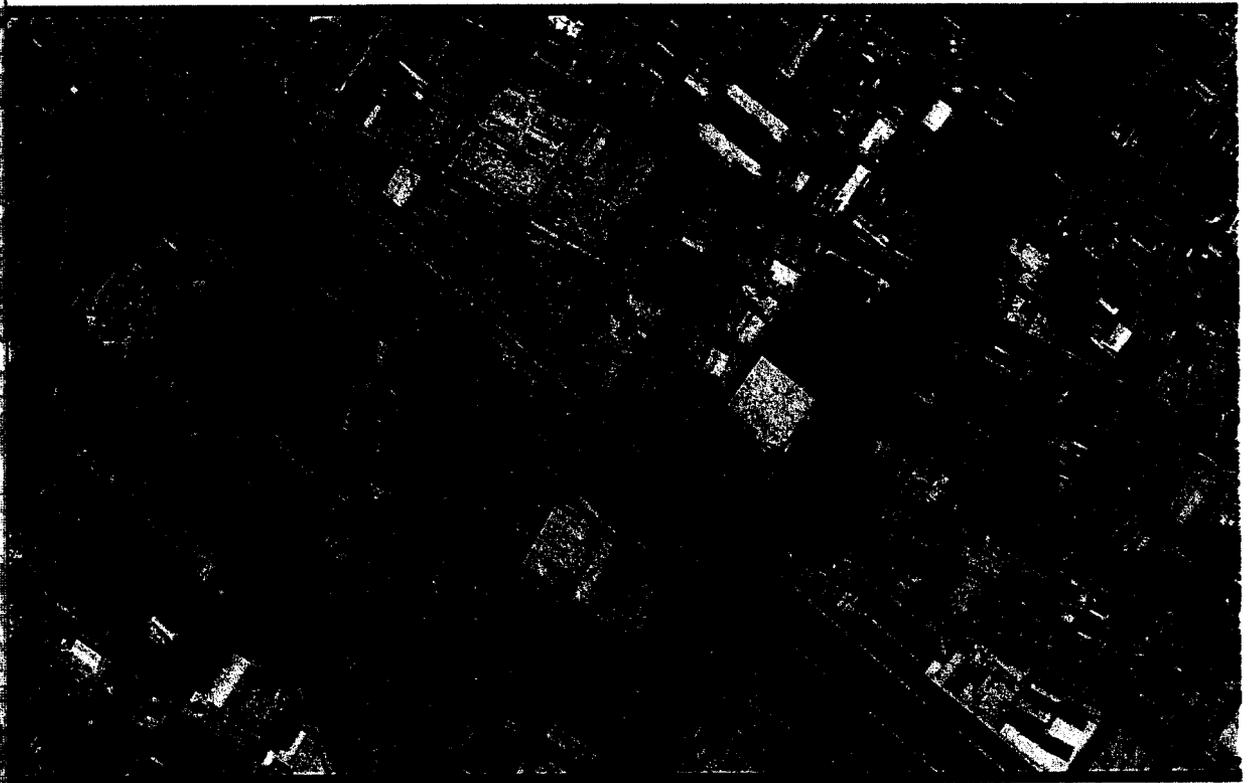


State Project No. 700-36-0195
RPC Project Number XAV-520

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study

City of New Orleans, Orleans Parish, LA



April 2008

Prepared for
Regional Planning Commission
Jefferson • Orleans • Plaquemines • St. Bernard • St. Tammany Parishes

Prepared by
BURK-KLEINPETER, INC.



CHECKLIST FOR STAGE 0
Preliminary Scope and Budget Worksheet

District 2 Parish Orleans Parish Route Washington Avenue
Control Section Not Applicable Total Project Length (miles) <1.0 Miles
Begin Project (CS Log Mile) _____ End Project (CS Log Mile) _____
Project Category (Safety, Capacity, etc.) Safety Date Prepared: December 17, 2007

A. Purpose and Need for the project: Purpose of project is to provide access to pedestrians who cross Washington Avenue and the Washington Avenue Canal. Increasing traffic volumes conflicting with increasing pedestrian volumes generated by Xavier University and nearby transit stops identified as need for the project.

B. Project Concept

- Description of existing facility (functional class, ADT, number of lanes, etc.): Washington Avenue (at project site) is a 4-lane, divided facility. ADT (2007) for the road is approximately 12,640. Washington Avenue is classified as a Minor Arterial, as per the latest New Orleans Highway Functional Classification Urbanized Area Map (from www.dotd.state.la.us).
- Major Design Features/Criteria of the proposed facility (attach aerial photo w/ concept if applicable): Proposed facility will be a pedestrian skybridge which will span Washington Avenue from the corner of Fern Street to Drexel Drive. Please see attached report for more details.
- Design Exceptions: None Requested
- Technical Analyses (traffic analysis, safety analysis, etc.): Attached report contains analysis of existing traffic conditions, as well as review of community issues and input.
- Alternatives to Project Concept: No build concept was included in the review and analysis.
- Future ITS / Traffic Considerations: None identified. Proposed concept will be constructed while Washington Avenue remains open to traffic.
- Construction Traffic Management / Property Access Considerations: Coordination with Xavier University on land donation and maintenance agreement for pedestrian skybridge has been discussed, but needs to be placed into writing for the Department.

C. Potential environmental impacts (Complete the Stage 0 Environmental Checklist on 4-10 to 4-13):
Checklist complete as per Stage 0 Guidelines. No potential environmental impacts by project noted.

D. Cost Estimate

| | |
|-----------------------------------------------------------|---------------------------|
| Engineering Design: | <u>\$290,000</u> |
| Environmental Mitigation: | <u>Not applicable</u> |
| R/W Acquisition (C of A if applicable): | <u>\$ 0</u> |
| Utility Relocations: | <u>Not applicable</u> |
| Construction (Including Construction Traffic Management): | <u>\$2,257,100</u> |
| TOTAL PROJECT COST: | <u>\$2,547,100</u> |

E. Expected Funding Source(s) (Highway Priority Program, CMAQ, Urban Systems, Fed/State earmarks, etc.) Funding to be provided through Demonstration Program (Congressional Earmark)

ATTACH ANY ADDITIONAL DOCUMENTATION Prepared by: Burk-Kleinpeter, Inc.
Disposition (circle one): (1) Advance to Stage 1 (2) Hold for Reconsideration (3) Shelf

Stage 0 Environmental Checklist

Control Section _____ Parish Orleans Parish
Route Washington Avenue Begin Project (CS Log Mile) _____ End Project (CS Log Mile) _____

ADJACENT LAND USE: At the time of the survey, the land uses adjacent to the project site included commercial, residential, and institutional (educational facilities).

Any property owned by a Native American Tribe? No

Any property enrolled into the Wetland Reserve Program? No

Community Elements: Is the project impacting or adjacent to any:
(Y or N) Cemeteries N – None detected at the time of the field review
(Y or N) Churches N – None detected at the time of the field review
(Y or N) Schools Y- Project is adjacent to the Xavier University campus. There are no projected impacts on any existing buildings at this site.
(Y or N) Public Facilities N- There are no public facilities at the site, though several exist in the immediate area (see attached report)
(Y or N) Community water well/supply N – None detected at time of the field review

Section 4(f) issue: Is the project impacting or adjacent to any:
(Y or N) Public recreation areas N – the closest recreation facility is the New Orleans Recreation Department Gert Town Pool (about 2 blocks south of the project construction area).
(Y or N) Public parks N - the closest recreation facility is adjacent to the New Orleans Recreation Department Gert Town Pool (about 2 blocks south of the project construction area).
(Y or N) Wildlife Refuges N – there are none in the project area
(Y or N) Historic Sites Y – the project will be adjacent to three historic properties (see next question)

Is the project impacting, or adjacent to a property listed on the National Register of Historic Places?
Yes- Xavier University Main Building, Convent, and Library are located on the Xavier University Campus (physical address: 1 Drexel Drive). The location of these facilities in reference to the project area have been shown on Figure 1.

Is the project within a historic district or a National Landmark District? No

Do you know of any threatened or endangered species in the area? No

Does the project impact a stream protected by the Louisiana Scenic Rivers Act? No

Are there any Significant Trees as defined by EDSM L.1.1.21 within proposed ROW?
There are two live oaks on Washington Avenue at both pedestrian crossings. There are five other trees of possible significance in the project study area.

What year was the existing bridge built? No information is available on the date of construction of the existing bridge connecting Washington Avenue, Fern Street and Pine Street over the existing canal.

Are any waterways impacted by the project considered navigable? No

Hazardous Material: Have you checked the following DEQ and EPA databases for potential problems? The database has been checked. None have been noted within the project study area.

Underground Storage Tanks (UST): Are there any Gasoline Stations or other facilities that may have UST on or adjacent to the project?

Stage 0 Environmental Checklist

No. The closest gasoline station is an Exxon gas station at the corner of Washington Avenue and South Carrollton Avenue. The UST is listed as Active by the Underground Storage Tank Division of the LDEQ Office of Environmental Assessment.

Any chemical plants, refineries or landfills adjacent to the project? No – None Identified

Any large manufacturing facilities adjacent to the project? No – None Identified

Dry Cleaners? No. The closest dry cleaning establishment is located on South Carrollton Avenue at Stroelitz Street, approximately 4 blocks away from the project site.

Oil/Gas wells: Have you checked DNR database for registered oil and gas wells? Yes, database has been checked. There are no oil/gas wells located on the site, according to the DNR database.

Are there any possible residential or commercial relocations/displacements? No- None anticipated. The site of both landings is currently vacant and owned by Xavier University. Future development on these sites will be coordinated with the placement of the proposed pedestrian bridge.

Do you know of any sensitive community issues related to the project? No. Previous work identified need for project to maintain open access to the community for their use. This project, as proposed, will be open to general access 24 hours per day, 7 days per week. It has also been conceptually designed to mimic prevalent architectural styles, hence blending better with the surroundings. Proposed landing plaza areas will be developed to connect skybridge to existing street/sidewalk network, as well as adjacent buildings.

Is the project area population minority or low income? Yes- At the time of the 2000 census, Census Tracts 70 and 72 were predominantly black: Census Tract 70 was 95% black, and Census Tract 72 was 90% black. The median household in 1999 in both tracts was less than 40% of the national average. The project will be constructed in its entirety in Tract 70. There are no residential structures or population groups in the area around the site.

What type of detour/closures could be used on the job? None anticipated. Facility will be constructed while Washington Avenue remains open to traffic (vehicular and bus). However, some minor modifications may be made during design to coordinate placement of pillars in the sides of the drainage canal, based upon the final plans for improvements identified by the City of New Orleans and the Sewerage and Water Board.

Did you notice anything of concern during your site/windshield survey of the area? No

Edwin E. Elam, III, AICP Burk-Kleinpeter, Inc.
Point of Contact

(504)486-5901, xt. 281
Phone Number

December 1, 2007
Date

**Field Review Period:
September-December 2007**

Stage 0 Environmental Checklist

SOURCES:

WETLAND RESERVE PROGRAM: United States Department of Agriculture (USDA), Natural Resources Conservation Service (NCRS).

<http://www.nrcs.usda.gov/programs/wrp/pdfs/louisiana05.pdf>

WILDLIFE REFUGES: Louisiana Department of Wildlife and Fisheries, map of Wildlife Management Areas.

<http://www.wlf.state.la.us/apps/netgear/clientFiles/lawlf/files/WMA%20Location%20Map.jpg.pdf>

NATIONAL REGISTER SITES: National Park Service, National Register Information Service (NRIS). <http://www.nr.nps.gov/>

THREATENED AND ENDANGERED SPECIES: Louisiana Department of Wildlife and Fisheries, Louisiana Natural Heritage Program, Threatened and Endangered Species. <http://www.wlf.louisiana.gov/experience/naturalheritage/rarespeciesandparishhabitats/>.

SCENIC RIVERS: Louisiana Department of Wildlife and Fisheries, Scenic Rivers Program.

<http://www.wlf.louisiana.gov/experience/scenicrivers/louisianascenicriverssystemmap/>

SIGNIFICANT TREES: Live Oak Society: LA DOTD's significant trees policy.

<http://www.louisianagardenclubs.org/pages/liveoakfiles/treepolicy.htm>

LEAKING UNDERGROUND STORAGE TANKS: LA DEQ Portal.

<http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>

CERCLIS: United States Environmental Protection Agency (US EPA), Superfund (CERCLIS)

Query. http://www.epa.gov/enviro/html/cerclis/cerclis_query.html

ERNS: National Response Center, Environmental Response Notification System. Online.

Available: <http://www.nrc.uscg.mil/download.html>

ECHOS: United States Environmental Protection Agency (US EPA), Enforcement and

Compliance History Online (ECHO). <http://www.epa.gov/echo/>

USTS: Louisiana Department of Environmental Quality, Underground Storage Tanks Database.

<http://www.deq.louisiana.gov/portal/tabid/136/Default.aspx>

OIL and GAS WELLS: Department of Natural Resources (DNR), SONRIS Integrated

Applications. http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm.

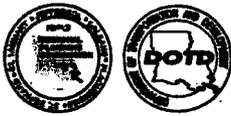


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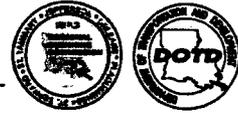
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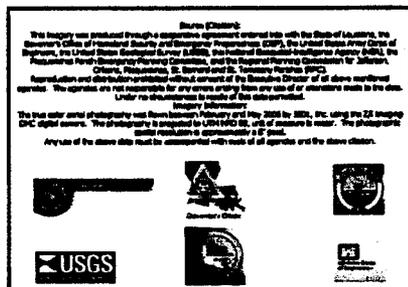
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Photography Sources:

Cover Background Photo:



Report Photos:

All ground photos used in report taken by Burk-Kleinpeter, Inc. unless less otherwise specified.



CHAPTER 1: PROJECT DESCRIPTION, PURPOSE AND NEED

Project Description

This project involves a quarter-mile section of Washington Avenue in Orleans Parish. The eastern edge of the project study area is Pine St., and the western edge is South Carrollton Avenue, as shown on Figure 1.

The proposed project is a pedestrian improvement, including an elevated walkway over the Washington Avenue Canal, Washington Avenue, and Drexel Drive, linking Xavier University in the Gert Town area.

This walkway will have the following characteristics:

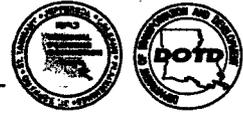
- It will be approximately 274 feet long, with landings located at the corner of Fern Street with Washington Avenue and Drexel Drive with the Xavier University campus near the Science and Administration Buildings;
- It will provide a minimum vehicle clearance of seventeen feet, which allows for passage of trucks and buses on Washington Avenue;
- It will be equipped with elevators and stairs located within enclosed towers on either end of the structure. Full access will be provided in accordance with the Americans with Disabilities Act of 1990 as amended;
- It will have approximately ten (10) feet of walkway width, which will allow pedestrian traffic to walk two abreast, and clearance for pedestrians and wheelchairs;
- There will be security lighting in all stairwells, landings and walkway areas;
- There will be no direct connections between this facility and Xavier University buildings on either side of Washington Avenue;

Through a proposed cooperative endeavor with the State and/or City of New Orleans, Xavier University will donate the property necessary for the bridge towers on either side of Washington Avenue for the purposes of constructing the pedestrian bridge. The University will also provide assistance to secure the walkway and maintain the site's elevators.

Project Purpose and Need

Input to the development of this initial statement of purpose and need came through a review of existing traffic data (both pedestrian and vehicular), analysis, and discussions with other project sponsors and stakeholders.

The purpose of the proposed project is to provide safe access for pedestrians who cross Washington Avenue and the adjoining Washington Avenue Canal. The need for the project is to protect pedestrians from increasing volumes of vehicular traffic that travels east and west on Washington Avenue. Pedestrians using at-ground crosswalks risk injury and often must run across Washington Avenue to ensure safe arrival at the nearest



pedestrian bridge. The proposed elevated walkway would also link Xavier University's campus to parking areas for all those utilizing the campus.

Immediately west of this walkway is the site of an existing public transit node. The Regional Transit Authority (RTA) maintains several bus routes on South Carrollton Avenue, Washington Avenue and Tulane Avenue which intersect in the general area. As these routes have been restored to service following Katrina, many of the walking and transfer patterns through this area by transit users have returned. Creating the overhead walkway will help provide another alternative for pedestrians to use when walking between the intersection of South Carrollton Avenue and Washington Avenue and South Carrollton Avenue and Tulane Avenue.

Review of the peak-period traffic operations at Pine Street and Washington Avenue indicated, at this time, this intersection does not meet any of the established warrants required for traffic signal installation. However, as this intersection is a location where pedestrians will continue to cross Washington Avenue, improvements to the existing at-grade crossing should occur. These improvements would include refurbishing the existing pavement markings and installing new advance notification signage on Washington Avenue immediately east and west of the Pine Street intersection.



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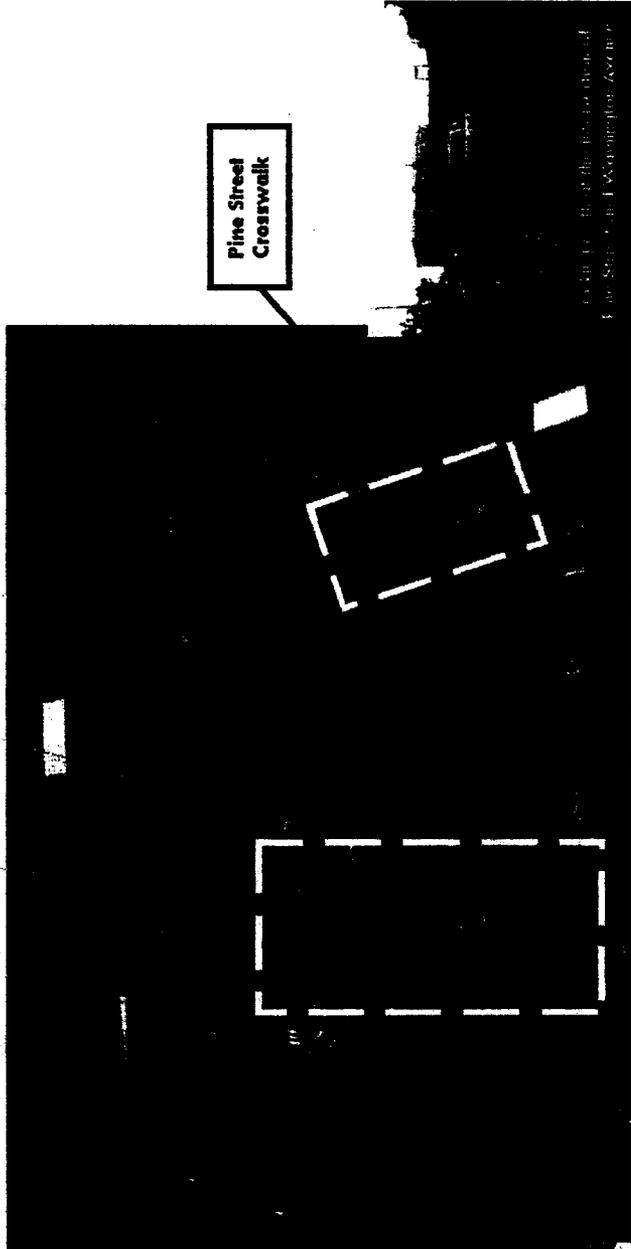
Xavier University
 Convent

Xavier University
 Library

Xavier University
 Administration
 Building



South Carrollton
 Avenue



Pine Street
 Crosswalk

Proposed Area
 for Pedestrian Crossing

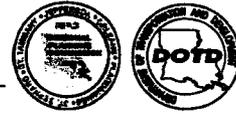
Fern Street
 crosswalk



Pedestrian crossing Washington Avenue
 and approach to the Fern Street crosswalk

Aerial Photo Source: Google Earth, 2007

| | |
|--|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | <p>Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study State Project No. 700-36-0195 • RPC Contract No. XAV-520 City of New Orleans, Orleans Parish, LA</p> |
| | <p>Figure 1: Washington Avenue Project Study Area</p> |
| | <p>BKJ Job 10382-01 April 2008</p> |



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CHAPTER 2: PRELIMINARY ENVIRONMENTAL REVIEW

Demographic Profile

Gert Town

The corridor study will pass through two census tracts: 70 and 72 (See Figure 2). Data on population composition and income levels for these tracts have been collected and compared to the Parish averages as well as the national thresholds for poverty. This allows for identification of areas where there may be an impact to population groups covered under Executive Order 12898, Environmental Justice.

The area now called Gert Town was once part of the large McCarty Plantation. In 1833 the New Orleans Canal and Banking Company purchased land in the area. Many of New Orleans' most important railroad lines ran through what was to become Gert Town. Finally in the late 19th Century, parts of this area were divided up into residential lots, homes were built, and the neighborhood was established. According to the 1920 Census, there were about 1,220 persons living in the neighborhood. By 1949, about 8,700 dwelling units had been constructed.

A population estimate from August 2007 reported that 1,787 people were living in Gert Town, about three thousand fewer people than were reported in the 2000 Census.ⁱ Blighted housing is extensive, with only minimal renovations visibly occurring throughout the neighborhood.ⁱⁱ

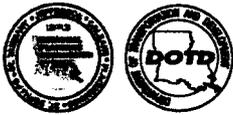
Table 1
Summary Demographic Characteristics (Population and Income)
 Census Tracts 70 and 72, Orleans Parish, LA
 Washington Avenue Pedestrian Crossing Stage 0 Study Area

| Census Tract | Total Population (2000) | Percentage Minority (2000) | Percent below Poverty Level (2000) | 1999 Median Household Income |
|--------------|-------------------------|----------------------------|------------------------------------|------------------------------|
| Tract 70 | 2,054 | 98.2% | 48.2% | \$13,214 |
| Tract 72 | 2,435 | 92.3% | 48.7% | \$15,547 |

Notes:

1. Minority defined as population falling into the following categories: Black or African American alone, Asian alone, Some other race alone, Two or more races.
2. Poverty status for 1999 population, for whom poverty status is determined. Based upon reported numbers of those individuals with income in 1999 below poverty level.

Data source: US Census Bureau, www.census.gov, Factfinder Website, SF3 Data.
 Compiled by Burk-Kleinpeter, Inc., 2007.



quadrangle. Buildings line the quad in three directions (north, west and east), while the Washington Avenue corridor and canal form a barrier to the south.

Between the traditional campus and southern campus' collection of dormitory and classroom spaces located near the intersection of South Jefferson Davis Parkway and Drexel Drive, is a collection of single family residential structures some of which have been converted to temporary use by the University. The result is a heavy volume of pedestrian traffic between these areas during peak class arrival and departure times. Similarly, some commuting students are parking their vehicles in the Gert Town neighborhood near the intersection of Fern Street and Washington Avenue. This creates a similar demand for walking traffic across Washington Avenue at Fern Street.

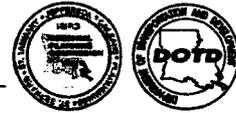
Currently, the University is in the midst of a master planning process for its traditional campus located east of Drexel Drive, its south campus located along South Jefferson David Parkway, the Arts Village located on Pine Street and properties located along the west face of Washington Avenue, between Fern and Short Streets. The current proposal is to construct a Convocation Center with Parking near the intersection of Washington Avenue and Fern Street.^{iv}

Land Use and Zoning

A windshield survey completed in 2007 of the project area revealed a variety of urban land uses, as shown in Figure 3. However, as noted previously, the area's post-Katrina population appears to be in recovery. Also, many of the structures identified have an unknown status as there appears to be little evidence of reconstruction or rehabilitation. Where known demolition is occurring, such as at the Carrollton Shopping Center, this has been noted.

In general, the land uses found in the area can be grouped into the following main categories, as per the classifications found in the City of New Orleans Land Use Plan^v:

- **Institutional/Public & Semi-Public Land Uses** – the review identified several of these activities located throughout the area. The best examples of this category include schools, educational facilities; recreational facilities and the like. Xavier University provides a good example of an Institutional land use in the project area.
- **Commercial** – the review indicated two categories of commercial activity in the area. Neighborhood commercial providing small-scale retail or service operations that serve the surrounding residential area. Regional commercial providing for large-scale retail or service operations that draw from outside the neighborhood. The largest concentrations of such activity, found along Washington Avenue and at the Carrollton Shopping Center, remain vacant or proposed for demolition.
- **Industrial/Vacant Industrial** – the review indicated several structures which appeared to be indicative of facilities dedicated to manufacturing, processing, warehousing, packaging or treatment of products. Typically, this category is divided into sub-categories, depending upon the intensity of operations: heavy industrial and light industrial, with heaviest activities oriented to major transportation features include rail, highway or waterbodies.



- **Residential** – the review indicated the presence of many residential structures. Most were single-family, though some were two or more family constructed in a style typically of New Orleans (doubles, camelback, triples, etc.). Also included in this general category would be the group quarters provided by Xavier University for their resident students. The heaviest concentration of multi-family residential development appears to be outside of the project area, immediately west and south of the Carrollton Shopping Center.

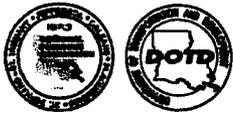
Consulting the official zoning maps from the City of New Orleans (2004) indicate that the following zoning districts are found in the project area, as shown on Figure 4

- **RM-4 Multiple-Family Residential** – provides for a variety of dwelling types, including apartment hotels, which may be accompanied by accessory commercial uses, including restaurants and shops. This zoning applies to the main part of the Xavier University campus.
- **RD-2 Two-Family Residential** – provides for two family residential structures on smaller lots, located in densely populated sections of the City. This zoning applies to the cluster of residential structures immediately south of Xavier University's main campus.
- **C-1 – General Commercial** – covers commercial and miscellaneous service activities. This zoning applies to the properties fronting South Carrollton Avenue and Washington Avenue, including the sites of the Carrollton Shopping Center and front portion of the Xavier University campus.
- **I-1 – Light Industrial** – provides for a wide variety of light manufacturing, fabricating, processing, wholesale distributing and warehouse uses. This zoning applies to the properties fronting South Jefferson Davis Parkway, including the southern extension of the Xavier University campus. Additionally, this zoning applies to those properties along Washington Avenue south of Pine Street, for a depth of approximately one to two blocks west.

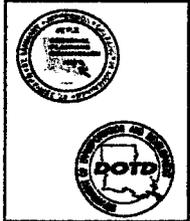
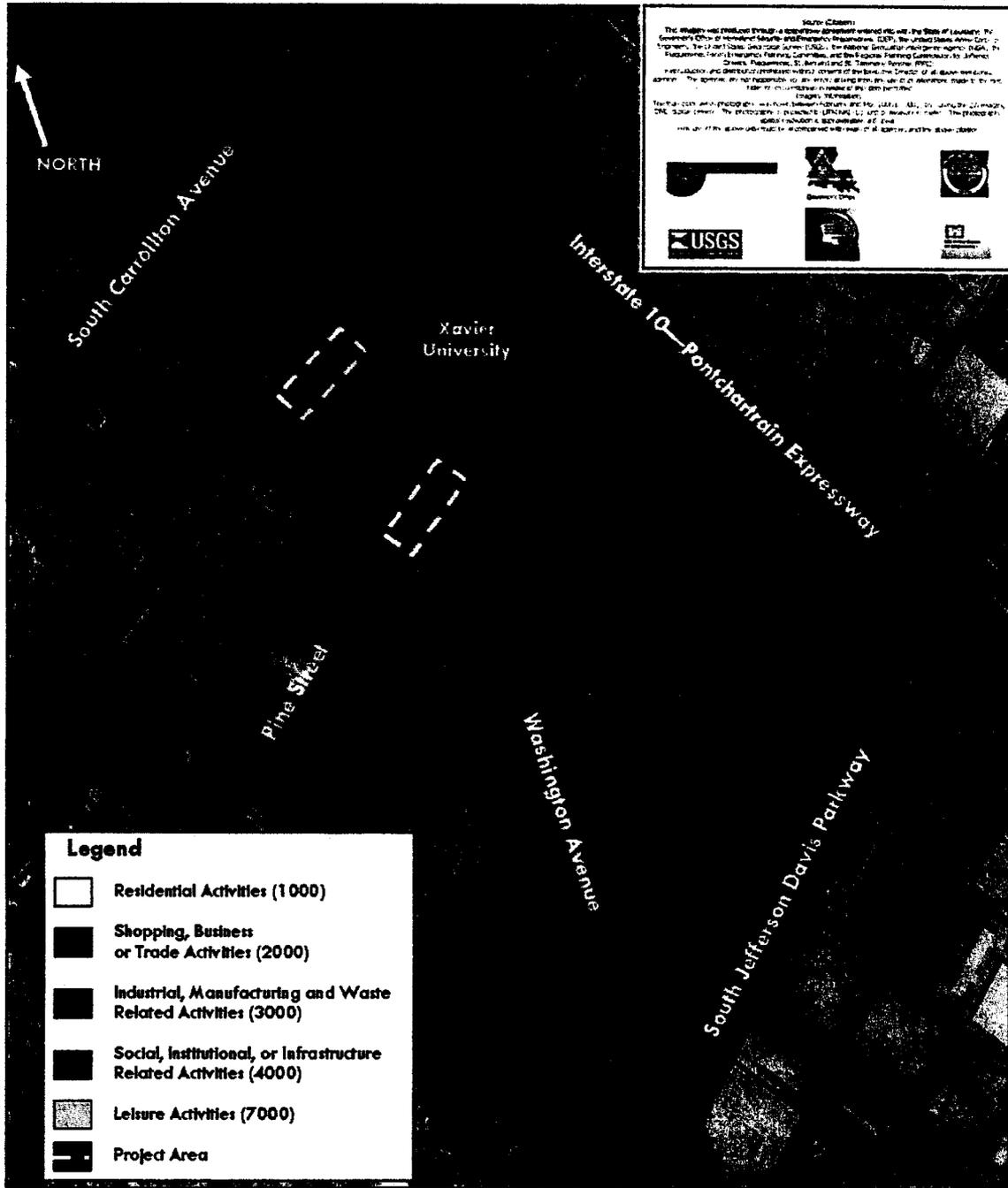
Community Elements

As there are no central records of community elements available, a field review was used to identify key facilities and activity areas which are present in the project area. The following elements were identified:

- **Bicycle Path** – Field review identified a bike path within the neutral ground of South Jefferson Davis Parkway lies at the southern border of the Xavier campus.
- **Community Pool and Recreation Center** – Field review identified the Gert Town Pool, located at 7400 Stroelitz Street, is near the project area. However, the pool does not appear to be in use due to damage suffered from Katrina. Neither of these facilities will be directly impacted by this project.
- **Cemeteries** – Field review indicated no known marked cemeteries located adjacent to the corridor under study.



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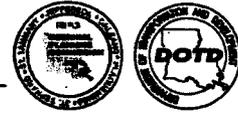


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Figure 3: Existing Land Use Pattern (General)

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 April 2008



Potential Displacements – Field review of the immediate construction area for the proposed project identified no foreseen projected residential or commercial displacements as a result of the project's implementation.

- **Historic Properties** – Database research indicates that the Xavier University administration building, convent, and library are all listed on the National Register of Historic Places.^{vi} The administration building is closest to the project site, located on Drexel Drive just west of Pine Street.
- **Significant Trees** - Upon field review of the project study area, there are 7 live oaks of potential significance between South Carrollton Avenue and Pine Street along Washington Avenue or Drexel Drive.^{vii} There is a live oak at each crosswalk on the southern side of Washington Avenue. A review of the trees listed on Live Oak Society Registry identified 247 registered trees within Orleans Parish.^{viii} The locations of all trees are not specified, so it is unclear if any are located within the project area.
- **Existing Bridges** – Field review identified three bridges crossing the Sewerage and Water Board canal. The first is an automobile only bridge which carries Washington Avenue westbound over the Sewerage and Water Board canal at Short Street. The second is the pedestrian-only bridge at Fern Street. The third is combination pedestrian and automobile bridge located at Pine Street. Construction information on these bridges is not available.

Natural Environment

Database research of the elements identified on the Stage 0 checklist revealed the presence of no elements in regard to the natural environment within the study area:

- There are no Wetland Reserve Program Properties located in the vicinity of the project corridor.^{ix}
- The proposed project will not impact any adjacent public parks or wildlife refuges, as there are none located adjacent to the project area.^x

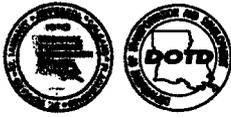
A total of 21 plant and animal communities within Orleans Parish have been identified as rare, threatened, or endangered by the Louisiana Department of Wildlife and Fisheries.^{xi} Of these, four have been listed as endangered or threatened by both the state and federal government. This list does not specify locations within Orleans Parish.

- No waterways listed under the Louisiana Scenic Rivers Act will be impacted by the project, as there are none in the project area.^{xii}

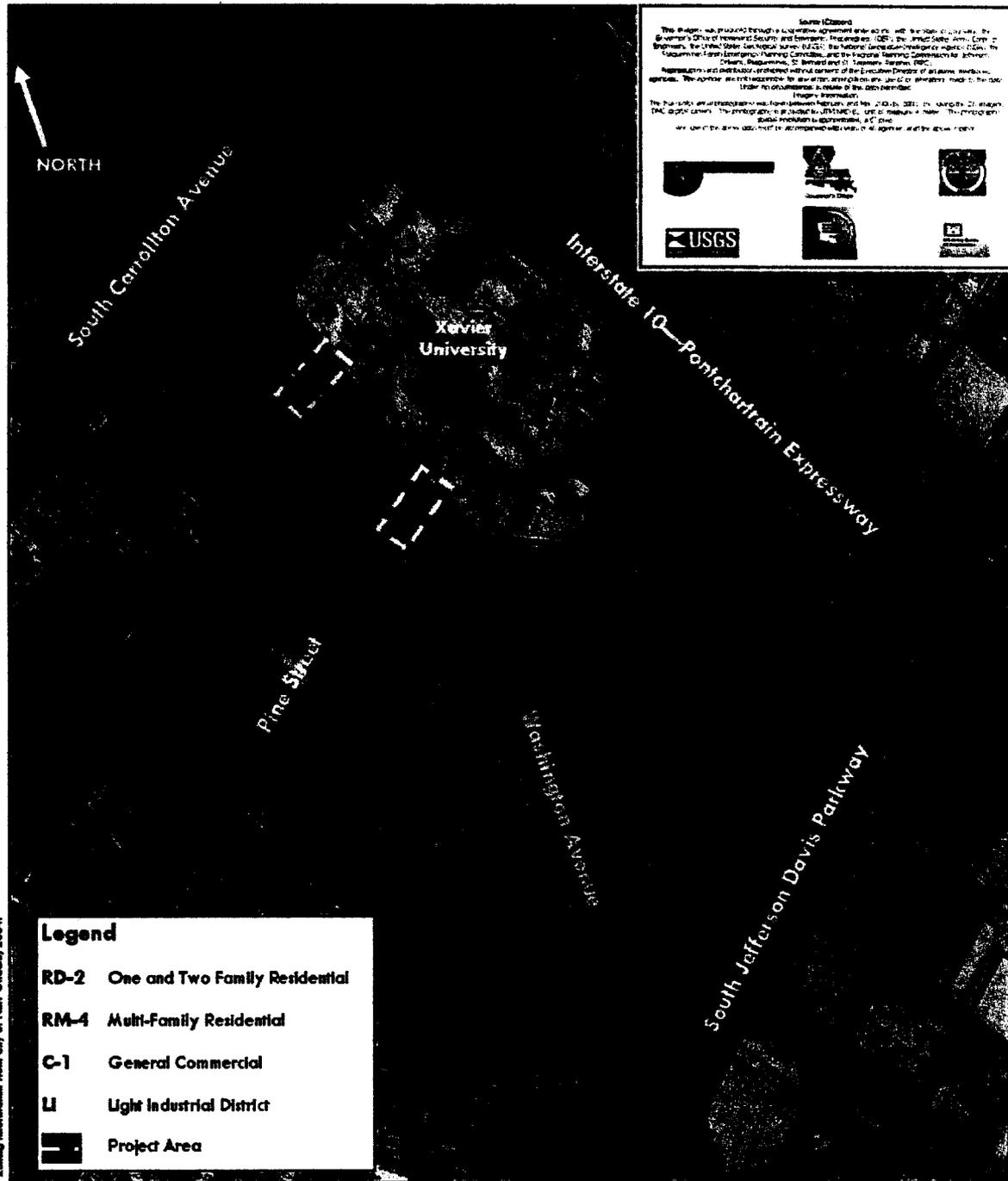
Human Environment

Database research of the elements identified on the Stage 0 checklist revealed the presence of the following items, none of which appear to be located near the project site:

- **UST facilities** - A search of records from the Underground Storage Tank Division of the LDEQ Office of Environmental Assessment yielded one underground storage tank in the project area: Exxon at 3725 S. Carrollton Avenue, approximately one-tenth of a mile from the corner of Short Street and Washington Avenue.^{xiii}



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Zoning information from City of New Orleans, 2004.

Legend

- RD-2** One and Two Family Residential
- RM-4** Multi-Family Residential
- C-1** General Commercial
- LI** Light Industrial District
- Project Area

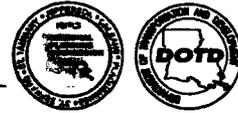


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Figure 4: Existing Zoning

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 April 2008



- **LUST Facilities** – A search of LDEQ databases identified a leaking underground storage tank report at 1275 South Jefferson Davis Parkway, ½ mile from the intersection of Pine Street and Washington Avenue.^{xiv}
- **CERCLIS** - There are no Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) or Superfund Sites located adjacent to the project corridor.^{xv}
- **ECHOs** - There are no records of Enforcement and Compliance History Online (ECHO) located within the project corridor.^{xvi}
- **Chemical Plants, etc.** - Field review indicates that there are no active chemical plants, landfills, large manufacturing facilities, or refineries located within or adjacent to the project corridor.^{xvii}
- **Oil/Gas Wells** - There are no oil/gas wells on the site, according to the Louisiana Department of Natural Resources.^{xviii}
- **Dry Cleaners** - Field review indicates that the nearest dry cleaner to the project area is located on South Carrollton Avenue between Stroelitz Street and Orpheus Court.^{xix}

ⁱ U.S. Census Bureau. Available: <http://www.census.gov/main/www/cen2000.html>. Accessed: November 13, 2007.

ⁱⁱ Field review by Burk-Kleinpeter, November 29, 2007.

ⁱⁱⁱ Xavier University of Louisiana. Available: <http://www.xula.edu/admissions/factsaboutxavier.html>. Accessed: December 3, 2007.

^{iv} Telephone conference between Burk-Kleinpeter, Inc. (P. Waidhas, E. Elam, R. Chopin, J. Rodriguez) and Manning Architects (R. Manning, C. Johnson), November 8, 2007.

^v New Orleans City Planning Commission. *New Century, New Orleans Land Use Plan*, April 1999.

^{vi} National Park Service, National Register Information System (NRIS). Online. Available: <http://www.nr.nps.gov/>. Accessed: November 13, 2007.

^{vii} Field review was conducted by Burk-Kleinpeter staff, not a licensed arborist.

^{viii} Louisiana Garden Club, Live Oak Society – Registry. Online. Available: <http://www.louisianagardendubs.org/pages/oak.htm>. Accessed: December 3, 2007.

^{ix} United States Department of Agriculture (USDA), Natural Resources Conservation Service (NCRS), Online. Available: <http://www.nrcs.usda.gov/programs/wrp/pdfs/louisiana05.pdf>. Accessed: November 13, 2007.

^x Louisiana Department of Wildlife and Fisheries, map of Wildlife Management Areas. Online. Available: <http://www.wdf.louisiana.gov/experience/wmas/maps>. Accessed: November 19, 2007.

^{xi} Louisiana Department of Wildlife and Fisheries, Louisiana Natural Heritage Program, Threatened and Endangered Species. Online. Available: <http://www.wdf.louisiana.gov/experience/naturalheritage/rarspeciesandparishhabitats>. Accessed: November 13, 2007.

^{xii} Louisiana Department of Wildlife and Fisheries, Louisiana Scenic Rivers System Map. Online. Available: <http://www.wdf.louisiana.gov/experience/scenicrivers/louisianascenicriverssystemmap/>. Accessed: November 13, 2007.

^{xiii} Louisiana Department of Environmental Quality, Office of Environmental Assessment, Remediation Services Division, Underground Storage Tanks. Leaking Underground Storage Tank. Pdf format.

^{xiv} Louisiana Department of Environmental Quality (LDEQ)—Leaking Underground Storage Tanks. Online. Available: <http://www.deq.louisiana.gov/portal/tabid/2674/Default.aspx>. Accessed: November 29, 2007. Site is located at 1275 S. Jefferson Davis Parkway, New Orleans, Tank #20784.

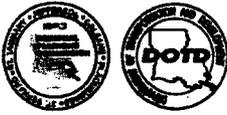
^{xv} U.S. Environmental Protection Agency (US EPA)—Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS). Online. Available: http://www.epa.gov/emviro/html/cerclis/cerclis_query.html. Accessed: November 29, 2007.

^{xvi} US EPA—Enforcement and Compliance History Online (ECHOS). Online. Available: <http://www.epa-echo.gov/cgi-bin/ideagofis.cgi>. Accessed: November 29, 2007.

^{xvii} Field review by Burk-Kleinpeter, November 28, 2007.

^{xviii} Louisiana Department of Natural Resources. Online. Available: http://sonris-www.dnr.state.la.us/www_root/sonris_portal_1.htm. Accessed: November 13, 2007.

^{xix} Field review by Burk-Kleinpeter, November 28, 2007.



CHAPTER 3: INITIAL PROJECT CONCEPT

Existing Traffic Operations

The focus of the existing traffic operations is the segment of Washington Avenue from South Carrollton Avenue to Pine Street. This quarter-mile segment of the corridor has the following general geometric characteristics:

- Four vehicular lanes, two in each direction. The two innermost lanes bordering the neutral ground are 10 ft. wide. The outer lanes are approximately 16-ft. wide.
- 35 mile per hour speed limit, with the only traffic signals located at Earhart/South Jefferson Davis Parkway and South Carrollton Avenue;
- On-Street parking along the eastbound side of Washington Avenue;
- Five north-south through streets intersect with Washington Avenue: South Carrollton Avenue, Short Street, Fern Street, Lowerline Street, Pine Street. All of these streets, except South Carrollton Avenue, intersect with two-way stop control (TWSC);
- Pine Street, west of Washington Avenue, is one-way eastbound. The corridor operates in two directions east of Washington Avenue.
- Two crosswalks: one at Pine Street and another at Fern Street, which link to two existing pedestrian bridges;
- Bus stops on Washington Avenue in both directions at Fern Street and Pine Street;
- A neutral ground with trees.

Average Daily Traffic

Average Daily Traffic data collected by Burk-Kleinpeter, Inc. during September 2007 identified a total traffic volume of approximately 12,640 on Washington Avenue at Pine Street. Traffic data collected on Pine Street indicated a total weekday volume of 2,920 vehicles on Pine Street west of Washington Avenue and 1,160 vehicles on the same corridor east of Washington Avenue.

All data collected represent a three-day average. Data was collected during normal, non-holiday periods when nearby schools were in session. Data collection was in compliance with all applicable policies and practices of the Louisiana Department of Transportation and Development (LADOTD).

Peak-Hour Traffic and Vehicle Classification

Average Daily Traffic data determined the peak-periods for traffic along the corridor generally correspond to the hours of 7:30-8:30 AM and 4:45-5:45 PM. During these periods, Burk-Kleinpeter, Inc. collected traffic at the intersection of Washington Avenue and Pine Street. Data tabulation included identification of vehicles over three groups (autos, heavy trucks, buses) along with pedestrian movements across Washington Avenue at Pine Street and Fern Street.

As shown in Figure 5, the great majority of vehicles using the corridor segment during peak which pass through these intersections are passenger vehicles (98%). Buses and



heavy trucks make up an extremely small percentage of the vehicles of the traffic stream at both of these intersections. Trucks comprised 1.1% to 1.5% of the traffic stream, whereas buses made up .63% to .52% of the respective AM and PM peaks. Buses traveling the corridor stopped at the posted Regional Transit Authority stops.

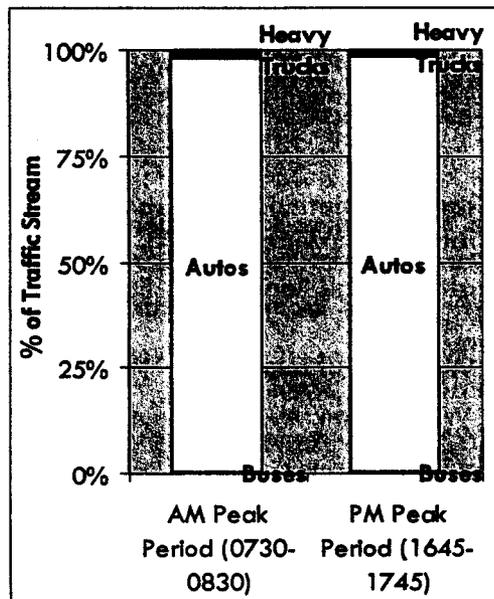


Figure 5.
 Peak-Hour Traffic Composition
 Washington Avenue (EB/WB)
 at Pine Street

Intersection Level of Service

An evaluation of the intersection of Washington and Pine utilized available data collected during the peak periods. This intersection has two-way stop control, meaning that traffic on Pine Street is under stop sign control, while traffic on Washington Avenue freely flows.

Traffic at this intersection was counted during September 2007, and included a count of the pedestrians using the intersection to walk between the Arts Village and main Xavier University campus, or from the Xavier campus to existing Regional Transit Authority bus stops.

Highway Capacity Software (HCS+) modules for unsignalized intersections was used to determine the amount of delay present at the intersection, as well as the level-of-service. Table 2 presents the results of this analysis. Even though the level-of-service on Pine Street in the morning is LOS E, the amount of observed queue length for waiting vehicles did not exceed four to five vehicles.

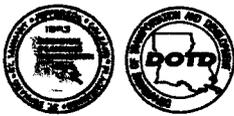
Table 2
 Summary Peak-Hour Level-of-Service and Delay (2007)
 Washington Avenue at Pine Street

| Location | AM Peak Period | | PM Peak Period | |
|----------------------------------|------------------------|-------------------------|------------------------|-------------------------|
| | Level-of-Service (LOS) | Intersection Delay | Level-of-Service (LOS) | Intersection Delay |
| Washington Avenue at Pine Street | NB: LOS E SB: LOS B | 39.5 secs. 13.3 secs | NB: LOS D SB: LOS C | 27.7 secs. 15.9 secs |

Notes:

1. Determined using the Highway Capacity Software (HCS+) Module for Unsignalized Intersections, Release 5.2.
2. Eastbound Traffic (Washington Avenue from S. Carrollton to S. Jefferson Davis) was at LOS B in AM and LOS A in PM.

Compiled by Burk-Kleinpeter, Inc., 2007.



Future Development Issues

Currently, the City of New Orleans is in the process of moving its strategy for recovery following Hurricane Katrina. Part of this process involves designation of a number of recovery areas throughout the City which will be the focus of a targeted recovery strategy. This strategy identified 17 zones where development potential has been identified in one of three categories: re-build, re-new or re-develop. These areas were selected for this project as they contain areas around public assets in business corridors which if enhanced, could generate further private investment from developers. One of these areas is the I-10 at South Carrollton Avenue intersection and the site of the Carrollton Shopping Center.¹ Included in this proposal is the long-term redevelopment of the area to include a streetcar connection, reinvigorated pedestrian linkages across Washington Avenue and better connection across South Carrollton between Xavier and other developments. (See Appendix E for more details)

In addition, Xavier University is in the process of revising and completing its campus master plan. This plan includes a concept for placing more structures and activity areas into the western portion of the campus, near Drexel Drive and Short Street, as well as in areas along Washington Avenue. As buildings and activity areas for the plan are finalized, their impact on pedestrian access and demand will need to be considered.

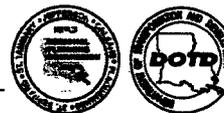
Identified and Known Constraints

Within the project corridor from South Carrollton Avenue to Broadway Street along Washington Avenue, there are several constraints that will need to be considered during the conceptual development of corridor improvements:

- **Sewerage and Water Board Canal** – A existing open drainage canal parallels Washington Avenue for the length of the project corridor. The width of the canal adjacent to Xavier's campus is approximately 85 ft. This canal helps move water from the Broad Avenue pump station to the 17th Street Canal near Metairie Road on the Orleans/Jefferson Parish line. Any improvement to this area should be planned to allow for access to this canal for maintenance and clearing.
- **Existing Utility Lines** – Utility lines run parallel to Washington Avenue on its southern side. Any improvement in this area would need to take into consideration the need to relocate all or a portion of these utilities.
- **Traffic Patterns and Access** – Washington Avenue is part of a commuter route extending from Metairie Road to Earhart Boulevard. Nearby school campuses also attract traffic onto the corridor. Traffic volumes entering and exiting the Xavier University campus continue to change. In addition, some drivers coming from Dominican High School take Pine Street northbound through Gert Town to Pine Street. Any improvement in the area would need to take into account the need for maintaining access on Washington Avenue while under construction.

Definition of Alternative

The proposed project is a pedestrian improvement, including an elevated walkway over the Washington Avenue Canal, linking Xavier University to a planned parking garage and related campus facilities in the Gert Town area.



This elevated walkway will have the following general characteristics:

- It will be approximately 274 feet long, with landings located at the corner of Fern Street with Washington Avenue and Drexel Drive with the Xavier University campus near the Science and Administration Buildings;
- The span will have a minimum vehicle clearance of seventeen feet, which allows for passage of trucks and buses on Washington Avenue
- Each landing will be equipped with elevators and stairs located within enclosed towers on either end of the structure. Full access will be provided in accordance with the Americans with Disabilities Act of 1990 as amended;
- The walkway will be approximately ten (10) feet in width, which will allow pedestrian traffic to walk two abreast;
- There will be security lighting in all stairwells, landings and walkway areas;
- There will be no direct connections between this facility and Xavier University buildings on either side of Washington Avenue;

Through a proposed cooperative endeavor with the State and/or City of New Orleans, Xavier University will donate the property necessary for the bridge towers on either side of Washington Avenue for the purposes of constructing the pedestrian bridge. The University will also provide assistance to secure the walkway and maintain the site's elevators.

The estimated cost for this alternative is \$2.257 million. This is based on the initial order of magnitude cost estimate prepared using unit costs provided for similar projects through LADOTD.

As currently envisioned, the individual towers at either end of the span would connect to landings which would form public plazas offering connectivity to existing sidewalks leading to South Carrollton Avenue. The public plaza on the south side of the structure (at Short Street and Washington Avenue) would most likely contain a park or similar feature which would form the "front yard" for a building to be developed by Xavier University.

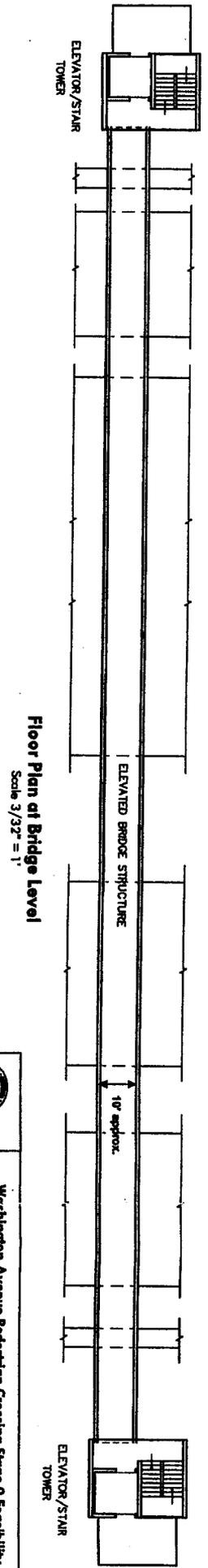
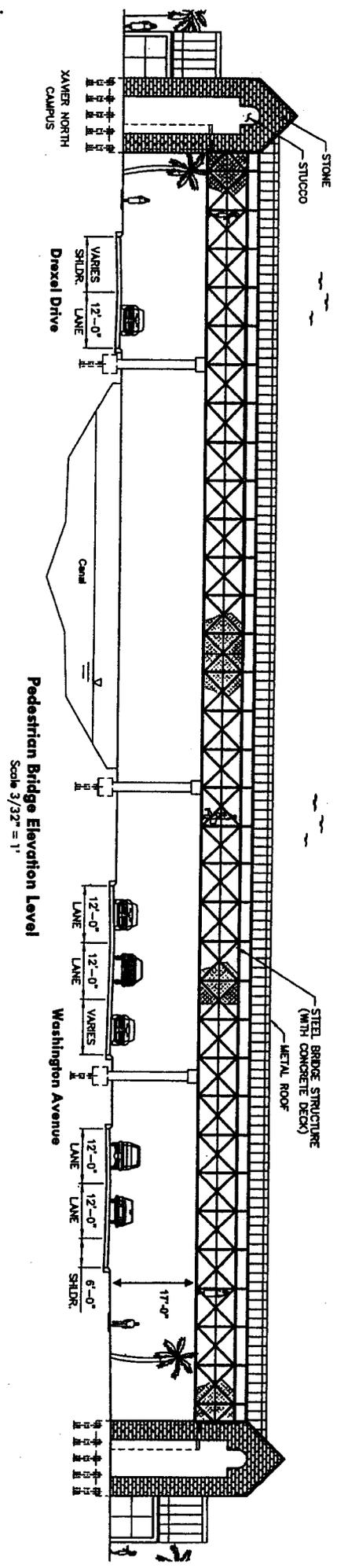
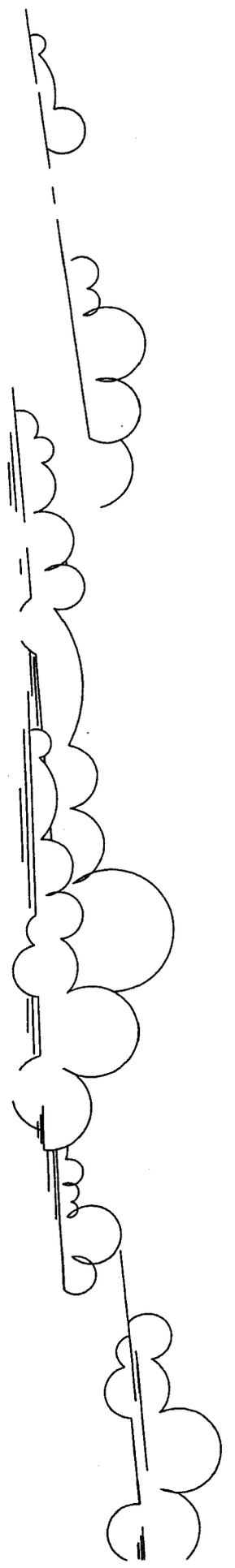
There are no plans currently to use this walkway as a means to run utility service (steam, electricity, fiber optic, telecommunications) between the Xavier Main Campus and new structures, or to any other surrounding buildings.

The individual piers holding up the structure would be placed in such a way that their location would not impede maintenance activities on the Washington Avenue canal. Also, as part of the final design on this project, the locations would be placed in such a manner as to not preclude future work on the canal to widen or deepen the channel.

It should be noted that the purpose of the Stage 0 study is to determine *initial feasibility*. **General design issues including structure façade treatments, pier placement and materials choices will be addressed in more advanced design. All other specific design issues, including but not limited to those mentioned above and that pertain to the LADOTD standards shall be addressed in more advanced stages of design.**

¹ City of New Orleans Recovery Plan, Overview of Target Recovery Areas, www.cityofno.com, 2007.

Illustration shown for Planning Purposes Only
 Need not be constructed as shown

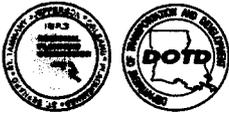


Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study
 State Project No. 700-36-0195 • RPC Contract No. XAV-520
 City of New Orleans, Orleans Parish, LA

BK BURK-KLEINPETER, INC.

Figure 5: Project Conceptual Plan — Pedestrian Walk-

BK Job 10382-01
 April 2008



CHAPTER 4: PRELIMINARY COST ESTIMATE

A preliminary order of magnitude cost estimate for the project has been prepared using unit cost information supplied by LADOTD. The purpose of this estimate is to provide an initial review of the commitment required to construction the project.

Estimates include costs for right-of-way, utilities relocation, construction, engineering, survey and contingency as expressed in 2007 dollars, based on bid tabulations from the 1st quarter of 2007, as reported by LADOTD. Should future steps in the LADOTD project development process result in adjustments in corridor location, assumed conditions and typical sections, the cost estimates shown below would need to be adjusted accordingly. Therefore, these estimates should be considered, not final and for planning purposes.

Table 3
Preliminary Order of Magnitude Cost Estimate (2007)
Washington Avenue Pedestrian Crossing (Fern Street to Short Street)

| Cost Category | Estimated Cost |
|-----------------------------------------------------------|--------------------|
| Mobilization, Demolition, Site Preparation | \$191,500 |
| Bridge Components | \$1,614,200 |
| Drainage and Utility Relocation | Not applicable |
| Right-of-Way | Not applicable |
| Contingencies | \$451,400 |
| Engineering, Construction Administration, Testing, Survey | \$290,000 |
| Total Estimated Project Cost | \$2,547,100 |

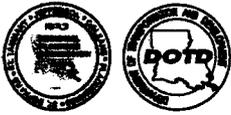
Notes:

1. Based upon unit cost information for similar projects as provided by LADOTD.
2. Values represent an initial order of magnitude cost estimate and should be used for planning purposes only.
3. Values rounded to the closest \$100.

Compiled by Burk-Kleinpeter, Inc., 2008.



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CHAPTER 5: EXPECTED FUNDING SOURCES

According to the Transportation Improvement Program (TIP) for the New Orleans Urbanized Areas, some funding has been set aside for improvements in this general corridor. This information is provided in Table 4.

Table 4
Programmed Funding for Improvements
Washington Avenue Pedestrian Crossing (Fern Street to Short Street)

| Fiscal Year | Project Name | Work Phase | Estimated Cost | Federal Share | Source |
|--------------------|----------------------------------------------------------------------------------|-------------|----------------|---------------|-----------------------|
| FY11 To FY16 | Bike/Pedestrian Crossing at Washington Avenue at Xavier University (700-36-0195) | Engineering | Unknown | Unknown | Federal Demonstration |

Program as proposed by the Regional Planning Commission as of February 13, 2007 – *Transportation Improvement Program, New Orleans Urbanized Area, Fiscal Years 2007-2010.*

Data Source: Regional Planning Commission, 2007.

Table compiled by Burk-Kleinpeter, Inc., 2007.



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Washington Avenue Pedestrian Crossing

Stage 0 Feasibility Study

Regional Planning Commission

State Project No. 700-36-0195 • RPC Project Number XAV-520

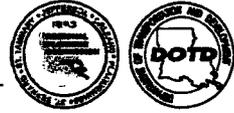
Appendices



Appendix A

Existing (2007) Traffic

- Average Daily Traffic Forms: Washington Avenue and Pine Street
- Peak-Hour Traffic Summaries for Washington Avenue at Pine Street



24-HOUR TRAFFIC COUNT SUMMARY

Location: *Pine St. NB*
At: *south of Washington*
Count Date(s): *9/05/07-9/07/07*
Count Type: *Average Weekday*
Job Name: *Washington Avenue Pedestrian Crossing*
Job Number: *10382-01*

| Time Period | 24 Hour Average | | | | TOTAL |
|--------------------|-----------------|-------------|------------|-----------|--------------|
| | Northbound | NB% | Southbound | SB% | |
| 12 AM-1 | 5 | 156% | 0 | 0% | 5 |
| 1-2 | 3 | 0% | 0 | 0% | 3 |
| 2-3 | 2 | 67% | 0 | 0% | 2 |
| 3-4 | 1 | 200% | 0 | 0% | 1 |
| 4-5 | 5 | 80% | 0 | 0% | 5 |
| 5-6 | 11 | 109% | 0 | 0% | 11 |
| 6-7 | 22 | 100% | 0 | 0% | 22 |
| 7-8 | 93 | 98% | 0 | 0% | 93 |
| 8-9 | 78 | 89% | 0 | 0% | 78 |
| 9-10 | 64 | 104% | 0 | 0% | 64 |
| 10-11 | 66 | 109% | 0 | 0% | 66 |
| 11-12 | 69 | 123% | 0 | 0% | 69 |
| 12 PM-1 | 80 | 98% | 0 | 0% | 80 |
| 1-2 | 66 | 102% | 0 | 0% | 66 |
| 2-3 | 79 | 92% | 0 | 0% | 79 |
| 3-4 | 109 | 94% | 0 | 0% | 109 |
| 4-5 | 91 | 103% | 0 | 0% | 91 |
| 5-6 | 102 | 96% | 0 | 0% | 102 |
| 6-7 | 83 | 87% | 0 | 0% | 83 |
| 7-8 | 50 | 102% | 0 | 0% | 50 |
| 8-9 | 30 | 137% | 0 | 0% | 30 |
| 9-10 | 23 | 111% | 0 | 0% | 23 |
| 10-11 | 18 | 83% | 0 | 0% | 18 |
| 11-12 | 13 | 85% | 0 | 0% | 13 |
| 24-HR TOTAL | 1,157 | 100% | 0 | 0% | 1,157 |

| 7:00 AM - 7:00 PM | Vehicles | Dir. % | % of 24-HR. |
|-------------------|------------|-------------|-------------|
| Northbound | 976 | 100% | 84% |
| Southbound | 0 | 0% | #DIV/0! |
| TOTAL | 976 | 100% | 84% |

| Peak-Hour | Vehicles | % of 24-HR. |
|-----------|----------|-------------|
| AM | 93 | 8% |
| PM | 109 | 9% |

Comments: *Not adjusted for trucks (vehicles with three or more axles).
 Developed using 3 days worth of traffic data*
Data Source: *Burk-Kleinpeter, Inc., 2007.*

Traffic Count Summary Form

Location: *Washington Avenue*
At: *east of Pine St*
Count Date(s): 9/05/07 through 9/06/07
Count Type: Average Weekday
Job Name: Washington Avenue Canal Crossing
Job Number: 10382-01

| Time Period | 24 Hour Average | | | | TOTAL |
|--------------------|------------------|------------|------------------|------------|--------|
| | <i>Westbound</i> | <i>WB%</i> | <i>Eastbound</i> | <i>EB%</i> | |
| 12 AM-1 | 33 | 49% | 34 | 51% | 67 |
| 1-2 | 17 | 45% | 20 | 55% | 37 |
| 2-3 | 22 | 62% | 13 | 38% | 35 |
| 3-4 | 7 | 54% | 6 | 46% | 13 |
| 4-5 | 27 | 66% | 14 | 34% | 40 |
| 5-6 | 41 | 60% | 28 | 40% | 68 |
| 6-7 | 142 | 49% | 150 | 51% | 292 |
| 7-8 | 498 | 47% | 563 | 53% | 1,061 |
| 8-9 | 511 | 44% | 639 | 56% | 1,150 |
| 9-10 | 382 | 44% | 479 | 56% | 861 |
| 10-11 | 361 | 50% | 354 | 50% | 715 |
| 11-12 | 376 | 51% | 368 | 49% | 744 |
| 12 PM-1 | 432 | 50% | 438 | 50% | 870 |
| 1-2 | 377 | 48% | 402 | 52% | 779 |
| 2-3 | 457 | 53% | 405 | 47% | 861 |
| 3-4 | 576 | 56% | 461 | 44% | 1,036 |
| 4-5 | 566 | 57% | 430 | 43% | 996 |
| 5-6 | 553 | 56% | 435 | 44% | 988 |
| 6-7 | 377 | 55% | 309 | 45% | 686 |
| 7-8 | 227 | 50% | 228 | 50% | 454 |
| 8-9 | 141 | 50% | 143 | 50% | 284 |
| 9-10 | 126 | 51% | 120 | 49% | 246 |
| 10-11 | 112 | 50% | 113 | 50% | 225 |
| 11-12 | 64 | 47% | 72 | 53% | 136 |
| 24-HR TOTAL | 6,418 | 51% | 6,220 | 49% | 12,638 |

| 7:00 AM - 7:00 PM | <u>Vehicles</u> | <u>Dir. %</u> | <u>% of 24-HR.</u> |
|--------------------------|-----------------|---------------|--------------------|
| Westbound | 5,463 | 51% | 85% |
| Eastbound | 5,281 | 49% | 85% |
| TOTAL | 10,744 | 100% | 85% |

| Peak-Hour | <u>Vehicles</u> | <u>% of 24-HR.</u> |
|------------------|-----------------|--------------------|
| AM | 1,150 | 9% |
| PM | 1,036 | 8% |

Comments: *Not adjusted for trucks (vehicles with three or more axles).
 August Avenue closed at Lapalco for construction*

Data Source: *Burk-Kleinpeter, Inc.*

Peak-Hour Traffic Count Summary Sheet

Job Name: Washington Avenue Canal Crossing

Job No.: 10382-01



Count Date: 9.18.07
 Peak Period: AM
 Start: 7:30 AM End: 8:30 AM

NS Street: Pine St.
 SB EXITING VOL: 206
 SB ENTERING VOL: 24

| | | | |
|----|---|---|---|
| 20 | 0 | 0 | 4 |
| 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 |
| 20 | 0 | 0 | 4 |
| R | T | L | |

| | | | |
|-------|-------|--------|-------|
| TOTAL | Buses | Trucks | Autos |
| 148 | 1 | 3 | 144 |
| 369 | 3 | 4 | 362 |
| 0 | 0 | 0 | 0 |
| | | | R |

EW Street: Washington Ave.

| | |
|------|---|
| Peds | 0 |
| Peds | |
| 14 | 0 |
| Peds | |
| 0 | 0 |

| | | | |
|-------|-------|--------|-------|
| TOTAL | Buses | Trucks | Autos |
| 148 | 1 | 3 | 144 |
| 369 | 3 | 4 | 362 |
| 0 | 0 | 0 | 0 |
| | | | R |

| | |
|------------------|------------|
| EB ENTERING VOL: | <u>517</u> |
| EB EXITING VOL: | <u>773</u> |

Comments:

| | | |
|-----|----|---|
| L | T | R |
| 131 | 27 | 4 |
| 0 | 0 | 0 |
| 0 | 0 | 1 |
| 131 | 27 | 5 |

| | |
|--------|--|
| Autos | |
| Trucks | |
| Buses | |
| TOTAL | |

| | |
|------------------|------------|
| WB ENTERING VOL: | <u>653</u> |
| WB EXITING VOL: | <u>378</u> |

| | | |
|---------|------|----------------|
| K = | 0.87 | All Approaches |
| Peak Hr | 0.85 | NB Approach |
| Factor | 0.75 | SB Approach |
| | 0.87 | EB Approach |
| | 0.78 | WB Approach |

| | | | |
|----------------|---|----|----------------|
| % of HV @ Peak | = | 2% | All Approaches |
| | | 1% | NB Approach |
| | | 0% | SB Approach |
| | | 2% | EB Approach |
| | | 2% | WB Approach |

TOTAL INTERSECTION TRAFFIC VOLUME: 1,357

| | |
|------------------|------------|
| NB ENTERING VOL: | <u>163</u> |
| NB EXITING VOL: | <u>0</u> |

Peak-Hour Traffic Count Summary Sheet

Job Name: Washington Avenue Canal Crossing

Job No.: 10382-01

Count Date: 9.18.07

N-S Street: Pine St.

E-W Street: Washington Ave.

| 15 Minute Periods | | Peak-Period Approach Volumes | | | | Total Traffic Volume |
|-------------------|-------------|------------------------------|------------|-----------------|------|----------------------|
| | | Pine St. | | Washington Ave. | | |
| North bound | South bound | East bound | West bound | | | |
| 1 - 4 = | 163 | 24 | 517 | 653 | 1357 | |
| 2 - 5 = | 140 | 23 | 471 | 615 | 1249 | |
| 3 - 6 = | 121 | 26 | 464 | 512 | 1123 | |

Highest 15 Minutes in Peak Period

| | |
|--------------------|-----|
| TOTAL INTERSECTION | 391 |
| NB APPROACH | 48 |
| SB APPROACH | 8 |
| EB APPROACH | 148 |
| WB APPROACH | 210 |

(Data Entry from Sheets Required)

Peak-Hour Traffic Count Summary Sheet

Job Name: Washington Avenue Canal Crossing

Job No.: 10382-01



NS Street: Pine St.

Count Date: 9.18.07

Peak Period: PM

Start: 4:45 PM

End: 5:45 PM

SB EXITING VOL: 134
SB ENTERING VOL: 60

| | | |
|----|---|----|
| 41 | 0 | 19 |
| 0 | 0 | 0 |
| 0 | 0 | 0 |
| 41 | 0 | 19 |
| R | T | L |

| | | | |
|-------|-------|--------|-------|
| TOTAL | Buses | Trucks | Autos |
| 99 | 0 | 0 | 99 |
| 318 | 5 | 3 | 310 |
| 0 | 0 | 0 | 0 |
| | | | R |

| | |
|------|---|
| Peds | 0 |
| Peds | 0 |
| 32 | 0 |
| Peds | 0 |

| | | | |
|-------|-------|--------|-------|
| TOTAL | Buses | Trucks | Autos |
| 99 | 0 | 0 | 99 |
| 318 | 5 | 3 | 310 |
| 0 | 0 | 0 | 0 |
| | | | R |

| | | | | |
|---|-----|----|---|-----|
| R | 18 | 0 | 0 | 18 |
| T | 633 | 11 | 2 | 646 |
| L | 0 | 0 | 0 | 0 |

EB ENTERING VOL: 417
EB EXITING VOL: 784

| | | | | |
|----|----|----|----|----|
| L | 97 | T | 16 | R |
| 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 |
| 97 | 17 | 16 | 16 | 16 |

WB ENTERING VOL: 664
WB EXITING VOL: 353

| | | | |
|---------|---|------|----------------|
| K | = | 0.95 | All Approaches |
| Peak Hr | | 0.88 | NB Approach |
| Factor | | 0.71 | SB Approach |
| | | 0.87 | EB Approach |
| | | 0.91 | WB Approach |

| | | | |
|--------|---|----|----------------|
| % of | = | 2% | All Approaches |
| HV | | 1% | NB Approach |
| @ Peak | | 0% | SB Approach |
| | | 2% | EB Approach |
| | | 2% | WB Approach |

Comments:

TOTAL INTERSECTION TRAFFIC VOLUME: 1,271 1,271

NB ENTERING VOL: 130
NB EXITING VOL: 0

Peak-Hour Traffic Count Summary Sheet

Job Name: Washington Avenue Canal Crossing Job No.: 10382-01

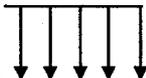
Count Date: 9.18.07

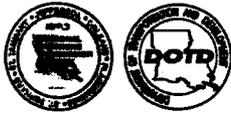
N-S Street: Pine St. E-W Street: Washington Ave.

| 15 Minute Periods | | Pine St. | | Washington Ave. | | Tot. Traffic Volume |
|----------------------|---|----------------|----------------|-----------------|---------------|------------------------|
| | | North bound | South bound | East bound | West bound | |
| 1 - 4 | = | 132 | 66 | 422 | 650 | 1,270 |
| 2 - 5 | = | 130 | 60 | 417 | 664 | 1,271 |
| 3 - 6 | = | 114 | 49 | 364 | 617 | 1,144 |

Highest 15 Minutes in Peak Period (Data Entry from Sheets Required)

| | |
|--------------------|-----|
| TOTAL INTERSECTION | 335 |
| NB APPROACH | 37 |
| SB APPROACH | 21 |
| EB APPROACH | 120 |
| WB APPROACH | 183 |





Appendix B
HCS Analysis of Existing Peak-Hour Operations
Washington Avenue at Pine Street



TWO-WAY STOP CONTROL SUMMARY

Analyst: Burk-Kleinpeter
 Agency/Co.: Planning Division
 Date Performed: 9/19/2007
 Analysis Time Period: AM
 Intersection: Washington at Pine
 Jurisdiction: New Orleans
 Units: U. S. Customary
 Analysis Year: 2007
 Project ID: 10382-01 Washington Avenue Stage 0 Feasibility Study
 East/West Street: Washington Avenue
 North/South Street: Pine St.
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

| Major Street: | Approach Movement | Eastbound | | | | Westbound | |
|------------------------|----------------------|-----------|--------|--------|--------|-----------|--------|
| | | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 148 | 369 | | | 622 | 31 |
| Peak-Hour Factor, PHF | | 0.87 | 0.87 | | | 0.78 | 0.78 |
| Hourly Flow Rate, HFR | | 170 | 424 | | | 797 | 39 |
| Percent Heavy Vehicles | | 2 | -- | -- | | -- | -- |
| Median Type/Storage | | TWTTL | | | | / 2 | |
| RT Channelized? | | | | | | | |
| Lanes | | 0 | 2 | | | 2 | 0 |
| Configuration | | LT T | | | | T | TR |
| Upstream Signal? | | No | | | | No | |

| Minor Street: | Approach Movement | Northbound | | | Southbound | | |
|----------------------------------|----------------------|------------|--------|--------|------------|---------|---------|
| | | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | | 131 | 27 | 5 | 4 | | 20 |
| Peak Hour Factor, PHF | | 0.85 | 0.85 | 0.85 | 0.75 | | 0.75 |
| Hourly Flow Rate, HFR | | 154 | 31 | 5 | 5 | | 26 |
| Percent Heavy Vehicles | | 0 | 0 | 25 | 0 | | 0 |
| Percent Grade (%) | | 0 | | | | 0 | |
| Flared Approach: Exists?/Storage | | | | Yes | /6 | | No / |
| Lanes | | 1 | 0 | | 0 | | 0 |
| Configuration | | L | TR | | | LR | |

Delay, Queue Length, and Level of Service

| Approach Movement | EB 1 | WB 4 | Northbound | | | Southbound | | |
|----------------------|---------|---------|------------|------|---------|------------|----------|----|
| | | | 7 L | 8 | 9 TR | 10 L | 11 LR | 12 |
| v (vph) | 170 | | 154 | | 36 | | 31 | |
| C(m) (vph) | 794 | | 242 | | 214 | | 466 | |
| v/c | 0.21 | | 0.64 | | 0.17 | | 0.07 | |
| 95% queue length | 0.81 | | 3.88 | | 0.59 | | 0.21 | |
| Control Delay | 10.8 | | 42.7 | | 25.9 | | 13.3 | |
| LOS | B | | E | | D | | B | |
| Approach Delay | | | | 39.5 | | | 13.3 | |
| Approach LOS | | | | E | | | B | |

TWO-WAY STOP CONTROL SUMMARY

Analyst: Burk-Kleinpeter
 Agency/Co.: Planning Division
 Date Performed: 9/20/2007
 Analysis Time Period: PM
 Intersection: Washington at Pine
 Jurisdiction: New Orleans
 Units: U. S. Customary
 Analysis Year: 2007
 Project ID: 10382-01 Washington Avenue Stage 0 Feasibility Study
 East/West Street: Washington Avenue
 North/South Street: Pine St.
 Intersection Orientation: EW Study period (hrs): 0.25

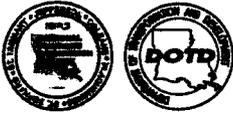
Vehicle Volumes and Adjustments

| Major Street: Approach Movement | Eastbound | | | Westbound | | |
|---------------------------------|-----------|-------------|--------|-----------|--------|--------|
| | 1 L | 2 T | 3 R | 4 L | 5 T | 6 R |
| Volume | | 646 | 18 | 99 | 310 | |
| Peak-Hour Factor, PHF | | 0.87 | 0.87 | 0.91 | 0.91 | |
| Hourly Flow Rate, HFR | | 742 | 20 | 108 | 340 | |
| Percent Heavy Vehicles | | -- | -- | 2 | -- | -- |
| Median Type/Storage | | Raised curb | | / 1 | | |
| RT Channelized? | | | | | | |
| Lanes | | 2 | 0 | 0 | 2 | |
| Configuration | | T | TR | | LT T | |
| Upstream Signal? | | No | | | No | |

| Minor Street: Approach Movement | Northbound | | | Southbound | | |
|----------------------------------|------------|--------|--------|------------|---------|---------|
| | 7 L | 8 T | 9 R | 10 L | 11 T | 12 R |
| Volume | 97 | 16 | 16 | 19 | | 41 |
| Peak Hour Factor, PHF | 0.88 | 0.88 | 0.88 | 0.71 | | 0.71 |
| Hourly Flow Rate, HFR | 110 | 18 | 18 | 26 | | 57 |
| Percent Heavy Vehicles | 1 | 1 | 1 | 0 | | 0 |
| Percent Grade (%) | | 0 | | | 0 | |
| Flared Approach: Exists?/Storage | | | Yes | /6 | | No / |
| Lanes | 1 | 1 | 0 | 0 | | 0 |
| Configuration | | L | TR | | LR | |

Delay, Queue Length, and Level of Service

| Approach Movement | EB | WB | Northbound | | | Southbound | | |
|-------------------|----|------|------------|------|------|------------|------|----|
| | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Config | | LT | L | | TR | | LR | |
| v (vph) | | 108 | 110 | | 36 | | 83 | |
| C(m) (vph) | | 842 | 244 | | 448 | | 414 | |
| v/c | | 0.13 | 0.45 | | 0.08 | | 0.20 | |
| 95% queue length | | 0.44 | 2.18 | | 0.26 | | 0.74 | |
| Control Delay | | 9.9 | 31.3 | | 16.8 | | 15.9 | |
| LOS | | A | D | | C | | C | |
| Approach Delay | | | | 27.7 | | | 15.9 | |
| Approach LOS | | | | D | | | C | |



Appendix C
Project Meeting Summaries



BURK-KLEINPETER, INC.

ENGINEERS, ARCHITECTS, PLANNERS, ENVIRONMENTAL SCIENTISTS
4176 CANAL STREET, NEW ORLEANS, LA 70119
(504) 486-5901 - FAX (504) 488-1714

M E E T I N G R E P O R T

BKI Job No.: 10382-0100 **Date:** July 13, 2007

Project Title: *Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study*

Meeting Location: Xavier University, Drexel Hall

Participants: Refer to attached meeting sign-in sheet

Summary: The purpose of the meeting was to discuss the Stage 0 report scope and identify ways that those in attendance can have input into the effort. Main points of the meeting were as follows:

- The Stage 0 effort is an initial step in the process and will result in schematic designs and cost estimates. Additional development work will be necessary.
- René and José showed the initial schematic of the pedestrian bridge over the canal. This concept will be refined based on information received from Xavier and Manning Architects.
- Manning is modifying the campus master plan, but is not doing any specific design work on the proposed multipurpose assembly center or parking garage. They will work with Xavier administrators to determine the concept and approximate location for the pedestrian bridge footings, interface with buildings, accessibility methods, etc. Chris Johnson is the POC for Manning.
- BKI will await the above information from Manning and Xavier and use it as the basis for the concept design and cost estimate of the pedestrian bridge.
- BKI will proceed with the traffic study on Washington Ave. in September when school patterns return to normal. The Gert Town neighborhood is still only very sparsely populated and the area schools are vacant. This will likely lower both vehicular and pedestrian traffic at the Washington/Pine intersection.
- Providing the local funding match to the federal earmark is a concern for the RPC. It will require Xavier and City cooperation. The RPC will facilitate as needed and the DOTD can also help.

Follow-up Actions: As noted above.

Attachments: Meeting sign-in sheet

Written by: P. Waidhas

Copies to: E. Elam, file

TELEPHONE CONVERSATION RECORD

Follow-up: BKI:

- ✓ Incorporate design features as discussed and noted above.
- ✓ Complete Stage 0 document based on the discussion.
- ✓ Discuss implementation timeline with RPC staff and provide general schedule to MA and Xavier

Manning Architects:

- ✓ Work with Xavier administration to prepare letter
- ✓ Provide a general schedule for design and construction of the Convocation Center to BKI

Written by: Paul Waidhas

Copies to: Participants
Walter Brooks & Jeff Roesel, RPC
File

Convocational Center and Parking

2D. CONVOCATIONAL CENTER

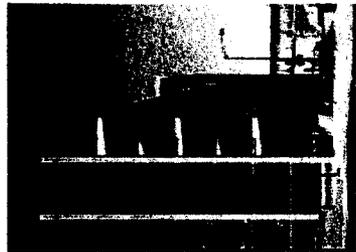
Xavier University has renewed NAA Division I athletics, and needs an arena that represents NAA Division I quality. Preliminary program assessments recommend this Convocational Center will seat 5,000 people, compared to the 1,300 person capacity of the currently used facility, "The Barn." Buildings of this size can be designed to fit within a neighborhood setting, such as at the University of Dayton which also seats 5,000 (below left), or along a major boulevard as at the Ted Constant Convocation Center which seats nearly 10,000 (below right).

The new Convocational Center will be sited on the vacant tract of land in the West Campus that has been used most recently as a FEMA trailer park for faculty and staff. It will front onto Washington Avenue, lending greater Xavier University presence to the Washington Avenue Corridor along with the future Fern St. Pedestrian Bridge (2F) connecting it to the Main Campus, in effect creating an icon for the West Campus that is distinctly of Xavier University.

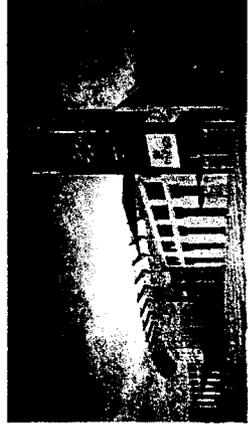
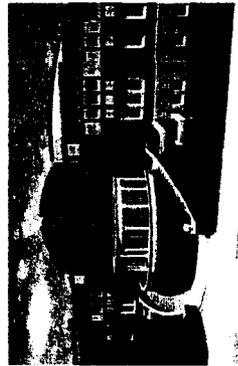
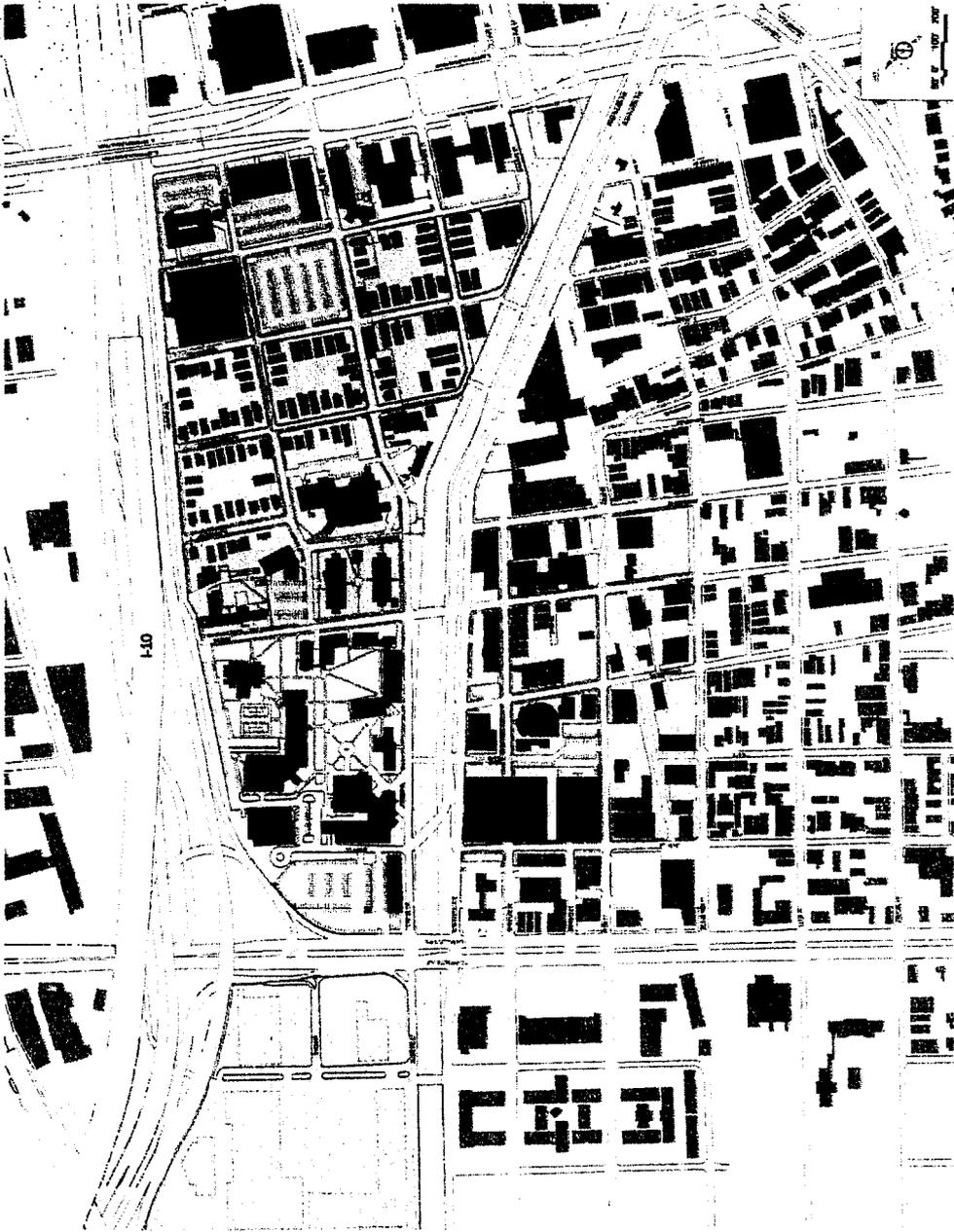
2E. PARKING

A Parking Structure will be located proximate to S. Carrollton Ave. and Washington Ave in order to be easily accessed by vehicular traffic. It will also connect to the Convocational Center either directly or by covered walkway or by overhead bridge as at the Wells Fargo Financial Parking Facility (below). This will allow pedestrians from campus to access the Parking Structure with minimal interference to or from vehicular traffic. To meet the parking needs of the Convocational Center, the Parking Structure will be designed to accommodate at least 500 vehicles and possibly up to 2,000 vehicles, depending upon the average audience attendance for regular events.

Additionally, these buildings will give a clear edge to the Fern St. corridor, allowing the University's presence to cross the Washington Avenue Canal. Parking these buildings and linking them with the Fern St. Pedestrian Bridge (2F) will create a clear gateway for those traveling along Washington Avenue, indicating that they are traveling in a University environment.



Wells Fargo Financial Parking Facility
Des Moines, Iowa
note pedestrian bridge in background



Thomas J. Ferjola Athletics and Convocation Center
University of Dayton, Dayton, Ohio
Ted Constant Convocation Center
Old Dominion University, Norfolk, Virginia

Campus Connections

4C. PINE STREET BRIDGE IMPROVEMENT

A two-lane bridge with metal-grating sidewalks on each side crosses the Canal at Pine St., at either side of which is an intersection that is difficult for vehicles and pedestrians alike to navigate. Improvements can be made to this bridge by adding traffic signalization at intersections, resurfacing the walking surface of the bridge with continuous materials, and adding landscaping to provide shade and act as a buffer from vehicular traffic.

2F. FERN ST. PEDESTRIAN BRIDGE

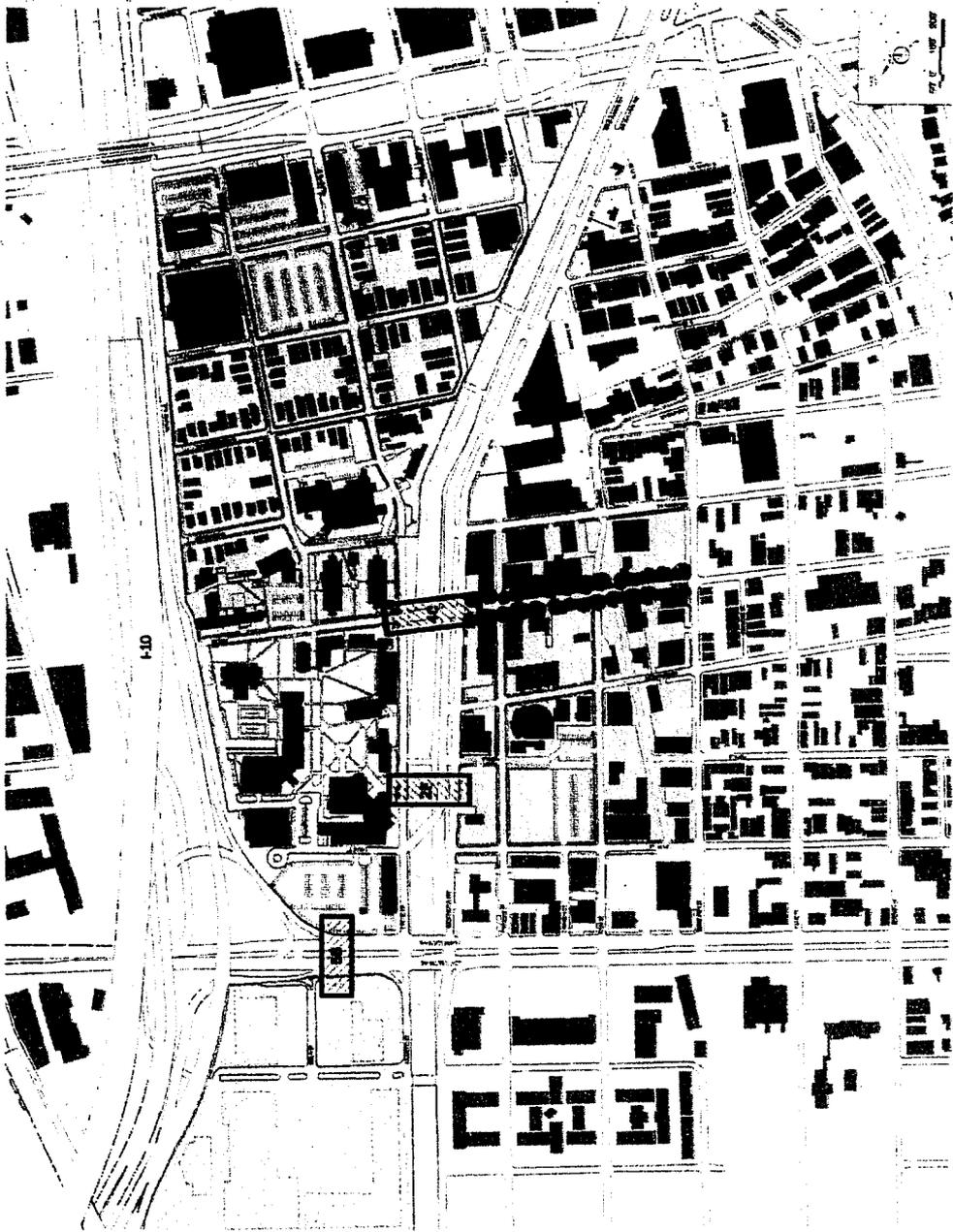
An overhead pedestrian bridge will serve as a vital link between the Main Campus and the Residential Plus District by Fern St., connecting the second floors of the NCF Annex and Music buildings to the future Atrium and its structured parking across the Canal. This bridge, which could look like the one in Houghton Park pictured below, will be open 24-hours, secure, handicapped-accessible and usable by the general public. It can also be designed to act as a visual gateway for the Xavier University campus and surrounds. The Regional Planning Commission has just awarded a Stage 0 Feasibility Study of this bridge which will include conceptual plans and elevations, related cost estimates and recommendations for improvements to traffic and pedestrian signals and directional signage. It is important that Xavier University be present at these planning meetings to best represent the long-term plans outlined in this document so that the Pedestrian Bridge can be designed to meet the University's needs.

4C. PINE ST. CORRIDOR IMPROVEMENTS

Pine St. is the main entrance onto the University's Main Campus and also serves to connect the Main Campus to the existing Arts Village and the "Residential Plus" District which is envisioned as a living community oriented to meet the needs of the University population. Improvements to Pine St. will increase local pedestrian traffic and generate a distinct sense of being "on campus." Pine St. pedestrians will benefit from new wide and continuous sidewalks, clearly marked crosswalks, traffic-calming pavement materials and landscaping that provides shade from the sun and a buffer from vehicles. Encouraging the development of functions along Pine St. that serve the University population such as residences, cafes, and small-scale retail will further enhance the pedestrian experience here.

5C. SOUTH CARROLLTON AVE. PEDESTRIAN BRIDGE

Contemporaneous to the design of the lifestyle center to be developed across S. Carrollton Ave. from campus, the University can request that public agencies perform traffic impact studies and produce alternatives analyses to assist in the creation of an overhead pedestrian bridge that crosses over S. Carrollton Ave. to connect the lifestyle center and the University, thereby greatly enhancing pedestrian circulation between them and improving safety at this intersection. This bridge would be secure, handicapped-accessible, open to the general public 24-hours every day, and can serve as a visual gateway for vehicles entering New Orleans from I-10. Wells Fargo Financial's skywalk in Des Moines, IA, pictured at right) is an example of how attractive and functional such a bridge can be.



(left and center) Houghton Park Pedestrian Skyway
Conning, New York
(right) Wells Fargo Financial Parking Facility skyway
Des Moines, Iowa

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4176 CANAL STREET, NEW ORLEANS, LA 70119
(504) 486-5901 - FAX (504) 488-1714

M E E T I N G R E P O R T

BKI Job No.: 10382 **Date:** April 28, 2008

Job Title: *Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study*

Meeting Location: Sewerage & Water Board of New Orleans

Participants: Joe Sullivan, S&WB; Paul Waidhas, BKI

Summary:

The purpose of the meeting was to discuss the current Washington Avenue Pedestrian Crossing concept and how it may or may not affect the Palmetto (Washington Avenue) Canal, which is a Sewerage & Water Board of New Orleans (S&WB) facility. Joe was involved with the 2004 project, including the public participation elements.¹

Major points of discussion included:

- At some point in the future, the S&WB does plan to increase the capacity of the canal by squaring out the cross sectional area. The current stepped design with sloping concrete panels would be replaced with vertical sides and a flat horizontal bottom. The invert would remain at the current depth. There are no plans for this expansion currently under design, nor is there a schedule to do so, but this is something that S&WB would very much like to do.
- The covering of the canal with a concrete deck is no longer part of the project. This was really the only element of any great concern to S&WB because it would have required a complete rebuilding of the canal in front of Xavier University.
- The high-level pedestrian bridge is of little concern. In looking over Figure 5, which depicts the pedestrian bridge cross section, including the canal, Joe did not see any long-term concerns. He understands that this is only an initial concept drawing, but feels that since the bridge piers are located outside of the canal section, adverse structural and hydraulic impacts to the canal will be avoided.
- Joe did request that S&WB be consulted during the development of the engineering plans for the pedestrian bridge to avoid any potential construction period impacts. Specifically, he would like to see the soil data from the geotechnical report because S&WB does not have any information that he is aware of for that area. The concrete slope panels in the canal are not pile supported and basically float on the soil. He would also like to see where the bridge pier pilings are going to be located in relation to the canal's concrete I-wall side panels.

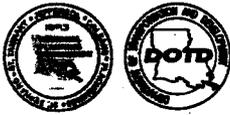
Follow-up Actions: Coordinate with S&WB during preliminary and final design as noted above

Attachments: NA

Written by: Paul

Copies to: Joe Sullivan, Jeff Roesel, René Chopin, File

¹ *Washington Avenue Transportation & Pedestrian Plan*, SPN 736-36-0032. Prepared for the Regional Planning Commission. Prepared by Burk-Kleinpeter, Inc. October, 2004.



Appendix D Agency and Public Involvement

The purpose of the agency and public involvement plan is to identify those jurisdictional review agencies and public or private parties that expressed interest in the project.

The level and complexity of agency interaction and notification will be determined during the Stage 1 process when LA DOTD's Environmental Section will review the completed Stage 0 report's statement of project feasibility and determine an appropriate course of action from one of the following types of documents: Categorical Exclusion (CE), Environmental Assessment with Finding of No Significant Impact (EA/FONSI) or Environmental Impact Statement with Finding of No Significant Impact (EIS/FONSI).

During the course of this project, the team identified a list of contacts to which a standard agency notification would be administered as part of a next phase of work. This list represents the following groups:

- **LA DOTD** – LA DOTD and LA DOTD District 02 will play a role in reviewing the adequacy of future environmental and engineering design documentation;
- **Economic Development** – Several groups active in promoting and supporting long-term development of the immediate area have been identified as they will have a stake in the project's long-term development;
- **Environmental Groups** – These groups represent issues relative to the natural environment;
- **Indian Tribes** – These groups represent the interests of Native Americans in the area;
- **Information Agencies** – These groups should be provided information on the project to determine if it has any impacts on their ongoing work in the area;
- **Local/State Elected Officials** – This group represents those elected officials covering municipal/parish and state who need to be informed on the project;
- **Local Government** – This group represents key contacts in municipal and parish government who may have additional information on the project area required during any review of environmental conditions;
- **Permitting Agencies** – This group represents those agencies who may play a role in permitting the project during its stages of construction;
- **US Government Official** – This group represents those elected officials within the Congress for the area who need to be informed on the project.

A copy of the database list has been attached for review, consultation and update as required as part of the next phase of work.



Table D-1

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study

State Project 700-36-0195 - RPC Project No. XAV-520

| No. | Title | First Name | Last Name | Organization | Address | Suite | City | St | Zip | Representing |
|-----|-------|------------|-------------|---------------------------------------------------------------------------------------|------------------------|------------|-------------|----|-------|----------------------|
| 1 | Ms. | Noel | Ardoin | Louisiana DOTD - Environmental Division | P.O. Box 94245 | | Baton Rouge | LA | 70804 | DOTD |
| 2 | Mr. | Johnny | Bradbury | Louisiana DOTD - Office of the Secretary | P.O. Box 94245 | | Baton Rouge | LA | 70804 | DOTD |
| 3 | | Program | Director | Floodplain Management Program, DOTD Room 430 | P.O. Box 94245 | | Baton Rouge | LA | 70804 | DOTD |
| 4 | Mr. | Guy | Leonard | Louisiana DOTD | P.O. Box 94245 | | Baton Rouge | LA | 70804 | DOTD |
| 5 | Mr. | Nick | Kallivoda | Louisiana DOTD | P.O. Box 94245 | | Baton Rouge | LA | 70804 | DOTD |
| 6 | Dr. | Eric | Kallivoda | Louisiana DOTD - Office of Planning | P.O. Box 94245 | | Baton Rouge | LA | 70804 | DOTD |
| 7 | Mr. | Steve | Stengh | Louisiana DOTD District 02 | P.O. Box 9180 | | Bridge City | LA | 70096 | DOTD District |
| 8 | Mr. | Mike | Stark | Louisiana DOTD District 02 Administrator | P.O. Box 9180 | | Bridge City | LA | 70096 | DOTD District |
| 9 | Ms. | Caitlin | Cain | Regional Planning Commission | 1340 Poydras Street | Suite 2100 | New Orleans | LA | 70112 | Economic Development |
| 10 | Ms. | Donna | Addikson | Chief Development Officer, City of New Orleans, Office of Planning and Development | 1300 Perdido Street | Suite 1000 | New Orleans | LA | 70112 | Economic Development |
| 11 | Dr. | Ed | Blakely | Director, Office of Recovery Management, City of New Orleans | 1300 Perdido Street | Suite 2E04 | New Orleans | LA | 70112 | Economic Development |
| 12 | Ms. | Sandra M. | Gunner | President/CEO, New Orleans Chamber of Commerce | 1515 Poydras Street | Suite 1010 | New Orleans | LA | 70112 | Economic Development |
| 13 | | | Director | Environmental Assessment, Sierra Club/Delta CHP | P.O. Box 19469 | | New Orleans | LA | 70179 | Environmental Group |
| 14 | Mr. | Carlton | Dufrechou | Lake Pontchartrain Basin Foundation | 3838 N. Causeway Blvd. | Suite 2070 | Metairie | LA | 70002 | Environmental Group |
| 15 | Mr. | Luke | Fontana | Executive Attorney, Save Our Wetlands, Inc. | P.O. Box 750478 | | New Orleans | LA | 70176 | Environmental Group |
| 16 | Mr. | Nelwyn | McInnis | The Nature Conservancy of Louisiana, Florida Parishes | PO Box 1497 | | Covington | LA | 70434 | Environmental Group |
| 17 | Mr. | Earl J. | Barbry, Sr. | Chairman, Quapaw Tribe of Oklahoma | P.O. Box 331 | | Marksville | LA | 71351 | Indian Tribe |

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study

State Project 700-36-0195 - RPC Project No. XAV-520

| No. | Title | First Name | Last Name | Organization | Address | Suite | City | St | Zip | Representing |
|-----|-------|-------------|------------|-------------------------------------------------------------------|-------------------------|------------|---------------|----|-------|--------------------|
| 18 | Mr. | Gilmer | Bennett | Apalachee Tribe of Louisiana | P.O. Box 84 | | Libuse | LA | 71348 | Indian Tribe |
| 19 | Ms. | Brenda | Dardar | Chairman, United Houma Nation | 20986 LA Highway | | Golden Meadow | LA | 70357 | Indian Tribe |
| 20 | Mr. | Rufus | Davis, Jr. | Chairman, Caddo Adai Indians of Louisiana | P.O. Box 246 | | Robeline | LA | 71469 | Indian Tribe |
| 21 | Mr. | Vernon | Hunter | Chairman, Caddo Tribe of Oklahoma | P.O. Box 487 | | Binger | OK | 73009 | Indian Tribe |
| 22 | Ms. | Mona | Kogel | Director, Inter-Tribal Council of Louisiana, Inc. | 5723 Superior Drive | SB-1 | Baton Rouge | LA | 70816 | Indian Tribe |
| 23 | Ms. | Kimberly S. | Walden | Director, Cultural Department, Chitimacha Tribe of Louisiana | 105 Houma Drive | PO Box 661 | Charreton | LA | 70523 | Indian Tribe |
| 24 | Mr. | Phillip | Martin | Chairman, Mississippi Band of Choctaw Indians | P.O. Box 6527 | | Philadelphia | MS | 39350 | Indian Tribe |
| 25 | Mr. | Lovelin | Poncho | Chairman, Coushatta Tribe of Louisiana | P.O. Box 808 | | Elton | LA | 70532 | Indian Tribe |
| 26 | Mr. | Ed | Rogers | Chairman, Quapaw Tribe of Oklahoma | P.O. Box 765 | | Quapaw | OK | 74363 | Indian Tribe |
| 27 | Ms. | Beverly C. | Smith | Chairperson, Jean Band of Choctaws | P.O. Box 14 | | Jena | LA | 71342 | Indian Tribe |
| 28 | Mr. | Joey | Strickland | Director, Office of Indian Affairs | 365 North Fourth Street | | Baton Rouge | LA | 70804 | Indian Tribe |
| 29 | Mr. | Roy L | Tyler | Chairman, Clifton Choctaw Tribe of Louisiana | 1312 Clifton Road | | Clifton | LA | 71447 | Indian Tribe |
| 30 | Mr. | Walter | Brooks | Regional Planning Commission | 1340 Poydras Street | Suite 2100 | New Orleans | LA | 70112 | Information Agency |
| 31 | | | Chairman | Regional Planning Commission | 1340 Poydras St. | Suite 2100 | New Orleans | LA | 70112 | Information Agency |
| 32 | | | Director | Department of Economic Development, Office of Commerce & Industry | P. O. Box 94185 | | Baton Rouge | LA | 70804 | Information Agency |
| 33 | | | Director | Office of State Parks, Dept. of Cultural Recreation & Tourism | P. O. Box 44426 | | Baton Rouge | LA | 70804 | Information Agency |
| 34 | | | Director | State Planning Office Capitol Annex Bldg., 2nd Floor | P.O. Box 94095 | | Baton Rouge | LA | 70804 | Information Agency |
| 35 | Mr. | Chuck | Morse | State Byway Coordinator, Louisiana Department of Tourism | PO Box 44302 | | Baton Rouge | LA | 70804 | Information Agency |

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study
 State Project 700-36-0195 - RPC Project No. XAV-520

| No. | Title | First Name | Last Name | Organization | Address | Suite | City | St | Zip | Representing |
|-----|--------------------|----------------------|-----------|----------------------------------------------------------|----------------------|------------|-------------|----|-------|----------------------------------------------|
| 36 | Mr. | Arnie | Fielkow | Councilperson, City of New Orleans, At-Large | 1300 Perdido Street | Room 2W40 | New Orleans | LA | 70112 | Local Elected Official |
| 37 | Mrs. | Jaquelyn Brechtel | Clarkson | Councilperson, City of New Orleans, At-Large | 1300 Perdido Street | Room 2W50 | New Orleans | LA | 70112 | Local Elected Official |
| 38 | Ms. | Shelley | Midura | Councilperson, City of New Orleans, District A | 1300 Perdido Street | Room 2W80 | New Orleans | LA | 70112 | Local Elected Official |
| 39 | Ms. | Stacey | Head | Councilperson, City of New Orleans, District B | 1300 Perdido Street | Room 2W10 | New Orleans | LA | 70112 | Local Elected Official |
| 40 | Mr. | James | Carter | Councilperson, City of New Orleans, District C | 1300 Perdido Street | Room 2W70 | New Orleans | LA | 70112 | Local Elected Official |
| 41 | Mrs. | Cynthia Hedge- | Morrell | Councilperson, City of New Orleans, District D | 1300 Perdido Street | Room 2W20 | New Orleans | LA | 70112 | Local Elected Official |
| 42 | Ms. | Cynthia Willard- | Lewis | Councilperson, City of New Orleans, District E | 1300 Perdido Street | Room 2W60 | New Orleans | LA | 70112 | Local Elected Official |
| 43 | Honorable | C. Ray | Nagin | Mayor, City of New Orleans | 1300 Perdido Street | Room 2E04 | New Orleans | LA | 70112 | Local Elected Official |
| 44 | Dr. | Brenda | Hatfield | CAO, City of New Orleans | 1300 Perdido Street | Room 2E04 | New Orleans | LA | 70112 | Local Elected Official (CAO) |
| 45 | Ms. | Peggy | Lewis | Clerk of Council, City of New Orleans | 1300 Perdido Street | | New Orleans | LA | 70112 | Local Elected Official (Clerk of Council) |
| 46 | Representa tive | Karen R. | Carter | Representative, District 93, State of Louisiana | 1215 Prytania Street | Suite 364 | New Orleans | LA | 70130 | State Elected Official (Project Area) |
| 47 | Representa tive | Nicholas J. | Lorusso | Representative, District 94, State of Louisiana | 3535 Canal Street | Suite 103 | New Orleans | LA | 70119 | State Elected Official (Project Area) |
| 48 | Representa tive | | | Representative, District 95, State of Louisiana | | | | LA | | State Elected Official (Project Area) |
| 49 | Representa tive | | | Representative, District 98, State of Louisiana | | | | LA | | State Elected Official (Project Area) |
| 50 | Senator | Edwin R. "Ed" | Murray | Senator, District 4, State of Louisiana | 1540 N. Broad Street | | New Orleans | LA | 70119 | State Elected Official (Project Area) |
| 51 | Senator | Cheryl A. | Gray | Senator, District 5, State of Louisiana | | | New Orleans | LA | | State Elected Official (Project Area) |
| 52 | Ms. | Yolanda | Rodriguez | Director, City Planning Commission, City of New Orleans | 1300 Perdido Street | Suite 9W30 | New Orleans | LA | 70112 | Local Government |
| 53 | Mr. | Robert | Mendoza | Director, City of New Orleans Department of Public Works | 1300 Perdido Street | Suite 6W03 | New Orleans | LA | 70112 | Local Government |

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study
 State Project 700-36-0195 - RPC Project No. XAV-520

| No. | Title | First Name | Last Name | Organization | Address | Suite | City | St | Zip | Representing |
|-----|-------|------------|-----------|-----------------------------------------------------------------------|-------------------------------|-------------------|-------------|----|-------|--------------------------|
| 54 | Mr. | Elmer | Darwin | City of New Orleans Dept. of Public Works, Traffic Engineering | 1300 Perdido Street | Suite 6W30 | New Orleans | LA | 70112 | Local Government |
| 55 | Mr. | Alan | Yrle | City of New Orleans Dept. of Public Works, Traffic Engineering | 1300 Perdido Street | Suite 6W30 | New Orleans | LA | 70112 | Local Government |
| 56 | Mr. | Joseph | Becker | Sewerage and Water Board of New Orleans | 625 St. Joseph Street | | New Orleans | LA | 70125 | Local Government |
| 57 | Dr. | Norman C. | Francis | President, Xavier University | 1 Drexel Drive | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 58 | Dr. | Gene | D'Amour | Senior VP, Resource Development, Xavier University | 1 Drexel Drive | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 59 | Mr. | Calvin | Tregre | Senior VP for Administration, Xavier University | 1 Drexel Drive | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 60 | Mr. | Marion | Bracey | Director, Facility Planning and Development, Xavier University | 1 Drexel Drive | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 61 | Mrs. | Sybil | Marial | Associate VP for External Affairs, Xavier University | 1 Drexel Drive | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 62 | Mr. | John | McKnight | Geritown Enterprise Economic Development | 7808 Colapissa Street | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 63 | Mr. | Bryant | Vanderson | HGCI Enterprise Economic Development | 8819 Belfast Street | | New Orleans | LA | 70125 | Project Area Stakeholder |
| 64 | Ms. | Sheila M. | Robinson | Xavier Triangle Neighborhood Development Corporation | 1 Drexel Drive | 118-B | New Orleans | LA | 70125 | Project Area Stakeholder |
| 65 | Ms. | Melanie | Bauder | IDEG Office of Environmental Services, Permits Division | P.O. Box 82135 | | Baton Rouge | LA | 70884 | Permitting Agency |
| 66 | Mr. | Charles R. | Demas | Department of the Interior, Geological Survey | 3535 S. Sherwood Forest Blvd. | Suite 120 | Baton Rouge | LA | 70816 | Permitting Agency |
| 67 | | | Director | Department of Agriculture & Forestry, Office of Forestry | P. O. Box 1628 | | Baton Rouge | LA | 70821 | Permitting Agency |
| 68 | | | Director | Department of Culture, Recreation, & Tourism, Division of Archaeology | P. O. Box 44247 | Capitol Annex 3rd | Baton Rouge | LA | 70804 | Permitting Agency |
| 69 | | | Director | Department of Natural Resources | P.O. Box 94275, 625 North 4th | | Baton Rouge | LA | 70802 | Permitting Agency |
| 70 | | | Director | Department of Public Safety, Highway Safety Commission | P. O. Box 66336 | | Baton Rouge | LA | 70896 | Permitting Agency |
| 71 | | | Director | Federal Aviation Administration, Department of Transportation | 800 Independence Avenue SW | | Washington | DC | 20591 | Permitting Agency |

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study

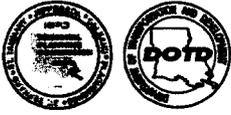
State Project 700-36-0195 - RPC Project No. XAY-520

| No. | Title | First Name | Last Name | Organization | Address | Suite | City | St | Zip | Representing |
|-----|---------|------------|----------------|------------------------------------------------------------------------------------|---------------------------------|-----------|-------------|----|------------|-------------------|
| 72 | | | Director | Department of Wildlife and Fisheries, Ecological Studies Section | P. O. Box 98000 | | Baton Rouge | LA | 70898 | Permitting Agency |
| 73 | | | Director | Louisiana Natural Heritage Program, LA. Dept. of Wildlife and Fisheries | P. O. Box 98000 | | Baton Rouge | LA | 70898 | Permitting Agency |
| 74 | | | Director | US Department of Commerce Economic Development Admth. | 327 Congress Avenue | Suite 200 | Austin | TX | 78701 | Permitting Agency |
| 75 | | | Director | US Department of the Interior Regional Environmental Office | P.O. Box 649 | | Albuquerque | NM | 87103 | Permitting Agency |
| 76 | | | Director | US EPA Office of Groundwater | 1445 Ross Avenue | | Dallas | TX | 75202 | Permitting Agency |
| 77 | | | Director | Federal Activities BR (6E-F) US Envir. Protection Agency | 1445 Ross Avenue | | Dallas | TX | 75202 | Permitting Agency |
| 78 | | | Director | Louisiana Forestry Association | P. O. Drawer 5067 | | Alexandria | LA | 71301 | Permitting Agency |
| 79 | Mr. | Fred | Dunham | Louisiana Department of Wildlife and Fisheries | P.O. Box 98000 | | Baton Rouge | LA | 70898-9000 | Permitting Agency |
| 80 | Mr. | John | Ertinger | United States Environmental Protection Agency | P.O. Box 60267 | | New Orleans | LA | 70160 | Permitting Agency |
| 81 | Mr. | Donald | Gohmert | Natural Resources Conservation Services | 3737 Government Street | | Alexandria | LA | 71302 | Permitting Agency |
| 82 | Ms. | Patti | Holland | United States Fish and Wildlife Services | 646 Cajun Dome Blvd. | Suite 400 | Lafayette | LA | 70506 | Permitting Agency |
| 83 | Mr. | Michael P. | Jansky | United States Environmental Protection Agency | 1445 Ross Avenue | | Dallas | TX | 75202 | Permitting Agency |
| 84 | Colonel | Thomas F. | Julich | U S Army Corps of Engineers - New Orleans Dist, Environmental Resources Specialist | P.O. Box 60267 | | New Orleans | LA | 70160 | Permitting Agency |
| 85 | Ms. | Lisa | Miller | Louisiana Dept. of Environmental Quality | P. O. Box 82231 | | Lafayette | LA | 70884 | Permitting Agency |
| 86 | Mr. | Pete | Serfo | U S Army Corps of Engineers - New Orleans Dist, Environmental Resources Specialist | P.O. Box 60267 | | New Orleans | LA | 70160 | Permitting Agency |
| 87 | Mr. | Greg | Solvey | FEMA Region VI | 800 North Loop 288 | | Denton | TX | 76201 | Permitting Agency |
| 88 | | | Superintendent | US Department of the Interior National Park Service | P.O. Box 728 | | Santa Fe | NM | 87504 | Permitting Agency |
| 89 | | | Superintendent | National Marine Fish Service Habitat Conservation District | LSU Center for Wetland Research | | Baton Rouge | LA | 70803 | Permitting Agency |

Washington Avenue Pedestrian Crossing Stage 0 Feasibility Study
 State Project 700-36-0195 - RPC Project No. XAV-520

| No. | Title | First Name | Last Name | Organization | Address | Suite | City | St | Zip | Representing |
|-----|-----------|------------|-----------|--------------------------------------------------------------|------------------------------------------------------|-----------|----------------|----|------------|-------------------|
| 90 | Mr. | Charles | Bolinger | Federal Highway Administration, Louisiana Division | 5304 Flanders Drive | Suite A | Baton Rouge | LA | 70808 | Permitting Agency |
| 91 | Mr. | Jaimie | Setze | Federal Highway Administration, Louisiana Division | 5304 Flanders Drive | Suite A | Baton Rouge | LA | 70808 | Permitting Agency |
| 92 | Ms. | Genevieve | Smith | Federal Highway Administration, Louisiana Division | 5304 Flanders Drive | Suite A | Baton Rouge | LA | 70808 | Permitting Agency |
| 93 | Dr. | Nancy G. | Thompson | National Marine Fisheries Service, Southeast Regional Office | 9721 Executive Center Drive N. | | St. Petersburg | FL | 33702 | Permitting Agency |
| 94 | Mr. | Morton | Wakeland | US EPA Marine and Wetlands Section | 1445 Ross Avenue | | Dallas | TX | 75202 | Permitting Agency |
| 95 | Mr. | Larry | Wiesepepe | IDEQ - Office of Environmental Services (Permits Division) | P.O. Box 82135 | | Baton Rouge | LA | 70884-2135 | Permitting Agency |
| 96 | Honorable | William | Jefferson | US House of Representatives, District 2 | 1012 Hale Boggs Federal Building, 500 Poydras Street | | New Orleans | LA | 70130 | US Gov't Official |
| 97 | Honorable | Mary | Landrieu | United States Senator, Federal Building, Room 326 | 707 Florida Blvd. | | Baton Rouge | LA | 70801 | US Gov't Official |
| 98 | Honorable | David | Vitter | United States Senator | 2800 Veterans Memorial Blvd. | Suite 201 | Metairie | LA | 70002 | US Gov't Official |

Compiled by Burk-Kleinpeter, Inc., from available stakeholder list from state projects, 2007.



Appendix E
Stage 0 Background Research



Louisiana Department of Environmental Quality
Office of Environmental Assessment
Underground Storage Tank Division
Active UST Facilities

| Master AI # | Facility Name | Physical Address | Physical City | Physical Zip | Parish | Organization Name | Org Address | Org City | Org State | Org Zip |
|-------------|---------------------------------------------------|-----------------------------|---------------|--------------|---------|------------------------------------------------------|-----------------------------|-------------|-----------|-----------|
| 6157 | United Parcel Service Inc (UPS) | 5700 Morrison Rd | New Orleans | 701280000 | Orleans | UPS | 151 Brookhollow Esplanade | Harahan | LA | 70123 |
| 6261 | Gentilly Spur | 3201 Gentilly Rd | New Orleans | 70122 | Orleans | Petro Serve | 3201 Gentilly Blvd. | New Orleans | LA | 70122 |
| 6288 | London Livery Ltd | 771 S Prieur St | New Orleans | 70113 | Orleans | London Livery Ltd | 771 S. Prieur St | New Orleans | LA | 70113 |
| 6454 | Gauchet's Rockery Service | 722 Robert E Lee Blvd | New Orleans | 701240000 | Orleans | Gauchet's Rockery Service | 722 Robert E. Lee Blvd. | New Orleans | LA | 70124 |
| 6513 | Cunningham Service Center LLC | 5401 St Claude Ave | New Orleans | 701170000 | Orleans | | | | | |
| 6585 | Anatole's Garage | 3730 Bienville Ave | New Orleans | 70119 | Orleans | | | | | |
| 8188 | New Orleans City of - Police Station | 501 N Rampart St | New Orleans | 701120000 | Orleans | City of New Orleans | 3800 Alvar Street | New Orleans | LA | 70128 |
| 8959 | Broadmoor Central Office GIC #2304 | 3951 Erato St | New Orleans | 70125 | Orleans | BellSouth Telecommunications Inc | 7825 Red Top Rd | Macklenny | FL | 32063 |
| 9019 | US VA Medical Center New Orleans | 1601 Perdido St | New Orleans | 70112 | Orleans | Veterans Administration Medical | 1601 Perdido St | New Orleans | LA | 70112 |
| 9435 | Ordeco Oil & Gas Co | 1600 Canal St | New Orleans | 701610000 | Orleans | Ordeco | P O Box 61780 | New Orleans | LA | 70161 |
| 9767 | Dillard University | 2601 Gentilly Blvd | New Orleans | 701220000 | Orleans | Dillard University | 2601 Gentilly Blvd. | New Orleans | LA | 70122 |
| 9866 | UPS Freight (NOR) | 4201 Industrial Pkwy | New Orleans | 70129 | Orleans | UPS Ground Freight Inc | 1000 Semmes Ave | Richmond | VA | 23224 |
| 10058 | Southern University At New Orleans | 6400 Press Dr | New Orleans | 70126 | Orleans | State of LA Facility Planning & Control | PO Box 84085 | Baton Rouge | LA | 708049085 |
| 10147 | Delgado Community College Ochsner Baptist Medical | 615 City Park Ave | New Orleans | 701190000 | Orleans | Delgado Community College | 501 City Park Avenue | New Orleans | LA | 70119 |
| 10233 | Center LLC | 2700 Napoleon Ave | New Orleans | 70115 | Orleans | Tenet Healthsystem Memorial Medical Center Inc | 2700 Napoleon Ave | New Orleans | LA | 70115 |
| 10258 | Hyatt Regency New Orleans | 500 Poydras Plaza | New Orleans | 70113 | Orleans | Hyatt Regency New Orleans | 500 Poydras Plaza | New Orleans | LA | 70113 |
| 10319 | Discount Zone | 4682 General de Gaulle Dr | New Orleans | 70131 | Orleans | | | | | |
| 10365 | New Orleans Convention Center | 900 Convention Center Blvd | New Orleans | 70130 | Orleans | New Orleans Exhibition Hall Auth | 900 Convention Center Blvd | New Orleans | LA | 70130 |
| 10494 | Leininger Auto Service Inc | 1501 S Jefferson Davis Pkwy | New Orleans | 70125 | Orleans | Retif Oil & Fuel LLC | PO Box 58349 | New Orleans | LA | 701588349 |
| 10679 | Lake Forest SPUR | 5801 Reed Blvd | New Orleans | 70127 | Orleans | Hingel Petroleum LLC | 4101 California Ave Ste 201 | Kenner | LA | 70065 |
| 10852 | Exxon #51958 | 3725 S Carrollton Ave | New Orleans | 70180000 | Orleans | ExxonMobil Corp | c/o Glibarco/veeder-root | Lakewood | CO | 80228 |
| 11212 | Fleet Tire Service Inc | 1121 Carondelet St | New Orleans | 70130 | Orleans | Fleet Tire Service | 1121 Carondelet St | New Orleans | LA | 70130 |
| 11888 | Federal Reserve Bank | 525 St Charles St | New Orleans | 70130 | Orleans | Federal Reserve Bank Of Atlanta - New Orleans Branch | PO Box 79335 | Atlanta | GA | 30357 |
| 12186 | Bridgeview 66 | 3600 General Degaulle | New Orleans | 701140000 | Orleans | Spur Discount Store Inc | 3600 Gen Degaulle Drive | New Orleans | LA | 70114 |
| 12239 | Kenilworth I-10 Exxon | 6501 I-10 Service Rd | New Orleans | 70128 | Orleans | Hingel Petroleum LLC | 64 Chateau Magdelaine Dr | Kenner | LA | 70065 |
| 12606 | Shell #116796 | 4701 Canal St | New Orleans | 70119 | Orleans | Motiva Enterprises LLC | c/o Glibarco Veeder-Root | Lakewood | CO | 80228 |



Rare, Threatened, & Endangered Species & Natural Communities
 Tracked by the Louisiana Natural Heritage Program
 Orleans Parish - March 2007



PARISH: Orleans

| Scientific Name | Common Name | State Rank | Global Rank | State Status | Federal Status |
|---------------------------------------------------|------------------------------------------|------------|-------------|-------------------|----------------|
| <i>Accipiter cooperii</i> | Cooper's Hawk | S2B,S3N | G5 | | |
| <i>Acipenser oxyrinchus desotai</i> | Gulf Sturgeon | S1S2 | G3T2 | Threatened | LT |
| <i>Coastal live oak-hackberry forest</i> | Coastal Live Oak-Hackberry Forest | S1S2 | G2 | | |
| <i>Echinochloa polystachya</i> | River Grass | S1? | G5 | | |
| <i>Epitesicus fuscus</i> | Big Brown Bat | S1S2 | G5 | | |
| <i>Fuirena scirpoidea</i> | Southern Umbrella-sedge | S1 | G5 | | |
| <i>Galium virgatum</i> | Southwest Bedstraw | S2 | G5 | | |
| <i>Haliaeetus leucocephalus</i> | Bald Eagle | S2N,S3B | G4 | Endangered | PS:LT,PDL |
| <i>Intermediale marsh</i> | Intermediale Marsh | S3S4 | GNR | | |
| <i>Lipocarpa micrantha</i> | small flower hemipharpha | SH | G5 | | |
| <i>Live oak forest</i> | Live Oak Forest | S1S2 | G2Q | | |
| <i>Malaclemys terrapin</i> | Diamondback Terrapin | S2 | G4 | Resticted Harvest | |
| <i>Plegadis falcinellus</i> | Glossy Ibis | S2 | G5 | | |
| <i>Potamogeton perfoliatus</i> | Clasping-leaf Pondweed | S1 | G5 | | |
| <i>Psudocercis ornata</i> | Ornate Chorus Frog | S1 | G5 | | |
| <i>Sabatia arenicola</i> | Sand Rose-geantian | S1 | G3G5 | | |
| <i>Saxiphirrhynchus albus</i> | Pallid Sturgeon | S1 | G1 | Endangered | LE |
| <i>Serenoa repens</i> | Saw Palmetto | S1 | G4G5 | | |
| <i>Submergent vascular vegetation (estuarine)</i> | Estuarine Submergent Vascular Vegetation | S1S2 | GNR | | |
| <i>Trichechus manatus</i> | Manatee | SZN | G2 | Endangered | LE |
| <i>Waterbird Nesting Colony</i> | Waterbird Nesting Colony | SNR | GNR | | |

(21)

EXPLANATION OF RANKING CATEGORIES EMPLOYED BY NATURAL HERITAGE PROGRAMS NATIONWIDE

Each element is assigned a single global rank as well as a state rank for each state in which it occurs. Global ranking is done under the guidance of NatureServe, Arlington, VA. State ranks are assigned by each state's Natural Heritage Program, thus a rank for a particular element may vary considerably from state to state. Federal ranks are designated by the U.S. Fish & Wildlife Service under the provisions of the Endangered Species Act of 1973. **DISCLAIMER:** This document is not an official copy of the laws in effect and should not be utilized or relied upon as such. For this reason, the accuracy of the information contained within this document cannot be guaranteed and the reader is cautioned that it is his/her responsibility to be apprised of the laws in effect at any given time. These laws include those contained within the Louisiana Revised Statutes, particularly Title 56, the official regulations of the Louisiana Wildlife and Fisheries Commission, federal laws, and any local or parish ordinances.

FEDERAL RANKS (USES A FIELD):

LE = Listed Endangered
LT = Listed Threatened
PE = Proposed endangered
PT = Proposed Threatened
C = Candidate

PDL = Proposed for delisting

E (S/A) or T (S/A) = Listed endangered or threatened because of similarity of appearance

XE = Essential experimental population

XN = Nonessential experimental population

No Rank = Usually indicates that the taxon does not have any federal status. However, because of potential lag time between publication in the Federal Register and entry in the central databases and state databases, some taxa may have a status which does not yet appear.

(Rank, Rank) = Combination values in parenthesis = The taxon itself is not named in the Federal Register as having U.S. ESA status; however, all of its infraspecific taxa (worldwide) do have official status. The statuses shown in parentheses indicate the statuses that apply to infraspecific taxa or populations within this taxon. **THE SPECIES IS CONSIDERED TO HAVE A COMBINATION STATUS IN LOUISIANA**

(PS) = partial status = Status in only a portion of the species' range. Typically indicated in a "full" species record where an infraspecific taxon or population has U.S. ESA status, but the entire species does not. **THE SPECIES DOES NOT HAVE A STATUS IN LOUISIANA**

(PS: Rank) = partial status = Status in only a portion of the species' range. The value of that status appears because the entity with status does not have an individual entry in NatureServe. **THE SPECIES MAY HAVE A STATUS IN LOUISIANA**

GLOBAL ELEMENT RANKS:

G1 = critically imperiled globally because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extinction

G2 = imperiled globally because of rarity (6 to 20 known extant populations) or

because of some factor(s) making it very vulnerable to extinction throughout its range
G3 = either very rare and local throughout its range or found locally (even abundantly at some of its locations) in a restricted range (e.g., a single physiographic region) or because of other factors making it vulnerable to extinction throughout its range (21 to 100 known extant populations)

G4 = apparently secure globally, though it may be quite rare in parts of its range, especially at the periphery (100 to 1000 known extant populations)

G5 = demonstrably secure globally, although it may be quite rare in parts of its range, especially at the periphery (1000+ known extant populations)

GH = of historical occurrence throughout its range; i.e., formerly part of the established biota, with the possibility that it may be rediscovered (e.g., Bachman's Warbler)

GU = possibly in peril range-wide, but status uncertain; need more information

G? = rank uncertain. Or a range (e.g., G3G5) delineates the limits of uncertainty

GQ = uncertain taxonomic status

GX = believed to be extinct throughout its range (e.g., Passenger Pigeon) with virtually no likelihood that it will be rediscovered

T = subspecies or variety rank (e.g., G5T4 applies to a subspecies with a global species rank of G5, but with a subspecies rank of G4)

STATE ELEMENT RANKS:

S1 = critically imperiled in Louisiana because of extreme rarity (5 or fewer known extant populations) or because of some factor(s) making it especially vulnerable to extirpation
S2 = imperiled in Louisiana because of rarity (6 to 20 known extant populations) or because of some factor(s) making it very vulnerable to extirpation

S3 = rare and local throughout the state or found locally (even abundantly at some of its locations) in a restricted region of the state, or because of other factors making it vulnerable to extirpation (21 to 100 known extant populations)

S4 = apparently secure in Louisiana with many occurrences (100 to 1000 known extant populations)

S5 = demonstrably secure in Louisiana (1000+ known extant populations)

(B or N) may be used as qualifier of numeric ranks and indicating whether the occurrence is breeding or nonbreeding)

SA = accidental in Louisiana, including species (usually birds or butterflies) recorded once or twice or only at great intervals hundreds or even thousands of miles outside their usual range

SH = of historical occurrence in Louisiana, but no recent records verified within the last 20 years; formerly part of the established biota, possibly still persisting

SR = reported from Louisiana, but without conclusive evidence to accept or reject the report

SU = possibly in peril in Louisiana, but status uncertain; need more information

SX = believed to be extirpated from Louisiana

SZ = transient species in which no specific consistent area of occurrence is identifiable

STATE PROTECTION STATUS:

State status are contained in Title 56 of the Louisiana Revised Statutes as well as relevant rules and regulations adopted by the Louisiana Wildlife and Fisheries Commission and the Secretary of the Department of Wildlife and Fisheries. The Secretary of the Department of Wildlife and Fisheries is authorized to implement additional restrictions in emergency situations in order to protect fish and wildlife resources.

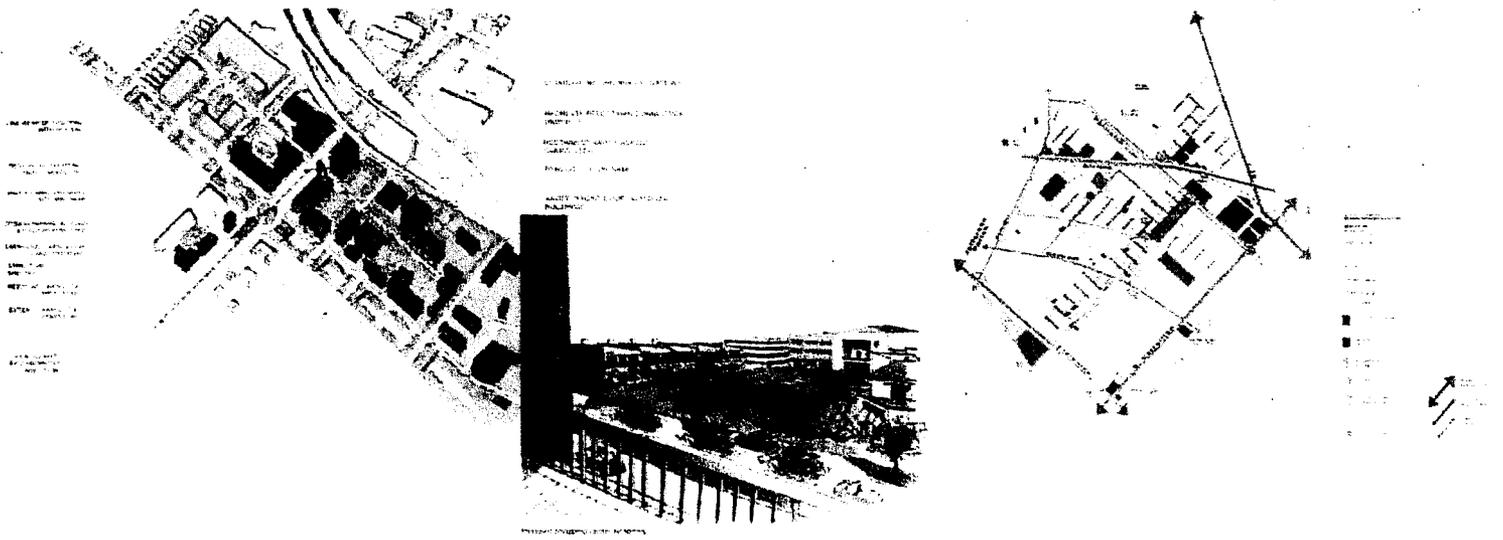
Endangered = Taking or harassment of these species is a violation of state and federal laws.

Threatened = Taking or harassment of these species is a violation of state and federal laws.

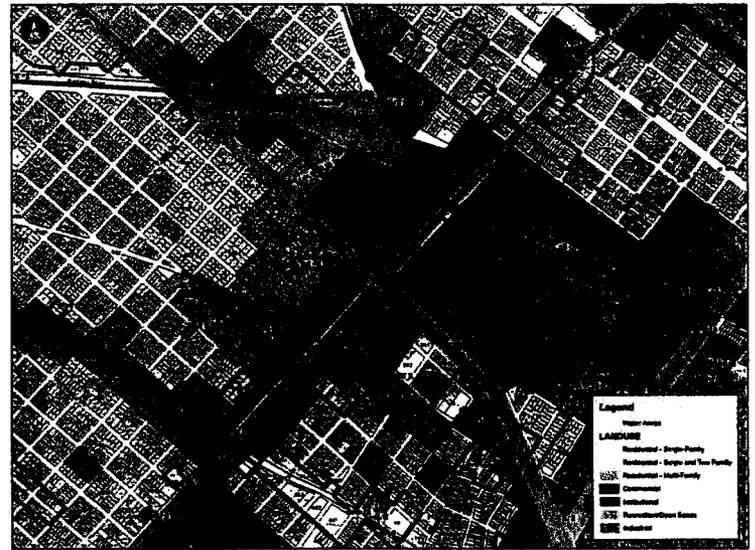
Threatened/Endangered = Taking or harassment of these species is a violation of state and federal laws.

Prohibited = Possession of these species is prohibited. No legal harvest or possession.

Restricted Harvest = There are restrictions regarding the taking and possession of these species



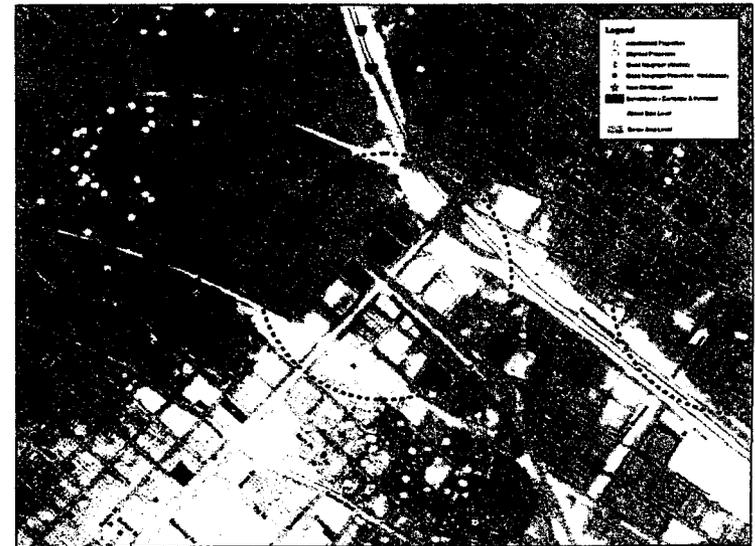
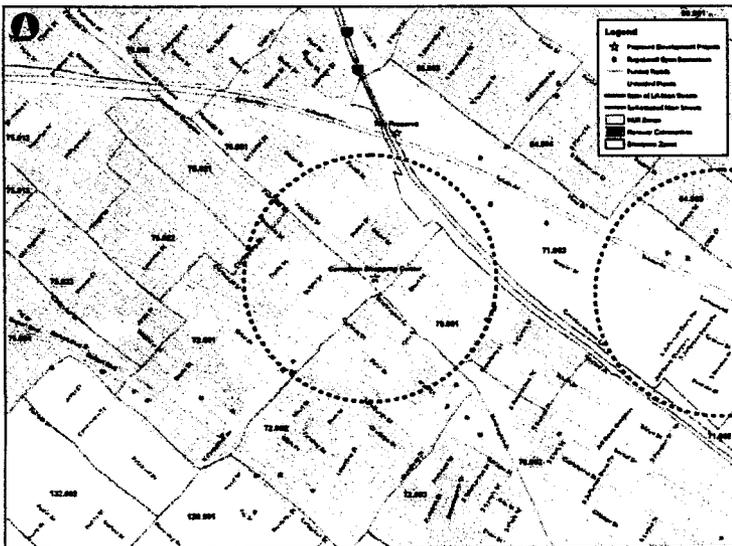
Recovery Profile: I-10 at Carrollton Ave.



Facilities by Type

0 0.125 0.25 0.5 0.75 1 Miles

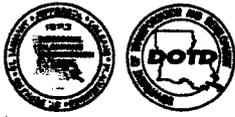
Zoning & Land Use



Economic Development

Housing Indicators





Appendix F

Traffic Signal Warrant Form – Washington Avenue at Pine Street

In order to determine the potential for a traffic signal and pedestrian crosswalk as means to regulate traffic flow at the site, BKL conducted an initial warrant review using the daily and peak-period traffic data. The data was used to address the requirements established in an MUTCD-based traffic signal warrants analysis form.¹ A traffic signal warrants analysis was conducted using a form from the National Cooperative Highway Research Program.² There are eight warrants on the analysis form, three of which (Warrant 1, Warrant 2, and Warrant 3) apply to this study.

The following is a description of the eight warrants:

○ **Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume**

The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor street intersecting street suffers excessive delay or conflict in entering or crossing the major street.

○ **Section 4C.03 Warrant 2, Four-hour Vehicular Volume**

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

○ **Section 4C.04 Warrant 3, Peak Hour**

The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

○ **Section 4C.05 Warrant 4, Pedestrian Volume**

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

○ **Section 4C.06 Warrant 5, School Crossing**

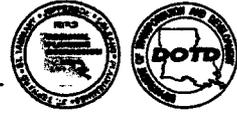
The School Crossing signal warrant is intended for application where the fact that school children cross the major street is the principal reason to consider installing a traffic control signal.

○ **Section 4C.07 Warrant 6, Coordinated Signal System**

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

¹ Manual on Uniform Traffic Control Devices for Streets and Highways. 2003 Edition. Federal Highway Administration. Chapter 4C. Traffic Control Signal Needs Studies. Page 4C-1 through 4C-9.

² National Cooperative Highway Research Program. Report 457. Appendix B. Traffic Signal Warrants Analysis Form. Pages B-8 to B-12. "Evaluating Intersection Improvements: an Engineering Study Guide." Transportation Research Board National Research Council.



○ **Section 4C.08 Warrant 7, Crash Experience**

The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

○ **Section 4C.09 Warrant 8, Roadway Network**

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

The initial findings are as follows:

Warrant 1: Warrant NOT satisfied. The condition does not meet satisfaction for Eight-hour Vehicular Volume. Only one of the eight hours met minimum requirements.

Warrant 2: Warrant NOT satisfied. None of the points of volume combinations lie above the appropriate line.

Warrant 3: Warrant NOT satisfied. Neither of the points of volume combinations lies above the appropriate line.

Warrant 4: Warrant NOT satisfied. At this time, the volume of pedestrian traffic is lower than the identified threshold.

Warrant 5: Not examined/Not Applicable

Warrant 6: Not examined/Not Applicable

Warrant 7: Not examined

Warrant 8: Not examined/Not Applicable

TRAFFIC SIGNAL WARRANTS ANALYSIS FORM

Sheet 1 of 5

Div.: _____ Co.: _____ Rte.: _____ Calc: _____ Date: _____
 Chk: _____ Date: _____

Major Road: Washington Avenue Critical approach speed: 35 mph Lanes: 4
 Minor Road: Pine Street Critical approach speed: 20 mph Lanes: 2

Volume Level

1. Critical speed of major road traffic > 70 km/h (40 mph): Yes No
 2. In built-up area of isolated community of < 10,000 pop.: Yes No
 If Question 1 or 2 above is answered "Yes" then use "70%" volume level: 70% 100%

WARRANT 1 - Eight-Hour Vehicular Volume

Satisfied: Yes No

Warrant is satisfied if Condition A or Condition B is "100 % satisfied." Warrant is also satisfied if both Condition A and Condition B are "80% satisfied."

• **Condition A - Minimum Vehicular Volume**

100% Satisfied: Yes No

80% Satisfied: Yes No

Record hours where condition is met and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

| (volumes in veh/h) | Minimum Requirements (80% Shown in Brackets) | | | | Hour | | | | | | | |
|--------------------------------|-------------------------------------------------|-----|--------------|-----|--------|--------|---------|--------|-------|-------|-------|-------|
| | | | | | 7-8 am | 8-9 am | 9-10 am | 12-1pm | 2-3pm | 3-4pm | 4-5pm | 5-6pm |
| Approach Lanes: | 1 | | 2 or more | | | | | | | | | |
| Volume level: | 100% | 70% | 100% | 70% | | | | | | | | |
| Both Approaches Major Road | 500 (400) | 350 | 600 (480) | 420 | 1061 | 1150 | 861 | 870 | 861 | 1036 | 996 | 988 |
| Highest Approach Minor Road | 150 (120) | 105 | 200 (160) | 140 | 93 | 78 | 64 | 80 | 79 | 109 | 91 | 102 |

• **Condition B - Interruption of Continuous Traffic**

100% Satisfied: Yes No

80% Satisfied: Yes No

Record hours where condition is met and the corresponding volumes in boxes provided. Condition is 100% satisfied if the minimum volumes are met for eight hours. Condition is 80% satisfied if parenthetical volumes are met for eight hours.

| (volumes in veh/h) | Minimum Requirements (80% Shown in Brackets) | | | | Hour | | | | | | | |
|--------------------------------|-------------------------------------------------|-----|--------------|-----|------|--|--|--|--|--|--|--|
| | | | | | | | | | | | | |
| Approach Lanes: | 1 | | 2 or more | | | | | | | | | |
| Volume Level: | 100% | 70% | 100% | 70% | | | | | | | | |
| Both Approaches Major Road | 750 (600) | 525 | 900 (720) | 630 | | | | | | | | |
| Highest Approach Minor Road | 75 (60) | 63 | 100 (80) | 70 | | | | | | | | |

* - Based on traffic volumes collected in 2007 at the intersection of Washington Avenue and Pine Street

TRAFFIC SIGNAL WARRANTS ANALYSIS FORM

Sheet 2 of 5

WARRANT 2 - Four-Hour Vehicular Volume

Satisfied: Yes No

Plot four volume combinations on the applicable figure below. If four points lie above the appropriate line, then the warrant is satisfied.

Figure A. Criteria for "100%" volume level.

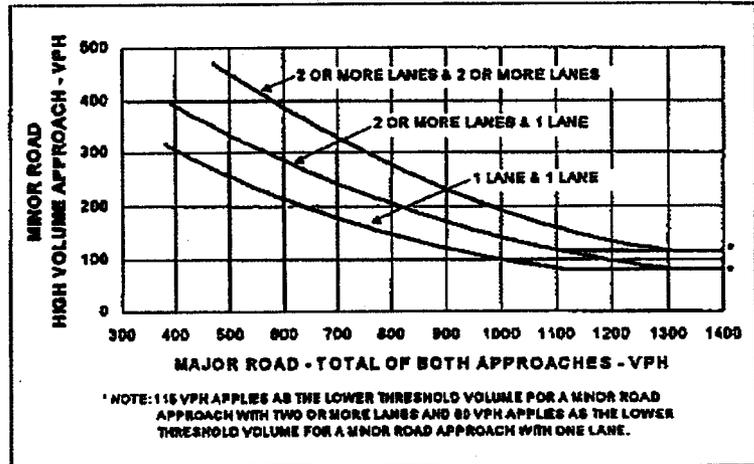
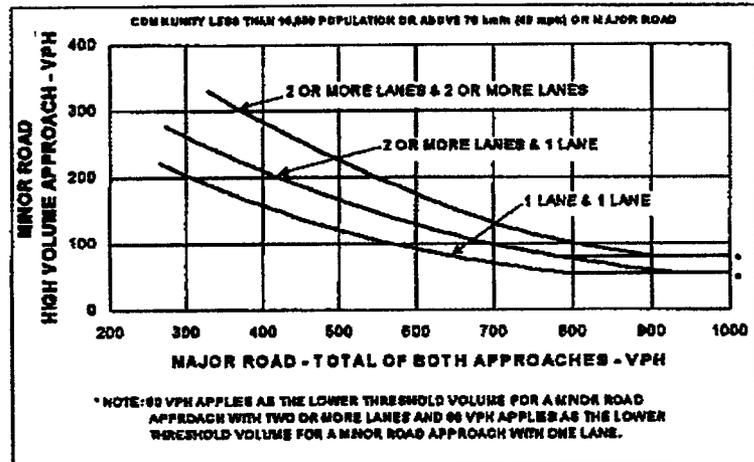


Figure B. Criteria for "70%" volume level.



| (volumes in veh/h) | Minimum Requirements (80% Shown in Brackets) | | | | Hour | | | | | | | |
|--------------------|-------------------------------------------------|-------|-----------|-------|--------|--------|---------|--------|-------|-------|-------|-------|
| | 1 | | 2 or more | | 7-8 am | 8-9 am | 9-10 am | 12-1pm | 2-3pm | 3-4pm | 4-5pm | 5-6pm |
| | Volume level: | 100% | 70% | 100% | | | | | | | | |
| Both Approaches | 500 | 350 | 600 | 420 | 1061 | 1150 | 861 | 870 | 861 | 1036 | 996 | 988 |
| Major Road | (400) | (300) | (480) | (420) | | | | | | | | |
| Highest Approach | 150 | 105 | 200 | 140 | 93 | 78 | 64 | 80 | 79 | 109 | 91 | 102 |
| Minor Road | (120) | (105) | (160) | (140) | | | | | | | | |

* - Based on traffic volumes collected in 2007 at the intersection of Washington Avenue and Pine Street

TRAFFIC SIGNAL WARRANTS ANALYSIS FORM

Sheet 3 of 5

WARRANT 3 - Peak Hour

Satisfied: Yes No

Unusual condition justifying use of warrant: _____

Record hour where criteria are fulfilled and the corresponding delay or volume in boxes provided. Plot the peak hour volume combination on the applicable figure below. If all three criteria are fulfilled or the plotted point lies above the appropriate line, then the warrant is satisfied.

| Criteria | Approach Lanes | | No. of Approaches | | Hour | Fulfilled? | |
|-------------------------------------|----------------|-----|-------------------|-----|------|------------|----|
| | 1 | 2 | 3 | 4 | | Yes | No |
| 1. Delay on Minor Approach (veh-h) | 4 | 5 | | | | | |
| 2. Volume on Minor Approach (veh/h) | 100 | 150 | | | | | |
| 3. Total Entering Volume (veh/h) | | | 650 | 800 | | | |

Figure A. Criteria for "100%" volume level.

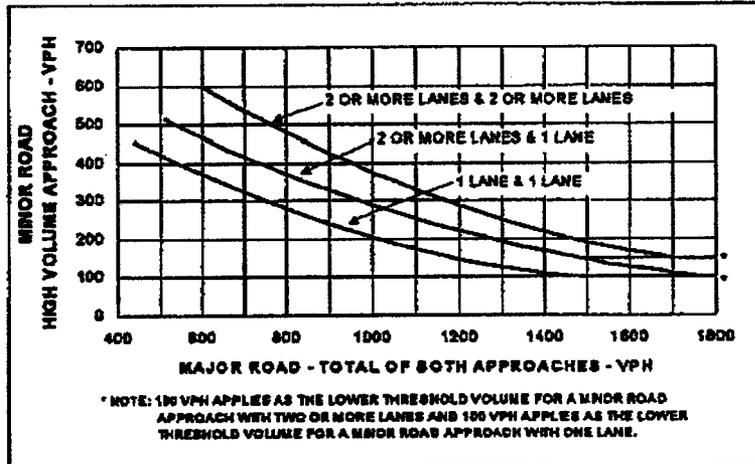
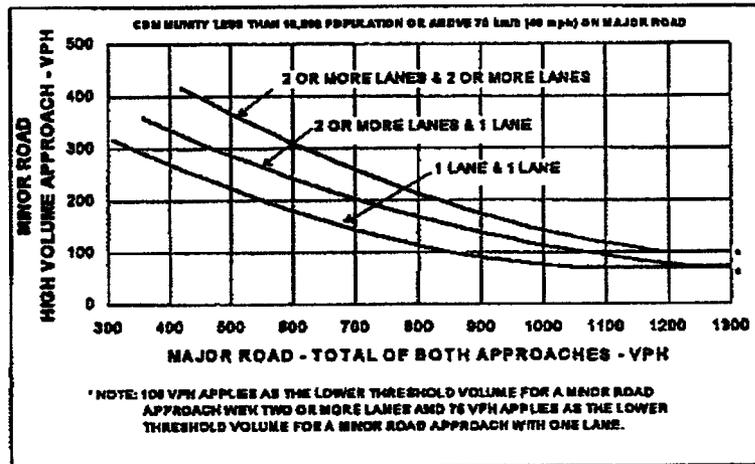


Figure B. Criteria for "70%" volume level.



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TRAFFIC SIGNAL WARRANTS ANALYSIS FORM

Sheet 4 of 5

WARRANT 4 - Pedestrian Volume

Satisfied: Yes No

Record hours where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

| Criteria | Hour | | | Fulfilled? | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------|---------------|------------|----|
| | 7:30-8:30 am | 8:30-9:30 am | 9:30-10:30 am | Yes | No |
| 1. Pedestrian volume crossing the major road is 100 ped/h or more for each of any four hours or is 190 ped/h or more during any one hour. | 14 | 32 | | | X |
| 2. There are less than 60 gaps per hour in the major road traffic stream of adequate length for pedestrians to cross during this same hours as the pedestrian volume criterion is satisfied. | No | | | | X |
| 3. The nearest traffic signal along the major road is located more than 90 m (300 ft) away. Or, the nearest traffic signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic. | S. Carrollton to Pine Street 1,212 ft (est) Pine St to S Jeff Davis Pkwy 2,071 ft (est) | | | X | |

WARRANT 5 - School Crossing

Applicable: Yes No
Satisfied: Yes No

Not Applicable

Record hour where criteria are fulfilled and the corresponding volume or gap frequency in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

| Criteria | Hour | Fulfilled? | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------------|----|
| | | Yes | No |
| 1. There are a minimum of 20 students during the highest crossing hour. | | | |
| 2. There are fewer adequate gaps in the major road traffic stream during the period when the children are using the crossing than the number minutes in the same period. | | | |
| 3. The nearest traffic signal along the major road is located more than 90 m (300 ft) away. Or, the nearest traffic signal is within 90 m (300 ft) but the proposed traffic signal will not restrict the progressive movement of traffic. | | | |

WARRANT 6 - Coordinated Signal System

Satisfied: Yes No

Not Applicable

Indicate if the criteria are fulfilled in the boxes provided. The warrant is satisfied if all three criteria are fulfilled. This warrant should not be applied when the resulting signal spacing would be less than 300 m (1000 ft).

| Criteria | Fulfilled? | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----|
| | Yes | No |
| 1. On a one-way road or a road that has traffic predominantly in one direction, the adjacent signals are so far apart that they do not provide the necessary degree of vehicle platooning. | | |
| 2. On a two-way road, adjacent signals do not provide the necessary degree of platooning and the proposed, adjacent signals will collectively provide a progressive operation. | | |

* - Based on traffic volumes collected in 2007 at the intersection of Washington Avenue and Pine Street

TRAFFIC SIGNAL WARRANTS ANALYSIS FORM

Sheet 5 of 5

WARRANT 7 - Crash Experience

Satisfied: Yes No

Record hours where criteria are fulfilled, the corresponding volume and other information in the boxes provided. The warrant is satisfied if all three of the criteria are fulfilled.

Not Examined

| Criteria | | Hour | | | | Met? | | Fulfilled? | |
|-----------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------|--|--|--|------|----|------------|----|
| | | | | | | Yes | No | Yes | No |
| 1. One of the warrants to the right is met. | Warrant 4.1 at 80% of volume requirements: 80 ped/h for 4 hrs or 152 ped/h for 1 hr | | | | | | | | |
| | Warrant 1, Condition A (80% satisfied) | | | | | | | | |
| | Warrant 1, Condition B (80% satisfied) | | | | | | | | |
| 2. Adequate trial of other remedial measures has failed to reduce crash frequency. | | Measures tried: | | | | | | | |
| 3. Five or more reported crashes, of types susceptible to correction by signal, have occurred within a 12-mo. period. | | Number of crashes per 12 months: | | | | | | | |

WARRANT 8 - Roadway Network

Satisfied: Yes No

Record hours where criteria are fulfilled, the corresponding volume and other information in the boxes provided. The warrant is satisfied if all of the criteria are fulfilled and if all or more of the characteristics listed.

Not Examined

| Criteria | | | Met? | | Fulfilled? | |
|-----------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-----------------------|------|----------|------------|----|
| | | | Yes | No | Yes | No |
| 1. Both of the criteria to the right are met. | a. Total entering volume of at least 1,000 veh/h during typical weekday peak hour. | Entering volume: | | | | |
| | b. Five-year projected volumes that satisfy one or more of Warrants 1, 2, or 3. | Warrant(s) satisfied: | | | | |
| 2. Total entering volume at least 1,000 veh/h for each of any 5 hrs of a non-normal business day (Sat. or Sun.) | | | | | | |
| | | | | - Hour | | |
| | | | | - Volume | | |
| Characteristics of Major Routes | | | Met? | | Fulfilled? | |
| | | | Yes | No | Yes | No |
| 1. Part of the road or highway system that serves as the principal roadway network for through traffic flow. | Major Road: | | | | | |
| | Minor Road: | | | | | |
| 2. Rural or suburban highway outside of, entering, or traversing a city. | Major Road: | | | | | |
| | Minor Road: | | | | | |
| 3. Appears as a major route on an official plan. | Major Road: | | | | | |
| | Minor Road: | | | | | |

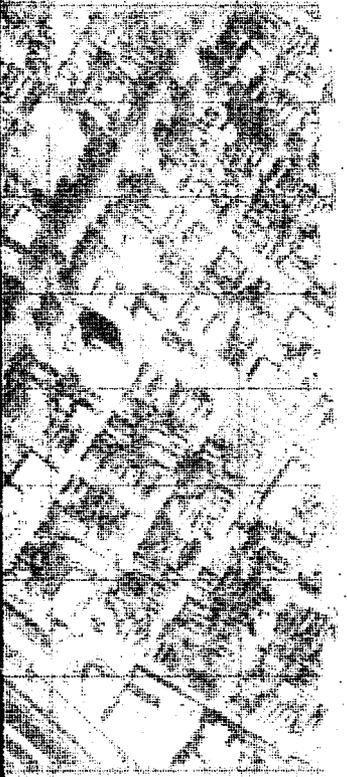
CONCLUSIONS

Warrants Satisfied: None

Signal Warranted: Yes No

Remarks: _____

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