Purpose and Need

Provide access to a second major railroad for Port Bienville:

Improve rail transport time and reliability

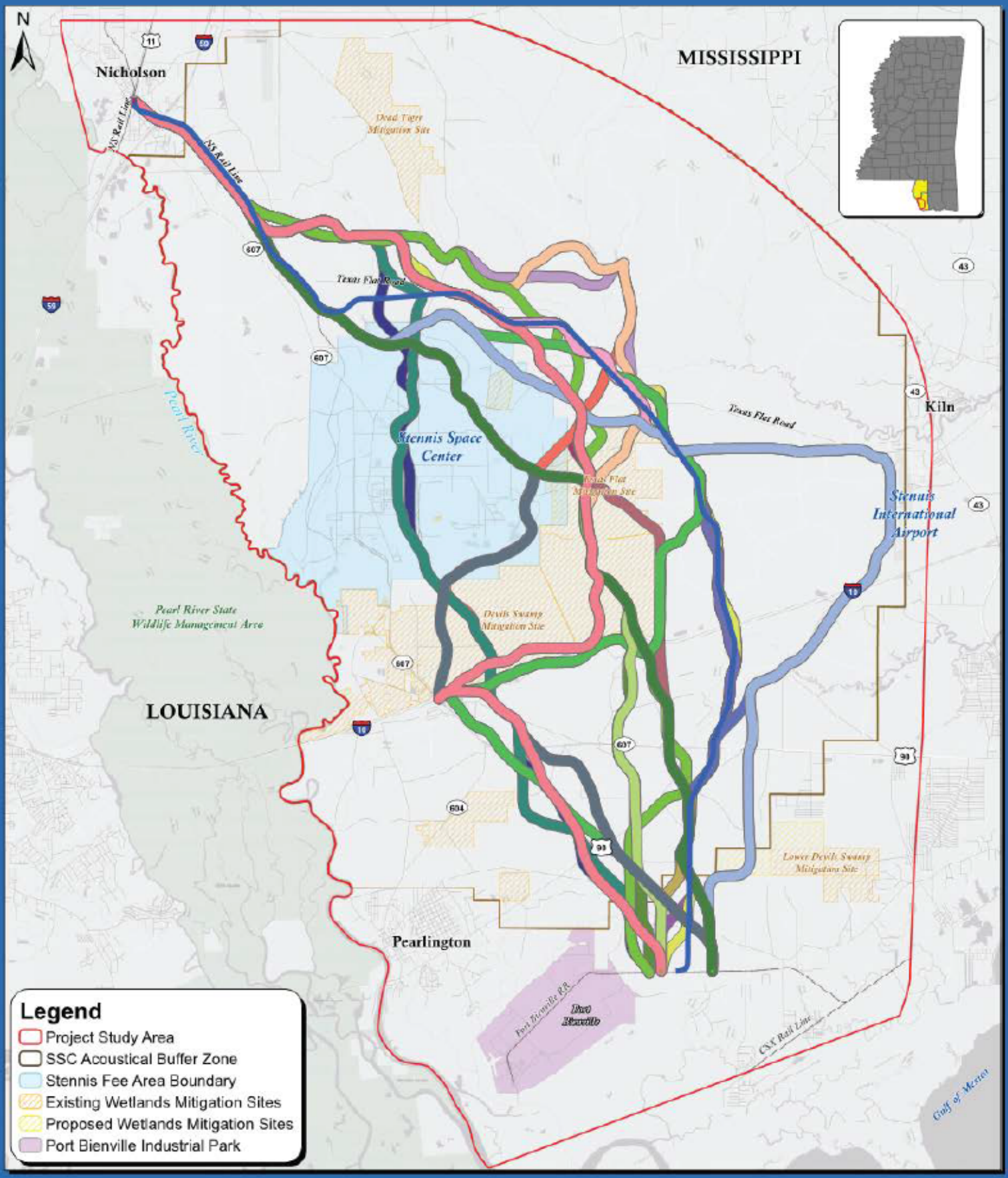
Current operations require additional time and distances that increase the cost of rail transport

Improve Economic Opportunities

Access to two major railroads is a critical factor for economic competitiveness for existing businesses, and it is a significant factor for many companies considering sites for new or expanded business operations

Provide Flexibility/Options during emergencies and coastal storms

Currently there is no north/south rail connection with the Port Bienville rail line which is located in the storm surge zone. This has resulted in significant service disruptions during storms and natural disasters.



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MDOT MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Alternatives Studied

0 1 2 4 Miles

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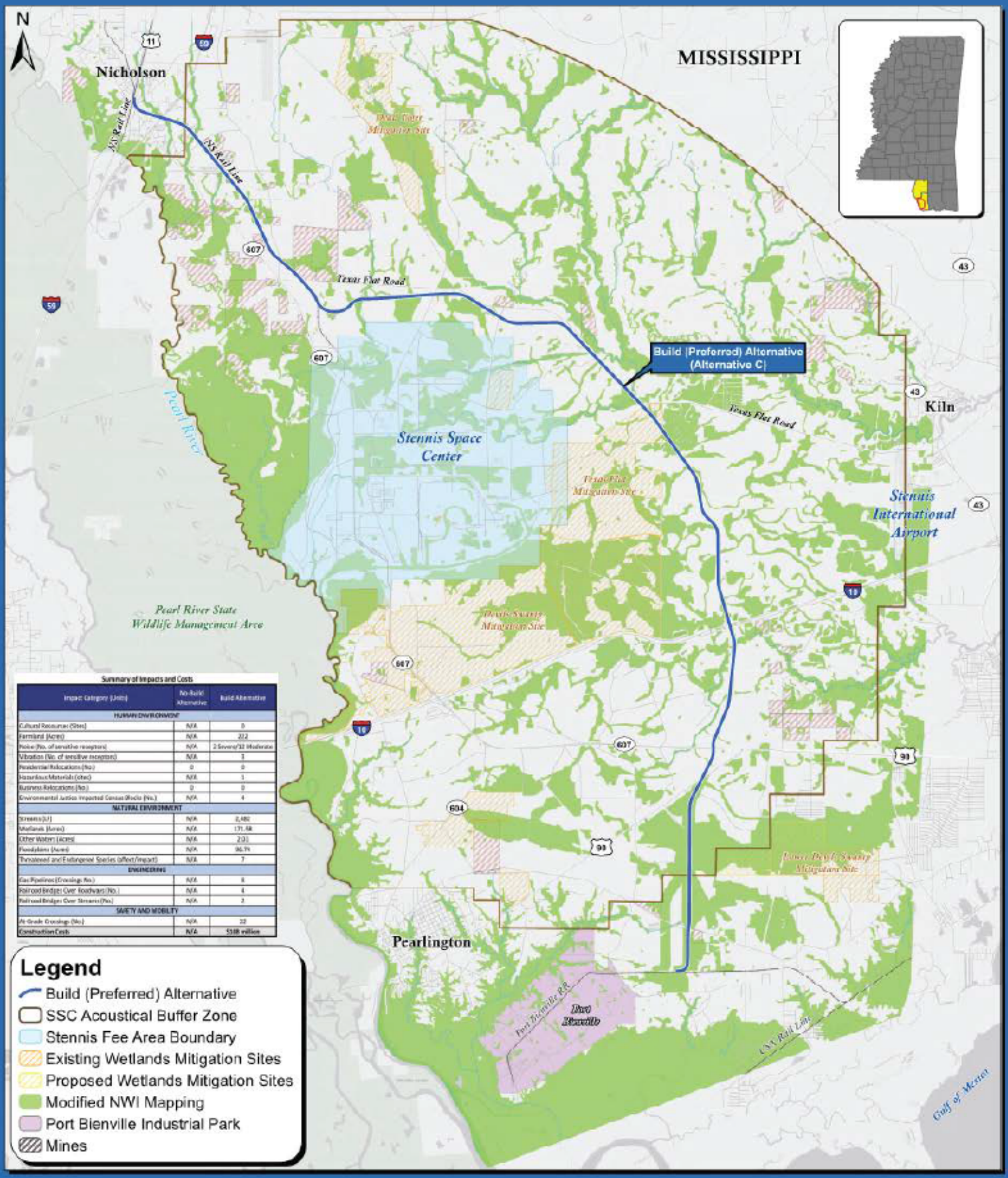

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Build (Preferred) Alternative

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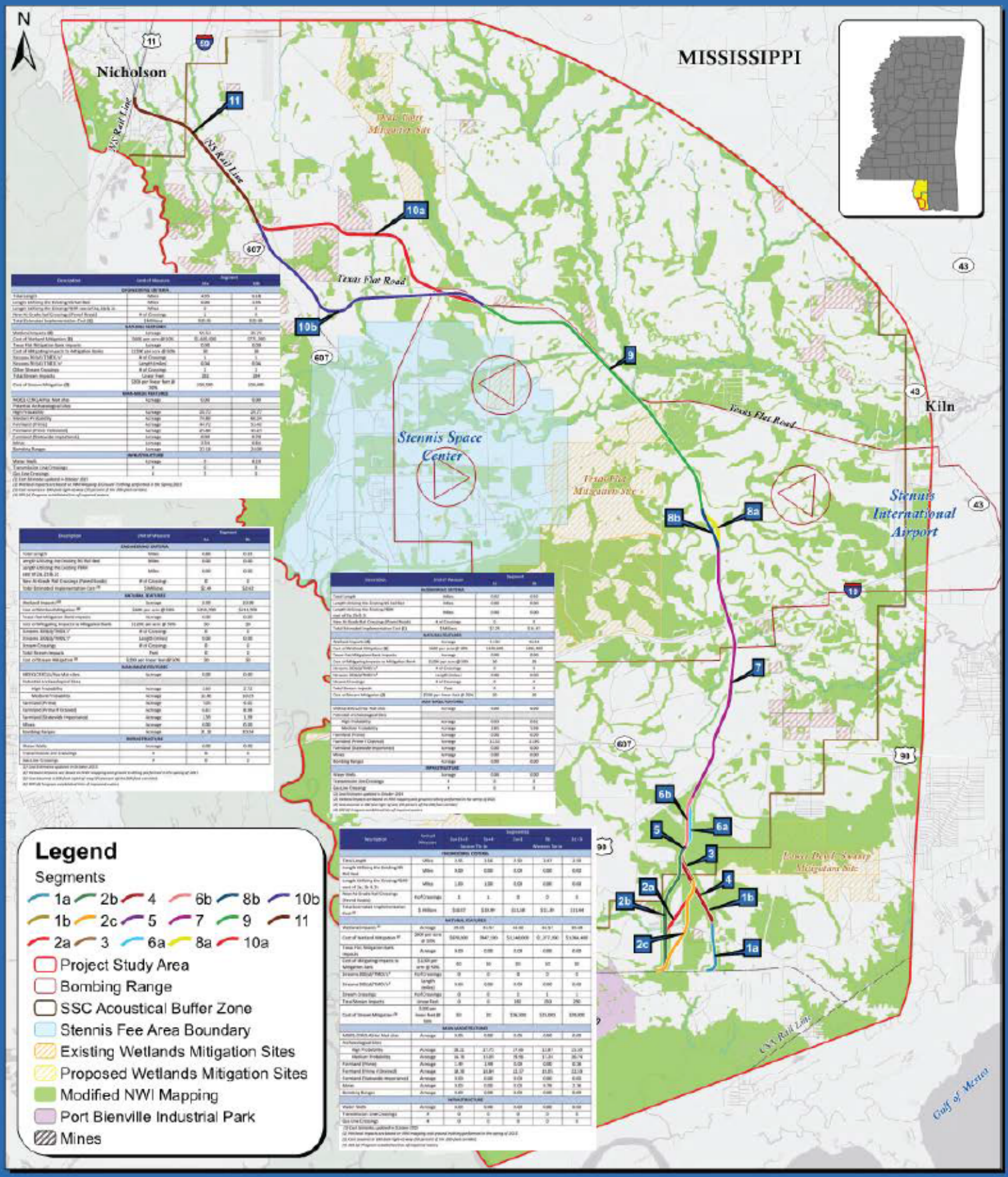

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Corridor Segments

0 1 2 4 Miles

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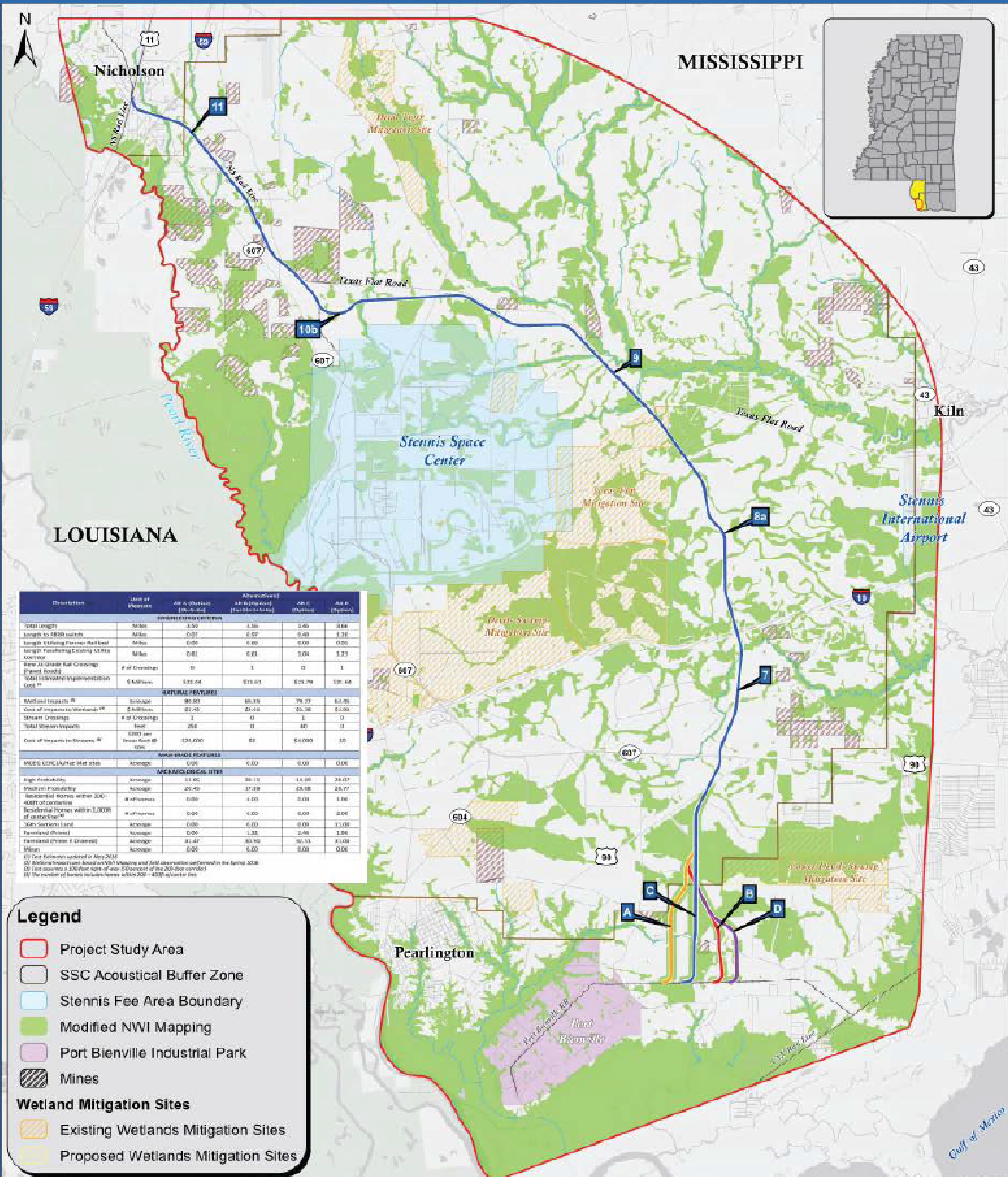

Description	Unit of Measure	Alternative(s) Alt A (Option)	Alt B (Option)	Alt C (Option)	Alt D (Option)
ENGINEERING CRITERIA					
Total Length	Miles	3.50	3.36	3.46	3.68
Length to [illegible] switch	Miles	0.07	0.97	0.40	1.16
Length Utilizing Former Railbed	Miles	0.00	0.00	0.00	0.00
Length Paralleling Existing Utility Corridor	Miles	0.81	0.81	3.04	3.23
New At-Grade Rail Crossings (Paved Roads)	# of Crossings	0	1	0	1
Total Estimated Implementation Cost (1)	$ Millions	$33.64	$33.63	$25.79	$31.64
NATURAL FEATURES					
Wetland Impacts (2)	Acreage	80.93	65.35	79.27	63.06
Cost of Impacts to Wetlands (3)	$ Millions	$1.45	$3.41	$1.36	$1.00
Stream Crossings	# of Crossings	1	0	1	0
Total Stream Impacts	Feet	250	0	40	0
Cost of Impacts to Streams (4)	[illegible]	$21,000	$0	$4,000	$0
MAN-MADE FEATURES					
MDEQ CERCLA/Haz Mat sites	Acreage	0.00	0.00	0.00	0.00
ARCHAEOLOGICAL SITES					
High Probability	Acreage	11.60	30.15	14.00	20.07
Medium Probability	Acreage	20.45	37.03	23.08	28.77
Residential Homes within 200-400ft of centerline	# of Homes	0.00	4.00	0.00	3.00
Residential Homes within 1,000ft of centerline (4)	# of Homes	0.00	4.00	0.00	2.00
16th Section Land	Acreage	0.00	0.00	0.00	11.00
Farmland (Prime)	Acreage	0.00	1.38	2.48	1.86
Farmland (Prime if Drained)	Acreage	31.47	30.90	32.51	31.08
Mines	Acreage	0.00	0.00	0.00	0.00

(1) Cost Estimates updated in May 2018
(2) Wetland impacts are based on NWI Mapping and field observation performed in the Spring 2018
(3) Cost assumes a 100-foot right-of-way (50 percent of the 200-foot corridor)
(4) The number of homes includes homes within 200 – 400ft of center line

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Southern Option Comparison

Miles 0 1 2 4

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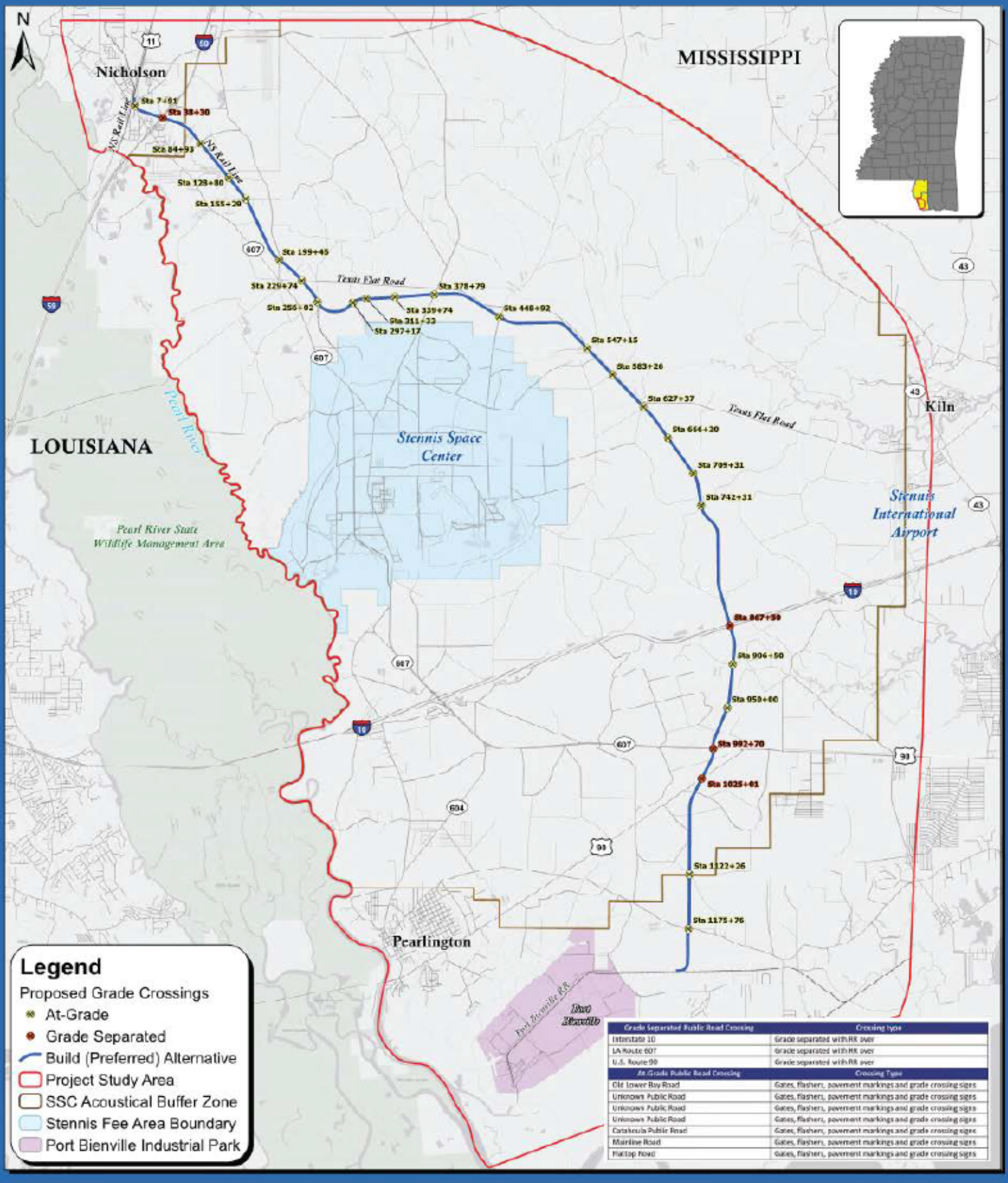

Grade Separated Public Road Crossing	Crossing Type
Interstate 10	Grade separated with RR over
LA Route 607	Grade separated with RR over
U.S. Route 90	Grade separated with RR over
At-Grade Public Road Crossing	**Crossing Type**
Old Lower Bay Road	Gates, flashers, pavement markings and grade crossing signs
Unknown Public Road	Gates, flashers, pavement markings and grade crossing signs
Unknown Public Road	Gates, flashers, pavement markings and grade crossing signs
Unknown Public Road	Gates, flashers, pavement markings and grade crossing signs
Catahoula Public Road	Gates, flashers, pavement markings and grade crossing signs
Mainline Road	Gates, flashers, pavement markings and grade crossing signs
Flattop Road	Gates, flashers, pavement markings and grade crossing signs

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Proposed Grade Crossings

0 1 2 4 Miles

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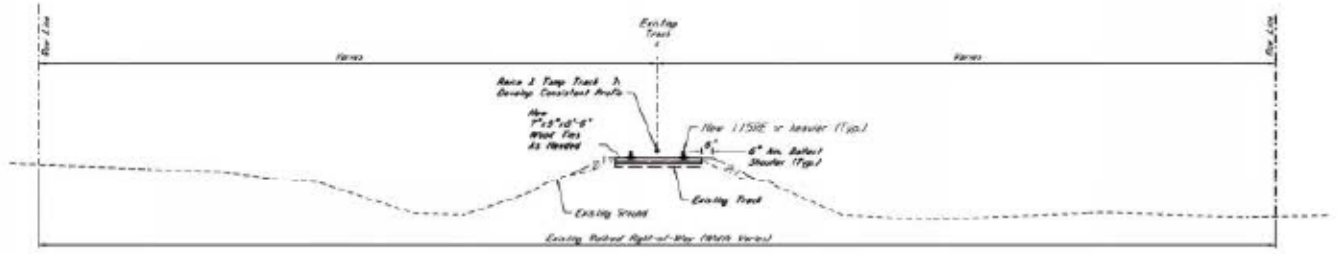
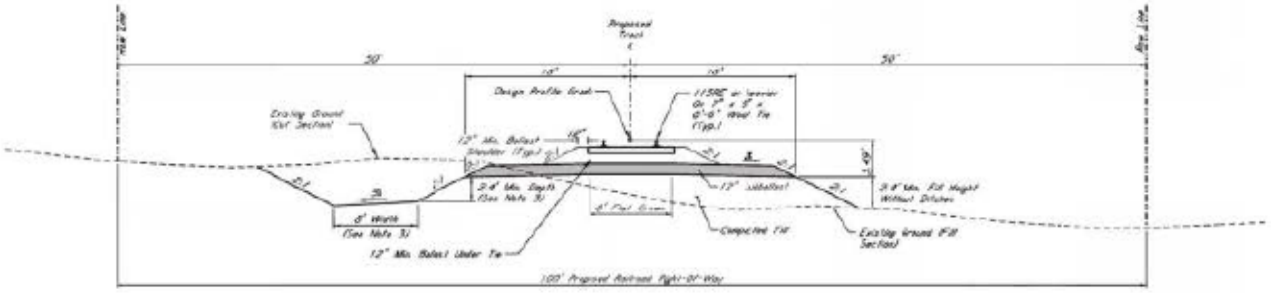
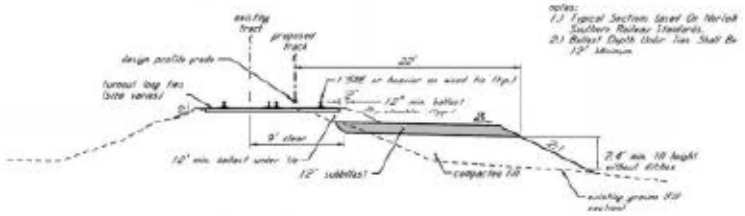


TYPICAL REHAB TRACK SECTION
STA. 0+00.00 TO STA. A 254+67.1

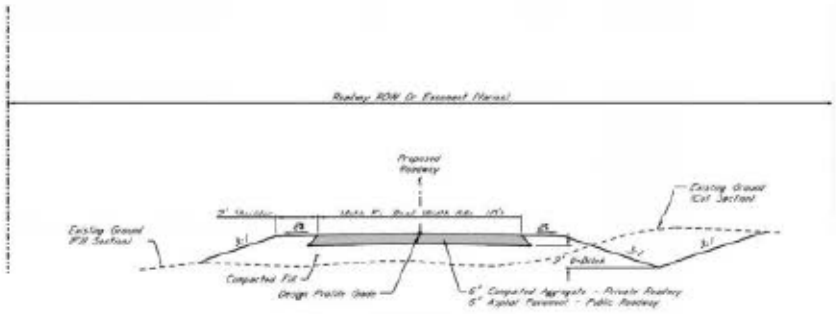
Notes:
1.) Typical Sections Based On Norfolk Southern Railroad Standards.
2.) Ballast Depth Under Ties Shall Be 12" Minimum.
3.) Ditch width and depth to be confirmed after drainage analysis.



TYPICAL NEW TRACK SECTION
STA. A 254+67.11 TO STA. A 1224+31.05



SOUTH TIE-IN SECTION
STA. A 1224+31.05 TO STA. A 1225+81.05



TYPICAL ROADWAY SECTION
ALL CROSSINGS