-term regional goals. This round ultimately identified Alternatives 12, 22, and 25 as the most viable, based on their strong overall performance and alignment with regional transportation, environmental, and community objectives. Section 7 of the Final Report should also be referenced for the screening matrices and how each alternative performed for each round.

Which alternatives should be brought forward into NEPA and why?

The final 3 elevated highway alternatives referenced in Section 7 of the Stage 0 Final Report should be brought forth into NEPA for further evaluation:

• Following the third round of screening, Alternatives 12, 22, and 25 were identified as the most viable options based on their performance across the evaluation criteria. These alternatives demonstrated the following: the most reduction in vehicles on Paris rd. between St. Bernard Highway and the 40 Arpent Canal, the most positive enhancements for local communities, and received the most favorable community feedback. These top 3 alternatives also provide future rail compatibility.

The following intersection improvements should be brought forward into NEPA:

- Construction of a Full Displaced Left Turn – Paris Rd @ E Judge Perez
- Construction of a Roundabout – E St. Bernard Hwy @ Palmisano
- Construction of 2 signalized U-turns and add two-phased signals to prohibit east and west bound left turns – E Judge Perez @ Palmisano
- Signal Timing adjustment in the PM to optimize operations – E. St. Bernard Hwy @ Paris Rd.
- Adding traffic signals to intersection – E St. Bernard Hwy @ Colonial Blvd.

Consideration for the reconstruction of LA 39 & LA 47 should be brought forward into NEPA.

Consideration for the following rail improvements should be brought forward into NEPA:

- Grade separation at the Judge Perez Dr intersection with Norfolk Southern Railroad Chalmette Branch Line.
- Grade separation at the St. Bernard Highway intersection with Norfolk Southern Railroad Chalmette Branch Line.
- Elevated Rail alignment that potentially extends from the Port Nola Facility through the marsh paralleling 40 Arpent and eventually connecting back into the existing Norfolk Southern railroad line.

Consideration for the following Bicycle & Pedestrian Improvements should be brought forward into NEPA in regards to proposed existing intersection improvements and the proposed elevated highway alternatives to ensure the proposed bicycle and pedestrian improvements can be accommodated with the proposed infrastructure improvements:

- A review of pedestrian and bike crash history from 2012-2014 revealed that these types of crashes were concentrated along the major corridors of Paris Rd (LA 47), Judge Perez Dr (LA 39), and St Bernard Hwy (LA 46) and improvements along these corridors should be a high priority.
- The public input process revealed a significant need for bikeway and pedestrian improvements that involve crossing and travel along the three main state highways in the urbanized area – LA 47, LA 39, and LA 46. These roadways can function as barriers to non-motorized travel and discourage trips that involve them.
- A buffered bicycle lane (conventional bicycle lane paired with a designated buffer space via pavement markings to separate the bicyclists from motor vehicles) is recommended on LA 47 between 40 Arpent Trail and LA 46.
- A separated bicycle lane (protected bicycle lane, includes a vertical element to separate the bicyclists from motor vehicles) is recommended on LA 39 between LA 47 and Jacob Dr (between Campagna Dr and Archbishop Hannan Blvd).
- A shoulder bikeway is recommended on LA 39 between Jacob Dr and Bayou Rd (south of the proposed Port).
- A bicycle lane is recommended on LA 46 between LA 47 and Palmisano Blvd and between Trailhead at Violet Canal and St Bernard Pkwy.
- A shoulder bikeway is recommended on LA 47 between Palmisano Blvd and Trailhead at Violet Canal.
- Several bicycle lanes that will connect with LA 46, LA 47, and LA 39 are recommended on local roadways.
- New sidewalks are recommended along LA 47 from Forty Arpent Canal to E St Bernard Hwy, along LA 39 from Paris Rd to Violet Canal, and along LA 46 from Paris Rd to Poydras junction.

- A bicycle / pedestrian bridge over Paris Rd (LA 47) is recommended at 40 Arpent Canal.
- Multiple at-grade pedestrian crossing opportunities are recommended at LA 46, LA 47, and LA 39, including the installation of pedestrian signals, ADA curb ramps, high-visibility crosswalks, and tighter corner radii.

Did the public, stakeholders and agencies have an opportunity to comment during the alternative screening process? Yes. Public, stakeholders and agency input was considered during the screening process, through public and stakeholder meetings held throughout the Stage 0 process. Please refence Appendix A of the final report for public and stakeholder involvement.

Describe any unresolved issues with the public, stakeholders and/or agencies.

Key public concerns raised:

- Traffic congestion and freight movement impacts
- Environmental effects, particularly wetlands and water resources
- Disruptions to local businesses and communities
- Pedestrian and bicycle safety improvements

F. Planning Assumptions and Analytical Methods

What is the forecast year used in the study? 2030 and 2050

What method was used for forecasting traffic volumes? Estimated growth rate percentages based on volume outputs from RPC's TransCAD model and applied these percentages to the collected turning movement count volumes to forecast 2030 and 2050 volumes without the construction of the Port.

Growth rate percentages were estimated based on volume outputs from an updated version of RPC's TransCAD model (that includes attributes related to the Port) and applied these percentages to the collected turning movement count volumes to forecast 2030 and 2050 volumes with the construction of the Port. Note: Port Trucks were added to the road network by hand based on discussions with Port NOLA staff regarding anticipated Port truck volumes and their associated routes.

Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long range transportation plan? Yes

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? As a part of developing an updated travel demand model for the Lower St. Bernard Transportation Network Feasibility Study, the existing forecasted socioeconomic data prepared by the Regional Planning Commission was analyzed, along with the land use and zoning data provided by the RPC. The current forecasted SE data is projected out to the year 2050, relying on Parish Permits, future land use and zoning projections, and an annual average of 2% population growth in St. Bernard Parish.

The existing socioeconomic data was then modified to incorporate the economic impacts of the Louisiana International Terminal being developed by the Port of New Orleans, while also considering any future developments that may result from the LIT construction and operations.

In order to understand the economic impacts of the Louisiana International Terminal, the Port of New Orleans hired Lewis Terrell and Associates to perform an economic analysis of the Louisiana International Terminal Complex. The final report was released to the Feasibility Study project team for reference in projecting the number of jobs that would be created by the Louisiana International Terminal, and how those jobs would impact the population, housing, and average income in the ports jurisdictional area of St. Bernard, Jefferson, and Orleans Parishes.

Growth rate percentages based on volume outputs from RPC's TransCAD model were estimated to the collect turning movement count volumes to forecast 2030 and 2050 volumes without the construction of the Port.

Growth rate percentages were estimated based on volume outputs from an updated version of RPC's TransCAD model (that includes attributes related to the Port) and applied these percentages to the collected turning movement count volumes to forecast 2030 and 2050 volumes with the construction of the Port. Note: Port Trucks were added to the road network by hand based on discussions with Port NOLA staff regarding anticipated Port truck volumes and their associated routes.

G. Potential Environmental Impacts

See the attached Stage 0 Environmental Checklist – Attachment 2

H. Cost Estimate

Provide a cost estimate for each feasible alternative:

Elevated Highway Alternatives

Preliminary Opinion of Probable Cost Alternative 12 (C-H-I-P)	
Cost Category	**Dollars (millions)**
Right-of-Way (ROW) Acquisition (2%)	$14.5
Utility Relocations (5.5%)	$39.9
Environmental Mitigation and Permitting Costs (2.5%)	$18.1
Engineering & Design and CE&I (10%)	$72.5
Estimated Pre-Construction Costs	**$145.0**
Elevated Highway Costs ($72M/mile)	$640.8
Mid-Level Bridge over Violet Canal and Bayou Bienvenue ($12M/bridge)	$24.0
Interchanges at LA39 and LA 47 ($30M/Interchange)	$60.0
Estimated Construction Costs	**$724.8**
Contingency of Estimated Construction Costs (15%)	**$108.7**
Total Estimated Project Cost	**$978.5**

Preliminary Opinion of Probable Cost Alternative 22 (G-E-H-I-P)	
Cost Category	**Dollars (millions)**
Right-of-Way (ROW) Acquisition (2%)	14.07
Utility Relocations (5.5%)	$38.7
Environmental Mitigation and Permitting Costs (2.5%)	$17.6
Engineering & Design and CE&I (10%)	$70.4
Estimated Pre-Construction Costs	**$140.7**
Elevated Highway Costs ($72M/mile)	$583.2
Mid-Level Bridge over Violet Canal ($12M/bridge)	$12.0
Reconstruction along LA 47 ($21M/mile)	$48.3
Interchanges at LA39 and LA 47 ($30M/Interchange)	$60.0
Estimated Construction Costs	**$703.5**

Contingency of Estimated Construction Costs (15%)	**$105.5**
Total Estimated Project Cost	**$949.7**

Preliminary Opinion of Probable Cost Alternative 25 (G-E-S)	
Cost Category	**Dollars (millions)**
Right-of-Way (ROW) Acquisition (2%)	$10.3
Utility Relocations (5.5%)	$28.3
Environmental Mitigation and Permitting Costs (2.5%)	$12.8
Engineering & Design and CE&I (10%)	$51.4
Estimated Pre-Construction Costs	**$102.8**
Elevated Highway Costs ($72M/mile)	$338.4
Mid-Level Bridge	$0.0
Reconstruction along LA 39 and LA 47 ($21M/mile)	$115.5
Interchanges at LA39 and LA 47 ($30M/Interchange)	$60.0
Estimated Construction Costs	**$513.9**
Contingency (15%)	**$77.1**
Total Estimated Project Cost	**$693.8**

Existing Intersection Improvements

Preliminary Cost Estimate (Paris @ EJP)	
Construction (includes15% Contingency)	$20,529,800
Utility Relocations/ROW Acquisition	$4,200,000
Engineering Design (10%)	$2,052,980
Total	**$26,782,780**

Preliminary Cost Estimate (ESB @ Palmisano)	
Construction (includes15% Contingency)	$6,482,550
Utility Relocations/ROW Acquisition	$9,100,000
Engineering Design (10%)	$648,255
Total	**$16,230,805**

Preliminary Cost Estimate (EJP @ Palmisano)	
Construction (includes15% Contingency)	$3,307,400
Utility Relocations/ROW Acquisition	$2,100,000
Engineering Design (10%)	$330,740
Total	**$5,738,140**

Preliminary Cost Estimate (ESB @ Paris)	
Construction (includes15% Contingency)	$1,447,850
Utility Relocations	$50,000
Engineering Design (10%)	$144,785
Total	**$1,642,635**

Preliminary Cost Estimate (ESB @ Colonial)	
Construction (includes15% Contingency)	$1,447,850
Utility Relocations	$50,000
Engineering Design (10%)	$144,785
Total	**$1,642,635**

I. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.) Federal, State, P3

ATTACH ANY ADDITIONAL DOCUMENTATION

Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelve

Attachment 1
Stage 0 PEL Study Scope of Work

Lower St. Bernard / Louisiana International Terminal Roadway Network and Resilience Study

Stage 0 Feasibility Study

RPC Task: LIT_STB

State Project No. H.015428

REQUEST FOR PROPOSALS

A. INTRODUCTION

The Regional Planning Commission (RPC), in coordination with the Port of New Orleans (Port NOLA) and St. Bernard Parish, is currently conducting a "Stage 0" Feasibility Study to evaluate impacts and assess potential improvements to the surface transportation network in St. Bernard Parish relating primarily to the implementation of the proposed Louisiana International Terminal (LIT) project, in Violet, Louisiana, as well as other downriver developments to be identified and reviewed. The RPC is requesting proposals from qualified firms to provide professional transportation planning services in support of this study.

B. PROJECT BACKGROUND

The Port of New Orleans (Port NOLA) is currently seeking to build a new intermodal container terminal facility in lower St. Bernard Parish. The planned Louisiana International Terminal (LIT) facility will be a $1.5 billion container terminal with an anticipated annual capacity of 2 million twenty-foot equivalent units (TEUs) annually.

The proposed terminal site in Violet, LA was selected following a site feasibility analysis conducted from 2018-2020 due to its naturally deep water, proximity to existing rail networks, and location inside the levee system. Port NOLA recently finalized the purchase of approximately 1,200 acres in Violet for the proposed LIT site (with an anticipated facility footprint of approximately 400 acres), and has initiated the permitting process with the U.S. Army Corps of Engineers (USACE).

Study Need:

The need for the study is a result of prior analysis by the Port of New Orleans that had identified the currently proposed site in Violet as the most viable site for a satellite port facility; in terms of commercial viability (including existing flood/levee protection), capacity for growth and expansion, and navigability on the Mississippi River. The proposed LIT facility as well as other downriver developments which are anticipated to lead to increased freight and employment traffic in lower St. Bernard Parish. It is further anticipated that said growth could become problematic to existing infrastructure, causing disruption to the transportation network, traffic patterns, and be potentially impactful to emergency response and evacuation capacity in this part of the region. This Stage 0 study will identify feasible traffic mitigation options.

Study Purpose:

The purposes of the Stage 0 Feasibility study are:

1) To develop a baseline of anticipated land use activities in lower St. Bernard, and corresponding trip generation characteristics of same.
2) To conduct a comprehensive assessment of existing and future traffic conditions/operations in lower St. Bernard Parish, including modeling of baseline traffic conditions and a comparison with forecasted traffic.
3) To develop conceptual alternatives for improving the transportation network in lower St. Bernard Parish to accommodate anticipated travel growth. Components to be assessed include, but shall not be limited to:
    a. Construction of a new transportation corridor providing a direct connection from the Interstate system, via the LA 47/ I-510 corridor, to or near the proposed Louisiana International Terminal (LIT) site in Violet, LA.
    b. Improvements to the existing road network and intersections within the study area.

c. Intelligent Traffic Systems (ITS) solutions for existing and forecast congestion, where appropriate and feasible

d. Determining impacts of changes in rail traffic to existing or proposed at-grade rail crossings in the study area.

e. Access management improvements in the vicinity of the proposed LIT site including a potential new transportation corridor with access for trucks to terminal property to avoid impacts to existing traffic and emergency response on local roadways.

4) To analyze the economic, environmental, community, and transportation-related impacts of different alternatives, including assessment of traffic safety and emergency evacuation impacts compared to the baseline scenario.

5) To identify potential vulnerabilities associated with each alternative to include weather events, natural disasters, and changing conditions, including sea level rise; and to develop conceptual elements that will enhance infrastructure and/or community resilience.

6) To analyze the financial feasibility of conceptual scenarios and provide recommendations for phased implementation and potential funding sources for conceptual improvements.

7) To proactively engage residents and stakeholders and solicit feedback through a robust community input process.

Study Objectives:

The intended objectives of the study include:

- Determining the direct impact of new port traffic on the existing roadway and rail networks in 2030 and in 2050.

- Completing a comprehensive study of traffic conditions that incorporates analysis and supporting data to inform decision-making by the RPC, DOTD, St. Bernard Parish, Port NOLA and other parties.
- Identifying a mix of feasible concepts for transportation enhancements which support a balanced outcome reflecting community needs together with regional container growth and associated port development at the proposed LIT site and other identified nearby areas of anticipated land development and traffic growth
- Determining high-level costs for conceptual projects and identifying funding options and implementation strategies (including phasing) for delivering said projects.
- Developing Stage 0 documentation and conceptual plans for all feasible alternatives.
- Analyzing potential impacts and planning factors such as congestion mitigation, climate resilience, and disaster mitigation; and developing supporting documentation including technical memos, reports, and plans that will facilitate future applications for competitive funding for delivery of projects identified in the study.
- Providing opportunities for communities within the study area of interest to engage in the planning process
- To accomplish tasks in a thorough and expeditious manner with aggressive timelines that account for potential review of various regulatory/ permitting agencies

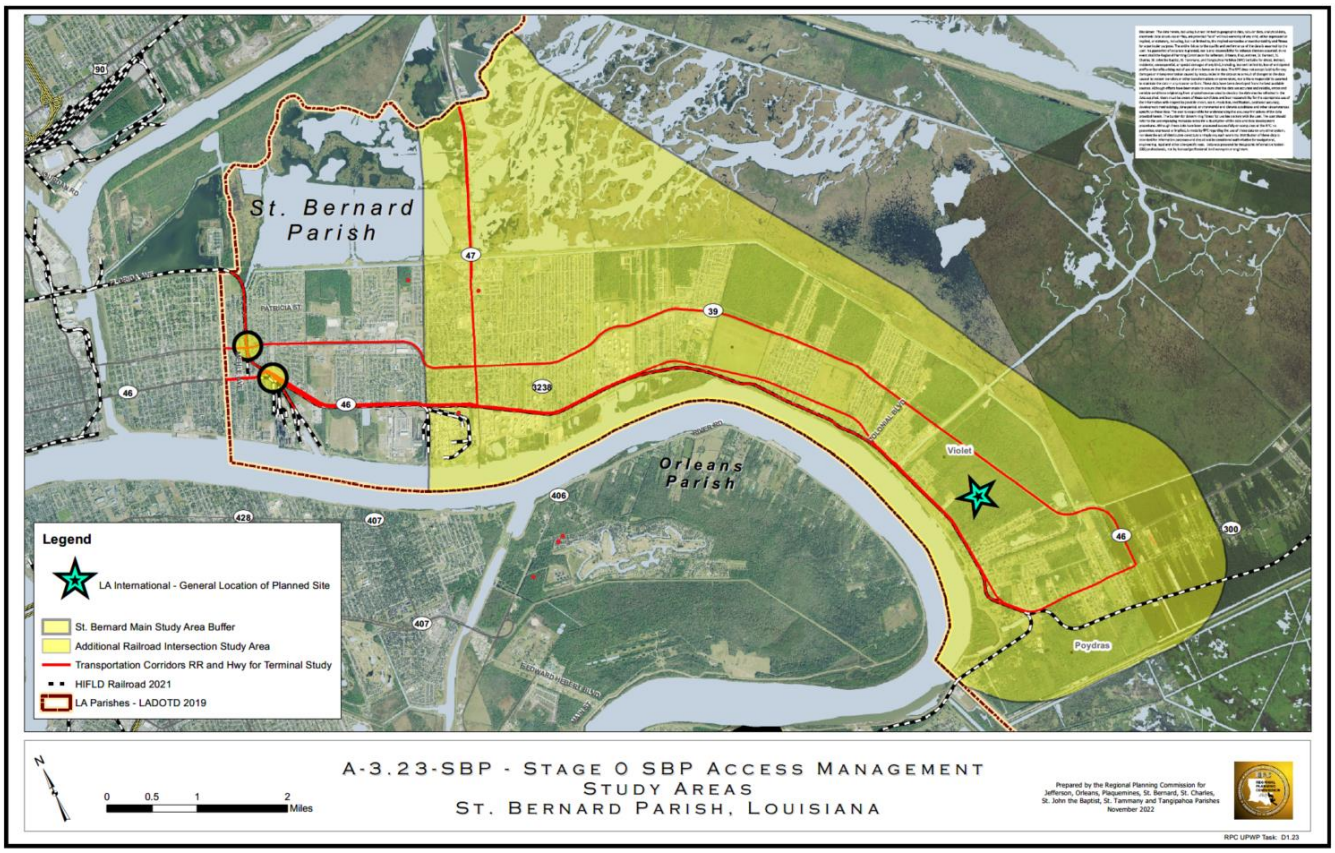
The Conceptual Feasibility Study will be carried out in coordination with RPC, Port NOLA, DOTD, St. Bernard Parish, and other community and stakeholder organizations within the study area.

Study Geography:

The proposed Louisiana International Terminal (LIT) site is located in Violet, LA. The project study area is bounded by the Mississippi River and Hurricane Protection Levee. The project boundaries are defined to

include the road and rail connections to the study area across the intracoastal waterway and hurricane protection levee.

The general boundaries include St. Bernard Parish east of LA 47, as well as a small section of uninhabited eastern New Orleans south of the Gulf Intercoastal Waterway and north of Bayou Bienvenu, the parish line. The study area includes the following principal and major arterial roadways: Paris Road (LA 47), St. Bernard Highway (LA 46), East Judge Perez Drive (LA 39), in St. Bernard Parish. Currently, LA 46, LA 39, and LA 47 are emergency evacuation routes and are also NHS routes throughout much of the study area.



C. CONSULTANT SCOPE OF SERVICES

TASK 1 - PROJECT MANAGEMENT

1a. Project Timeline and Kick-Off

The Consultant will organize the project kick-off meeting within two (2) weeks of Notice to Proceed. This meeting will help determine the data layers required and available from RPC or others, help identify background information and reports needed and where they are located, discuss and guide data collection efforts, allow for shared contact information, guide the full stakeholder outreach list, guide project phasing, and refine agency tasks and involvement.

In preparation for the kick-off meeting the Consultant will prepare a draft project schedule including major milestones (data collection, PMC meetings, stakeholder meetings, site visits, draft reviews, final report submission, etc.). The schedule must be submitted and approved by the RPC Project Manager prior to the kick-off meeting and invitees will be discussed and determined with the RPC Project Manager. The Consultant and all sub-consultants must attend the project kick-off meeting. Others include RPC, Port NOLA, St. Bernard Parish Community Planning and Engineering Departments or other representatives of the parish as appropriate, LADOTD District 02 representatives and any others identified in consultation with the RPC Project Manager. A list of all stakeholders, their titles, email and phone numbers will be created, kept up-to-date and shared with the RPC Project Manager and PMC.

Deliverables: Task product will include a detailed project schedule with timeline and major milestones, and a list of stakeholders with appropriate contact information. In response to approval timelines by various permitting agencies, RPC is encouraging an expedited timeline for completion of this study. The consultant shall update the schedule and stakeholder list over the course of the project, as needed.

1b. Project Management Committee

The Consultant will assist RPC in establishing and supporting a Project Management Committee (PMC) to guide the technical work effort and review the Consultant's work products. The PMC will consist of representatives from the RPC, St. Bernard Parish, City of New Orleans, Port NOLA, DOTD, and other stakeholders as deemed appropriate.

The Consultant shall be responsible for arranging PMC meetings at appropriate intervals throughout the study effort. These meetings may be conducted in an in-person or virtual setting at the sole discretion of RPC. The consultant will be responsible for organizing and facilitating all PMC meetings, including identifying appropriate in-person or virtual venues as directed by RPC, and preparing and delivering content (including briefings, presentations and visuals) for all meetings. The consultant will create and keep up-to-date an excel list of PMC invitees with their email and phone numbers, provide all necessary agendas, handouts and exhibits at least 5 business days in advance of PMC meetings for RPC review and approval, and shall prepare summary minutes of the meetings for the RPC Project Manager's approval before distribution to the PMC.

Deliverables: Task products will include meeting agendas, handouts, presentations, summary minutes and support graphics. A report of the meeting activities and outcome, with an original copy of the sign-in list, will be made available to the RPC within 10 days of all PMC meetings.

1c. Stakeholder and Community Meetings

In consultation with RPC, the Consultant will prepare a Stakeholder and Public Outreach Plan for the RPC and PMC review and approval. Consultant will be responsible for arranging meetings with stakeholders in the area to discuss the project's purpose and need and project-related development opportunities and concerns, as appropriate. Stakeholders to be consulted include (but are not limited to) the following: Norfolk Southern, SE LA flood protection authority, Port NOLA sponsored community groups, Trucking, Entergy (overhead power

lines), wetlands-DNR, Army Corps, Coast Guard, St. Bernard Parish Government, and others as deemed necessary.

The Stakeholder and Public Outreach Plan will discuss, and the Consultant shall be responsible for, arranging and conducting a minimum of two (2) community meetings at different phases of the project to solicit public input on the feasibility study. These meetings may be conducted in an in-person or virtual setting. Meetings shall be publicized and conducted in accordance with the RPC's Public Involvement Plan and Title VI Program. The Consultant shall work with jurisdictions and organizations representing communities within the project area of interest (AOI) to distribute information about these community meetings or other opportunities for community input.

Deliverables: Task products will include meeting agendas, handouts, presentations, summary minutes and support graphics. Summary minutes will be made available to the RPC within ten (10) business days of all stakeholder and community meetings, with an original copy of the sign-in sheet (and/or a full list of virtual attendees) for inclusion with the final report.

TASK 2 - EXISTING DATA AND PLANS

Prior to initiating other deliverables, the Consultant will review and inventory existing data and studies addressing the corridor.

2a. Demographic Profile

To review community equity, access and general impacts in the study area, an Area of Interest (AOI) will be established by the RPC. The RPC will provide the Consultant with geographic demographic and employment data, including measures identifying socio-economically distressed neighborhoods. The Consultant shall describe within the Task Report how these data are to be used in the development of the plan.

2b. Existing Data and Plans

The Consultant will review all plans, studies, and technical documentation prepared by Port NOLA in support of the Louisiana International Terminal (LIT) project, including the preliminary traffic analysis for the Violet site and all materials submitted to date in support of the permit application process. The Consultant shall, in addition, seek information about any planned industrial expansion within the study area, and review all other relevant plans and studies for the corridor, including but not limited to: the regional Metropolitan Transportation Plan (MTP), regional Freight Plan, Orleans Parish and St. Bernard Parish Comprehensive Plans, 2017 St. Bernard Parish Bicycle and Pedestrian Plan Update, and any relevant sub-area land use or transportation studies addressing conditions within the study area**.** Consultant will review the above plans and identify gaps in data. Said gaps will be addressed in Task 3

The Consultant will initiate compiling available data addressing existing and future land use, industrial expansion plans, zoning, transportation, utilities, area demographics, traffic safety, crash data, and environmental conditions within the study area. The PMC will assist in identifying sources and providing contact information as needed. The Consultant will compile and review any existing traffic data collected within the study area collected from 2012-2022.

The Consultant will prepare a comprehensive summary of data and plans reviewed during Task 2 to be included within the Task Report and used as a basis for subsequent tasks.

Deliverable: *Task Report summarizing existing 2.a and 2.b data and plans relevant to the study area, incorporating an inventory of existing data.*

TASK 3 - DATA COLLECTION

The Consultant shall be responsible for preparing a Data Collection Plan which shall describe in detail the proposed approach to land use, utilities, and traffic data collection, including count methodologies, locations,

and deliverables. The RPC Project Manager will review and recommend approval or otherwise comment on changes required.

3a. Land Use and Existing Conditions

Working with St. Bernard Parish Office of Community Development and other representatives of the parish as appropriate, the Consultant shall prepare land use and facilities inventory for the urban sub-area in an appropriate geospatial/machine-readable spreadsheet format, with accompanying maps/graphics showing existing and planned development in the study area adjacent to the corridor. The land use information will be used to project growth of traffic and as an input into a traffic analysis in subsequent tasks.

The consultant shall be responsible for collecting appropriate land uses, housing, employment, and socioeconomic data to modify TAZ-level inputs to the RPC travel demand model, including but not limited to the following attributes:

A) Population
B) Housing units
C) Average income
D) Primary/secondary school enrollment
E) University enrollment (total)
F) University enrollment (resident)
G) Retail employment
H) Non-retail employment

The Consultants will compile datasets in an appropriate geospatial format in consultation with RPC staff. It is anticipated that preliminary datasets will be compiled using existing information from Task 2 and updated with input from the PMC as well as the results of fieldwork conducted during Task 3. The Consultant will work to obtain data related to "gaps" in data identified in Task 2.

3b. Traffic Data Collection

The Consultant shall be responsible for collecting all data necessary to complete a comprehensive, multimodal analysis of traffic conditions within the study area, including Highway Capacity Manual (HCM) Level of Service (LOS) analysis at all major intersections and appropriate Highway Safety Manual (HSM) quantitative safety analysis of major corridors and intersections. Data collection locations within the study area will be finalized with the RPC Project Manager and data to be collected shall include, at a minimum:

1. 7-day automated counts with vehicle classifications, hourly subtotals, and speeds at all major road entrances and exits to the study area (and at appropriate intervals and locations on arterials and major collectors within the study area,
2. 3-hour extended peak AM and PM Turning Movement Counts (TMCs) with 15-minute subtotals of vehicle classifications, pedestrians, and bicycles at all major intersections and key activity centers within the study area.
3. Automated 7-day counts for non-motorized (pedestrian and bicycle) travel usage will be collected at all locations if automated camera methods are used to count vehicles under #1. If manual or other count methods are employed for #1, the RPC Project Manager will determine the locations for all non-motorized counts. These will be based on appropriate locations within the study area at observed or anticipated locations of high-volume pedestrian and bicycle activity.

Traffic Data shall be collected consistent with LADOTD Traffic Engineering and Process Reporting (TEPR) Tier 1 methodology. RPC anticipates data to be collected at the following locations pending RFP negotiation:

7-Day Classification Counts

Paris Road. (LA 47):

- Between Ferry Landing and East St. Bernard Hwy. (LA 46)

- Between East St. Bernard Hwy. (LA 46)and East Judge Perez Dr. (LA 39)
- Between East Judge Perez Dr. (LA 39) and Forty Arpent Canal Road Signal
- Between Forty Arpent Canal Rd Signal and Bayou Bienvenue

I-510:

- Between Bayou Bienvenue and Almonaster Blvd.
- Between Almonaster and Chef Menteur Highway (US 90)
- Between Chef Menteur Highway (US 90)and Lake Forest Blvd.
- Between Lake Forest Blvd. and I-10
- On Directional Ramps: EB I-10, WB I-10, NB to Little Woods
- On Interchange Ramps at Chef Menteur Highway (US 90)and I-510
- On Interchange Ramps at Lake Forest Blvd and I-510

East Judge Perez Dr. (LA 39):

- Between Bayou Rd. and East St. Bernard Hwy. (LA 46)
- Between East St. Bernard Hwy. (LA 46)and Colonial Blvd.
- Between Colonial Blvd. and Hannan Blvd.
- Between Hannan Blvd and Campagna Dr.
- Between Campagna Dr. and Palmisano Blvd.
- Between Palmisano Blvd. and Paris Rd. (LA 47)
- At Norfolk Southern RR Crossing

East St. Bernard Hwy. (LA 46):

- Between East Judge Perez Dr. (LA 39) and Monte Longo Ln
- Between Monte Longo and Colonial Blvd.
- Between Colonial Blvd. and Docville Farm
- Between Docville Farm and Hannan Blvd.
- Between Hannan Blvd. and Palmisano Blvd.
- Between Palmisano Blvd. and Paris Rd. (LA 47)
- At Norfolk Southern RR Crossing

Turning Movement Counts (AM, Mid Day, PM Peak):

- Paris Rd. (LA 47) at Forty Arpent Canal Rd.
- LA 47 at Solidelle St.
- LA 47 at Genie St.
- LA 47 at Virtue St.
- LA 47 at 40 Arpent Canal Rd
- East Judge Perez Dr. (LA 39) at Paris Rd. (LA 47)
- LA 39 at Palmisano Blvd.

- LA 39 at Campagna Dr.
- LA 39 at Archbishop Hannan Blvd.
- LA 39 at Guerra Dr.
- LA 39 at Colonial Blvd.
- LA 39 at Bayou Rd.
- East St. Bernard Hwy. (LA 46) at North Access (W. Smith Elementary School)
- LA 46 at South Access (W. Smith Elementary School)
- LA 46 at Colonial Blvd.
- LA 46 at St. Bernard Park Way (LA 39) / East Christie St.
- LA 46 at Palmisano Blvd.
- LA 46 at Paris Rd (LA 47)

3c. Freight Rail Data Collection

Working with PMC rail participants, a high level assessment of expected daily rail traffic and typical train lengths shall be determined for existing conditions and for each of the 2030 and 2050 build out scenarios of LIT based on a reasonable forecast of growth in rail commodities (containerized and non-containerized) and existing and planned rail storage capacity. The Consultant will identify the frequency and length of time of expected highway/rail crossing blockages at the Norfolk Southern crossing of St. Bernard Highway (LA 46), LA 39 in Arabi, and at LA 47 near the Chalmette/Lower Algiers Ferry crossing.

Deliverable*: Task Report describing the collection methods and findings from data collection. Consultant will prepare documentation of the above information to be used in subsequent tasks and prepare a stand -alone report that will be used as input for those same. RPC Project Manager will review this and results from this task. Upon approval, the Consultant will be authorized to begin subsequent tasks.*

3d. Infrastructure and Utilities Data Collection

The Consultant shall conduct field work to identify existing infrastructure conditions and utilities within the study area, including gas, water, electric, sewer, drainage, elevation, lighting, striping, signage, and signals, and roadway and intersection characteristics. Information shall be documented in an appropriate

geospatial/machine-readable spreadsheet format with accompanying maps/graphics showing infrastructure and utilities within the study area.

Deliverable: *Maps and geospatial data documenting pavement conditions infrastructure and utilities information. The Consultant will coordinate with RPC's GIS Coordinator to ensure compliance with RPC standards and industry best practices related to GIS products and printed mapping.*

3e. Crash Data

The Regional Planning Commission shall supply the Consultant with the most recent 3 years of crash data within the study area in excel format for further analysis and mapping.

TASK 4 - TRAFFIC DATA ANALYSIS AND REPORTING

4a. Traffic Analysis Report of Existing Conditions

Level of Service Analysis

The Consultant shall conduct an operational analysis for all listed intersections within the study area, including a Highway Capacity Manual (HCM) Capacity Analysis for the A.M. and P.M. peak periods at intersections selected for turning movement counts in Task 3 with delay, volume-to-capacity (v/c), and 95^{th} percentile queue lengths as the measures of effectiveness (MOE) Analysis shall be conducted for the existing conditions.

Deliverable: A draft traffic report summarizing the results of the Capacity Analysis, including figures, measurements of effectiveness (LOS, delay, etc.) shall be provided to the RPC and PMC for review.

Traffic Safety Analysis

The Consultant shall conduct a comprehensive safety analysis of corridors and intersections within the study area applying appropriate Highway Safety Manual (HSM) tools and processes using three (3) years of crash data per LADOTD's latest guidelines. Data will be made available by the RPC per 3.d. Vulnerable user counts and vulnerable user crash data will be analyzed to identify locations within the study area which may require additional attention in facility design (striping, signalization, or other bicycle and pedestrian countermeasures) to safely accommodate vulnerable users in existing conditions.

TASK 5 - CONCEPTUAL PLAN DEVELOPMENT

Based on the findings from Tasks 2-4, consultant will review, summarize, and make recommendations in a report form, following RPC report protocols that improve/enhance operational efficiency and safety for all modes where opportunities exist to do so both in the field and in policy. The evaluation will include but not be limited to examining the feasibility of implementing a potential new roadway within the study area, enhancing or improving existing roadway facilities, and enhancing freight rail access to the port site per the 2030 and 2050 build scenarios.

5a. Special Considerations

Potential for Interstate Extension

To understand all options and limitations for a potential new corridor alternative, the Consultant will investigate the reasonableness of requesting an interstate extension and interchange access location per FHWA guidance promulgated under 23 CRF 103 (National Highway System), 23 CFR 139 (Interstate System Access) and 23 CFR 625 (Design Standards for Highways) between the terminus of I-510 and an interchange site in the vicinity of the proposed LIT. Environmental considerations, land use and transportation planning data collection would inform the route and operational integrity needed to meet federal and state criteria as a

potential new designated segment of the Interstate System. This information will be shared with the PMC and will inform the conceptual alternatives presented to the PMC.

Vulnerabilities Documentation

The Consultant will conduct a risk-based assessment of proposed alternatives' potential vulnerabilities to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes. Research shall include reviews of state and local hazard mitigation plans, FEMA flood maps, sea level rise projections, and other relevant analyses of potential hazards in the study area.

Deliverable*: Task product will be summarized vulnerability information provided in graphic form and included as part of the deliverable from Task 5. The Consultant will document outreach efforts and will include electronic files, maps, or other data from consulted agencies and databases in the corridor in an appendix to the report. The Consultant will document outreach efforts and will include electronic files, maps, or other data from consulted agencies and databases in the corridor. The Technical Report shall be placed in an appendix to the Final Report. This information will be shared with the PMC and will inform the conceptual alternatives presented to the PMC.*

5b1. Land Use Development Scenarios

Working with the PMC, the consultant shall develop four land use development scenarios for the study area pursuant to 2022-2023 Baseline Conditions established in Tasks 3 and 4. They are:

1. 2030 development scenario without LIT
2. 2030 Partial LIT development with background growth
3. 2050 development scenario without LIT
4. 2050 Full LIT development with background growth

5b2. Forecast Scenario Traffic Analysis

The Consultant will develop trip generation and growth rates for each scenario listed above as reviewed and approved by the PMC. Using those inputs, the Consultant will perform a capacity analysis on each of these scenarios using Highway Capacity Software (HCS) for the study intersections using AM and PM peak hour demand. Vulnerable user conditions will be included in evaluations to understand how vehicle or rail growth will impact on-street accommodation and safety of vulnerable users traveling along or crossing roadways in the study area. The Consultant will discuss with the PMC how the various intersection locations work under existing and forecast conditions. The Consultant will propose conceptual roadway alternative(s) that will include access management improvements and policies for review.

5b3. Traffic Demand Modeling

The Consultant will recommend adjustments to the TAZ data sets for input into the SELATRAM model. The RPC will review the input TAZ datasets before modeling begins. After RPC approval of the TAZ dataset the applicable transportation infrastructure (i.e. modification to the highway network or introduction of transit) into the SELATRAM model will be run for each scenario using the 2022-2023 no-build network as a base. The Consultant shall utilize RPC travel demand outputs to assist in developing traffic assignments and forecasting future traffic volume demands within the study area. Model outputs of each scenario will be reviewed by the Consultant, RPC, and PMC for accuracy. Task products shall include transportation study networks populated with existing and newly collected traffic data, thereby establishing benchmarks for concept development at the regional level.

5c1. Design Years 2030 and 2050 Improvements to Land Use Development Scenarios

The Consultant will prepare (6) six draft concepts. Three (3) will reflect network alternatives for the 2030 development scenario and (3) three will reflect network alternatives for the 2050 development scenario using the results of information developed in previous tasks, They will incorporate identified factors that include operational effectiveness, land-use changes, vulnerability to hazards, and environmental feasibility, for PMC consideration. The Consultant will develop best-fit and appropriate scale alternative concepts for the roadway network consistent with the forecast data. Consultant will prepare layouts of the conceptual alternatives on recent aerial photography provided by RPC at a scale of 1" = 200'. Plans will be developed at a planning level scale and used as input for further advancement of feasible concepts derived from this analysis.

Consultant will provide recommendations on how conceptual network alternatives can be implemented in phases, as funding allows. For each conceptual network alternative and phase, the Consultant will (to the extent possible at this stage of project development) establish preliminary cost estimates for each conceptual network improvement, incorporating design, engineering, environmental actions, right-of-way acquisition, utility relocation, and contingencies.

The Consultant will adhere to the latest LADOTD policies related to access management and complete streets policies,as applicable for the conceptual network alternative.. The Consultants will review best practices for resilience, water management, and evacuation and identify opportunities for inclusion of same in the conceptual plans. The Consultant will use best practices in rail evaluation methods to assess highway traffic impacts in conceptual network alternatives.

Deliverable: Task product will be (6) six high-level conceptual plans for the proposed network alternatives associated with the 2030 and 2050 network scenarios and potential phased implementation, where applicable.

5c2. Resilience Assessment

All improvements promulgated will identify and incorporate resilience features. Resilience is defined as making surface transportation assets more resilient to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperature, and earthquakes. RPC intends to assist communities undertake resilience improvements and implement strategies that allow for the continued operation or rapid recovery of surface transportation systems that serve critical local, regional, and national needs, including evacuation routes, and that provide access or service to hospitals and other medical or emergency service facilities, major employers, critical manufacturing centers, ports and intermodal facilities, utilities, and Federal facilities. Consistent with recent IIJA guidance, coastal infrastructure, such as a tide gate to protect highways, that is at long-term risk to sea level rise, natural infrastructure that protects and enhances surface transportation assets while improving ecosystem conditions, including culverts that ensure adequate flows in rivers and estuarine systems will also be assessed as part of this study effort.

The Consultant will review the existing roadway network and any proposed capacity enhancements / new infrastructure alternatives to connect lower St. Bernard Parish to the Interstate System for evacuation and emergency response purposes related to emergency evacuation improvements (I.e., flooding,wind damage risk from hurricanes, etc.).

Deliverable: The Consultant will prepare a Technical Report to describe resilience elements that have been incorporated into proposed conceptual alternatives that may be expected to protect future infrastructure and enhance the resilience of the transportation system and community. These might include identified needs or potential improvement for traffic flow, including an estimate of travel time savings during an emergency evacuation, signage, striping, messaging capabilities, contra-flow, or other methods. The Consultant will

document outreach efforts and will include electronic files, maps, or other data from consulted agencies and databases in the corridor. The Technical Report shall be placed in an appendix to the Final Report.

5d. Utility Information

The Consultant will research and report on utilities within or crossing the existing right of way. Potential conflicts will be identified and costs/methods for resolving conflicts will be developed. Cost estimates for same will be provided.

Deliverable: *Utility information provided in graphic form and included as part of the deliverable from Task 5. The Consultant will document outreach efforts to utility providers and will include electronic files, maps, or other data from utility providers in the corridor in an appendix to the report.*

5e. Environmental Documentation

The Consultant will research and report on all known environmental constraints or issues that could potentially impact project feasibility or implementation of the project. The Consultant will develop a matrix that identifies and ranks, at a high level, alternatives promulgated, , and potential environmental impacts associated with each.

Websites and on-line data resources such as

- NEPA Assist
- St. Bernard Parish GIS Data Portal
- IPaC
- NWI Mapper
- FEMA MapService Center
- Websoil Survey
- NWI Environmental Justice Screen Tool

- Louisiana State Historic Preservation Office

As well as those promulgated by LADOTD in the accomplishment of Stage 0 Environmental Checklists will be reviewed to accomplish this task. Citations shall be provided for all environmental data used.

***Deliverable**: Task product will be summarized environmental information provided in graphic form and included as part of the deliverable from Task 5. The Consultant will document outreach efforts and will include electronic files, maps, or other data from consulted agencies and databases in the corridor in an appendix to the report.*

5f. Opinion of Probable Cost

The Consultant will provide the PMC with a prioritized list of transportation-related capital improvements for each alternative network scenario, describing the forecast transportation deficiency, type of proposed improvement(s), details of construction line items, quantities, and opinion of probable cost. The Consultant will provide costs estimates for each phase of each alternative concept promulgated in Task5a..

Deliverable: A prioritized list of 2030 and 2050 transportation improvements with an opinion of probable costs for each development concept for further study and consideration.

5g. Financial Analysis

The Consultant will conduct a financial analysis of funding options for implementation of conceptual improvements identified in Task 5. This analysis shall include, but not be limited to, a review of competitive federal grants along with local funding sources. The assessment shall include a financial analysis of a potential tollway based on forecast trips, forecast revenues, and anticipated costs of a new infrastructure corridor as identified in task 5d.

***Deliverable:** The Consultant will prepare an analysis of the suitability of a new roadway to function as a toll facility and consider project cost and return on investment.*

TASK 6 - STAGE 0 FEASIBILITY REPORT

6a. Draft Report

An electronic draft of the report and up to five hard copies will be submitted to RPC for distribution to the PMC for review by, at the latest, 80% of project completion. Pending approval of the draft, RPC may, at its discretion, require the Consultant to distribute hard copies to PMC members for their review.

The draft feasibility report will include but is not limited to a draft purpose and need for the projects, existing traffic conditions, forecasted traffic conditions, proposed highway improvements, including near term recommendations as well as longer-term traffic management solutions, conceptual right of way needs, anticipated permits required, utility relocations, and environmental concerns.

6b. Final Report

Following the review and approval of the draft submission, the Consultant will provide RPC with ten (10) bound copies of the final Lower St. Bernard/ Louisiana International Terminal Roadway Network and Resilience Study documenting the information and analysis described above. Ten (10) printed copies of the report and ten (10) portable electronicstorage devices ("jump drives") in electronic format (in both *Docx and *.pdf format), including all maps and visualizations (in CAD, GIS, or similar format) and HCM analysis input/output files will be submitted by the Consultant to the RPC for distribution.

***Deliverable**: Final report deliverable including ten bound and electronic copies of the study and all supporting data, technical reports, maps, and other documentation. The final report should be provided with a minimum of 2 weeks for review and comment prior to the contract completion date.*

Attachment 2
Stage 0 Environmental Checklist

STAGE 0
Environmental Checklist

Route H.015428 - LA47 to LA39 Connector Parish: St. Bernard

C.S. NEW ROUTE Begin Log mile TBD End Log mile TBD

ADJACENT LAND USE: The Study Area has high and low-density residential, commercial, industrial, water and agricultural lands

Any property owned by a Native American Tribe?
(Y or **N** or Unknown) If so, which Tribe?

Any property enrolled into the Wetland Reserve Program?
(Y or **N** or Unknown) If so, give the location

Are there any other known wetlands in the area?
(**Y** or N) If so, give the location There is a vast area of wetlands through much of the northern to southeastern section of the Study Area. There are smaller wetland areas scattered but mainly concentrated in Meraux and Violet. See Figure 05: NWI Wetlands in the Environmental Summary Report (Appendix C).

Community Elements: Is the project impacting or adjacent to any (if the answer is yes, list names and locations):
(**Y** or N) Cemeteries There are multiple cemeteries in the Study Area. Please refer to Appendix C: Environmental Summary Report for details. Stage 1 Report will narrow down which if any cemeteries will be impacted by or adjacent to the project area. See Figure 15.

(**Y** or N) Churches There are multiple churches in the Study Area. Please refer to Appendix C: Environmental Summary Report for details. Stage 1 Report will narrow down if any of these churches will be impacted by or adjacent to the project area. See Figure 15.

(**Y** or N) Schools There are multiple schools in the Study Area. Please refer to Appendix C: Environmental Summary Report for details. Stage 1 Report will narrow down if any of these schools will be impacted by or adjacent to the project area. See Figure 15.

(**Y** or N) Public Facilities (i.e., fire station, library, etc.) There are multiple public facilities in the Study Area. Please refer to Appendix C: Environmental Summary Report for details. Stage 1 Report will narrow down if any of these public facilities will be impacted by or adjacent to the project area. See Figure 15.

(**Y** or N) Community water well/supply There are 449 registered water wells within the Study Area. Please see Figure 06: LDWF & DENR Water Resources of the Environmental Summary Report (Appendix C) for details. Stage 1 Report will provide if any of these wells will be impacted by or adjacent to the project area.

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 There are multiple public recreation areas in the Study Area. Please refer to Appendix C: Environmental Summary Report for details. Stage 1 Report will narrow down if any of these public recreation areas will be impacted by or adjacent to the project area. See Figure 15.

(**Y** or N) Public parks There are multiple public parks in the Study Area. Please refer to Appendix C: Environmental Summary Report for details. Stage 1 Report will narrow down if any of these public park areas will be impacted by or adjacent to the project area. See Figure 15.

(Y or **N**) Wildlife Refuges

(**Y** or N) Historic Sites Chalmette Battlefield and Freedmen Cemetery and others are within the Study Area, please see Attachment C Environmental Summary Report for more details. See Figure 14.

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: Four (4) NRHP Districts, two (2) Individual Listings, and one (1) Cultural District were identified within the Study Area. Please refer to Table 12 of Appendix C: Environmental Summery Report for details. Stage 1 Report will provide if any of these properties or districts will be impacted by or adjacent to the project area. See Figure 14.

STAGE 0
Environmental Checklist

Do you know of any threatened or endangered species in the area? (**Y** or N)
If so, list species and location. Multiple threatened or endangered species were identified based on USFWS and LDWF resources. Please refer to Table 02 of Appendix C: Environmental Summary Report for details.

Does the project impact or adjacent to a stream protected by the Louisiana Scenic Rivers Act? (**Y** or N) If yes, name the stream. Bayou Bienvenue, Pirogue Bayou, Terre-Beau Bayou, Lake Borgne Canal (Violet Canal), Bayou Dupree, Bayou Chaperon and Bashman Bayou are scenic rivers that were identified in the Study Area. Stage 1 Report will provide if any of these streams will be impacted by or adjacent to the project area. See Figure 6.

Are there any Significant Trees as defined by EDSM I.1.1.21 within proposed ROW? (Y or N) If so, where? Unknown. A survey will be performed and detailed in Stage 1 Report

What year was the existing bridge built? N/A

Are any waterways impacted by the project considered navigable? (**Y** or N) If unknown, state so, list the waterways: Bayou Bienvenue is navigable, and the Stage 1 Report will show if Bayou Bienvenue will be impacted by the project or not. The Mississippi River is a navigable waterway, but it is outside of the Study Area and will not be impacted by the project. It is unknown what other waterways are navigable within the Study Area. Please refer to the Appendix C: Environmental Summary Report for more details on identified waterways within and adjacent to the Study Area. See Figure 6.

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 Stage 1 Report will include a search of the LUST database once the project area is more narrowed down.

(**Y** or N) CERCLIS Please see Table 05 of Appendix C: Environmental Summery Report for details.

(Y or **N**) ERNS Stage 1 Report will include a search of the ERNS database once the project area is more narrowed down. However, for the Stage 0 Report, the EPA On-Scene Coordinator (OSC) Response listing was checked, and there were no on-scene EPA responses within the Study Area.

(**Y** or N) Enforcement and Compliance History Please see Table 06 of Appendix C: Environmental Summery Report for details.

STAGE 0
Environmental Checklist

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project? (**Y** or N)
If so, give the name and location: Please see Figure 8 of Appendix C: Environmental Summery Report for details.

Any chemical plants, refineries or landfills adjacent to the project? (**Y** or N) **Any large manufacturing facilities adjacent to the project?** (**Y** or N) **Dry Cleaners?** (**Y** or N) If yes to any, give names and locations: Landfills: Moley Disposal and Busy Garbage Collection Services, Large Manufacturing Facilities: St. Bernard Port Harbor & Terminal, PBF Energy Chalmette Refinery, Boasso Global, Air Products & Chemicals, Domino Sugar Chalmette, American Sugar Refining, Turn Services Associated Terminal, Valero Meraux Docks and Refinery, Dry Cleaners: S&B Cleaners, A J Laundry & Dry Cleaning. The Stage 1 Report will provide if any of these businesses may be adjacent to this project. See Figure 8.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? (**Y** or N) List the type and location of wells being impacted by the project. Please refer to Figure 8 of Appendix C: Environmental Summery Report for details. Stage 1 Report will describe the location of any wells that may be adjacent to this project.

Are there any possible residential or commercial relocations/displacements? (Y or N)
How many? Unknown. Stage 1 Report will describe if any relocations or displacement would be necessary or possible.

Do you know of any sensitive community or cultural issues related to the project? (Y or N)
If so, explain Unknown. Stage 1 Report will describe if any sensitive community or cultural issues related to the project exist once the project area is more narrowed down.

Is the project area population minority or low income? (**Y** or N) Portions of the Study Area do have minority or low income populations. Please refer to the Community Demographics and Environmental Justice Sections of Appendix C: Environmental Summary Report. Stage 1 Report will describe if the narrowed down project area population(s) are minority or low income. See Figures 12-13.

What type of detour/closures could be used on the job? TBD

Did you notice anything of environmental concern during your site/windshield survey of the area? If so, explain below.
An environmental site survey will be conducted for the Stage 1 Report.

GIS Engineering: Jacob Loeske ; Kodi Babin
Point of Contact

985-665-2262 ; 985-219-1093
Phone Number

March 14, 2025
Date

STAGE 0
Environmental Checklist

General Explanation:

To adequately consider projects in Stage 0, some consideration must be given to the human and natural environment which will be impacted by the project. The Environmental Checklist was designed knowing that some environmental issues may surface later in the process. This checklist was designed to obtain basic information, which is readily accessible by reviewing public databases and by visiting the site. It is recognized that some information may be more accessible than other information. Some items on the checklist may be more important than others depending on the type of project. It is recommended that the individual completing the checklist do their best to answer the questions accurately. Feel free to comment or write any explanatory comments at the end of the checklist.

The Databases:

To assist in gathering public information, the previous sheet includes web addresses for some of the databases that need to be consulted to complete the checklist. As of February 2011, these addresses were accurate.

Note that you will not have access to the location of any threatened or endangered (T&E) species. The web address lists only the threatened or endangered species in Louisiana by Parish. It will generally describe their habitat and other information. If you know of any species in the project area, please state so, but you will not be able to confirm it yourself. If you feel this may be an issue, please contact the Environmental Section. We have biologist on staff who can confirm the presence of a species.

Why is this information important?

Land Use? Indicator of biological issues such as T&E species or wetlands.

Tribal Land Ownership? Tells us whether coordination with tribal nations will be required.

WRP properties? Farmland that is converted back into wetlands. The Federal government has a permanent easement which cannot be expropriated by the State. Program is operated through the Natural Resources Conservation Service (formerly the Soil Conservation Service).

Community Elements? DOTD would like to limit adverse impacts to communities. Also, public facilities may be costly to relocate.

Section 4(f) issues? USDOT agencies are required by law to avoid certain properties, unless a prudent or feasible alternative is not available.

Historic Properties? Tells us if we have a Section 106 issue on the project. (Section 106 of the National Historic Preservation Act) See http://www.achp.gov/work106.html for more details.

Scenic Streams? Scenic streams require a permit and may require restricted construction activities.

Significant Trees? Need coordination and can be important to community.

Age of Bridge? Section 106 may apply. Bridges over 50 years old are evaluated to determine if they are eligible for the National Register of Historic Places.

Navigability? If navigable, will require an assessment of present and future navigation needs and US Coast Guard permit.

Hazardous Material? Don't want to purchase property if contaminated. Also, a safety issue for construction workers if right-of-way is contaminated.

Oil and Gas Wells? Expensive if project hits a well.

Relocations? Important to community. Real Estate costs can be substantial depending on location of project. Can result in organized opposition to a project.

Sensitive Issues? Identification of sensitive issues early greatly assists project team in designing public involvement plan.

Minority/Low Income Populations? Executive Order requires Federal Agencies to identify and address disproportionately high and adverse human health and environmental effects on minority or low income populations. (Often referred to as Environmental Justice)

Detours? The detour route may have as many or more impacts. Should be looked at with project. May be unacceptable to the public.

Louisiana Governor's Office of Indian Affairs:
https://gov.louisiana.gov/page/indian-affairs

Louisiana Wetlands Reserve Program:
https://www.nrcs.usda.gov/wps/portal/nrcs/main/national/programs/easements/

Community Water Well/Supply
https://www.sonris.com/

Louisiana Department of Wildlife and Fisheries – Wildlife Refuges
https://www.wlf.louisiana.gov/page/state-wildlife-refuge
http://www.fws.gov/refuges/profiles/ByState.cfm?state=LA
https://www.fws.gov/refuge/Delta/map.html

U.S. Fish & Wildlife Service – National Wetlands Inventory:
http://www.fws.gov/wetlands/

Louisiana State Historic Sites:
https://www.louisianatravel.com/state-historic-sites

National Register of Historic Places (Louisiana):
https://www.crt.state.la.us/cultural-development/historic-preservation/national-register/database/index

National Historic Landmarks Program:
https://www.nps.gov/orgs/1582/index.htm

Threatened and Endangered Species Databases:
https://www.fws.gov/refuges/databases/tes.html

Louisiana Scenic Rivers:
https://www.wlf.louisiana.gov/page/scenic-rivers

Significant Tree Policy (EDSM I.1.1.21)
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/EDSM/EDSM/EDSM_I_1_1_21.pdf
(Live Oak, Red Oak, White Oak, Magnolia or Cypress that is considered aesthetically important, 18" or greater in diameter at breast height (4'-6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic.)

CERCLIS (Superfund Sites):
https://cumulis.epa.gov/supercpad/cursites/srchsites.cfm
http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS - Emergency Response Notification System - Database of oil and hazardous substances spill reports:
https://cfpub.epa.gov/si/si_public_record_report.cfm?Lab=&dirEntryId=2874#:~:text=Description%3A,discharges%20and%20hazardous%20substances%20releases.&text=ERNS%20provides%20the%20most%20comprehensive,releases%20in%20the%20United%20States

Enforcement & Compliance History (ECHO)
https://echo.epa.gov/

DEQ – Underground Storage Tank Program Information:
http://deq.louisiana.gov/page/underground-storage-tank

Leaking Underground Storage Tanks:
https://www.epa.gov/ust/leaking-underground-storage-tanks-corrective-action-resources

SONRIS – Oil and Gas Well Information & Water Well Information
http://sonris.com/default.htm

Environmental Justice (minority & low income)
https://www.fhwa.dot.gov/environment/environmental_justice/overview/index.cfm

Demographics
http://www.census.gov/

FHWA's Environmental Website
https://www.fhwa.dot.gov/environment/index.cfm

Additional Databases Checked:

- **EPA On-Site Coordinator (OSC) Response – Region 6**
  - https://response.epa.gov/site/region_list.aspx?region=6
- **USDA National Resources Conservation Service (NRCS) Web Soil Survey**
  - https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx
- **LDWF Rare Species and Natural Communities by Parish**
  - https://www.wlf.louisiana.gov/page/rare-species-and-natural-communities-by-parish
- **USFWS Information for Planning and Consultation (IPaC)**
  - https://ipac.ecosphere.fws.gov/
- **NOAA Essential Fish Habitat Mapper**
  - https://www.habitat.noaa.gov/apps/efhmapper/?page=page_1
- **USFWS National Wetlands Inventory (NWI)**
  - https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/
- **USGS Watershed Boundary Dataset**
  - https://www.arcgis.com/home/item.html?id=b60aa1d756b245cf9db03a92254af878
- **LDEQ 2022 Water Quality Integrated Report Interactive Assessment Map**
  - https://ldeq.maps.arcgis.com/apps/instant/portfolio/index.html?appid=a689bc37c40848f598a1937d092f63ae%20
- **EPA Sole Source Aquifers Interactive Map**
  - https://epa.maps.arcgis.com/apps/webappviewer/index.html?id=9ebb047ba3ec41ada1877155fe31356b
- **FEMA National Flood Hazard Layer (NFHL)**
  - https://www.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd
- **LDWF Louisiana Outdoor Explorer Interactive Map**
  - https://experience.arcgis.com/experience/8c8c131a3e8e42728a0658159e79efd4/page/Go-Hunting/

- **EPA Green Book, National Area and County-Level Multi-Pollutant Information**
  - https://www3.epa.gov/airquality/greenbook/anayo_la.html
- **EPA Superfund Enterprise Management Systems (SEMS)**
  - https://enviro.epa.gov/envirofacts/sems/search
- **US DOT National Pipeline Mapping System Public Map Viewer**
  - https://www.npms.phmsa.dot.gov/
- **EPA EJScreen Environmental Justice Screening and Mapping Tool**
  - https://ejscreen.epa.gov/mapper/
- **NPS National Register of Historic Places (NRHP)**
  - https://www.nps.gov/subjects/nationalregister/database-research.htm
- **Louisiana Office of Cultural Development HP Cultural Resources Map**
  - https://laocd.maps.arcgis.com/apps/webappviewer/index.html?id=d6b1d2a16f214aaf9339064bc0f26312

Other Comments: