



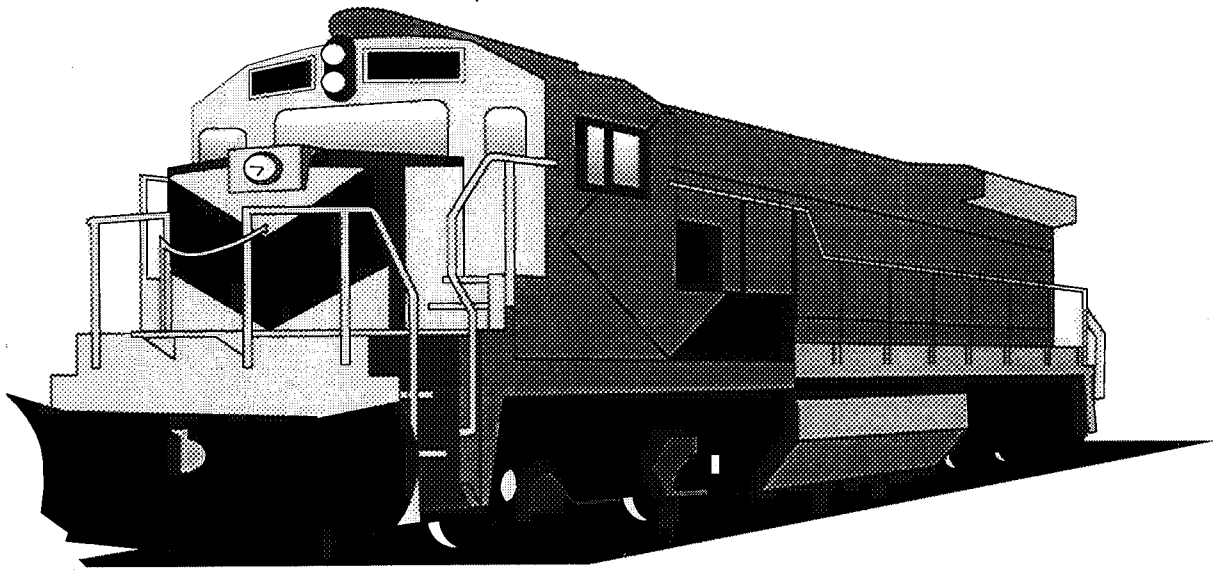
U.S. Department
of Transportation
Federal Railroad
Administration

A Comprehensive Study of Problems in the Old Metairie Railroad Corridor in Jefferson and Orleans Parishes in Louisiana

Volume II - APPENDICES

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13. ABSTRACT (Maximum 200 words) New Orleans is a major railroad gateway interchange point, and many transportation planning decisions are being made affecting the region. The study examines a number of alternatives for mitigating the impact of the railroads on the area, including the relocation of railroad traffic, and a series of actions such as rescheduling train movements, grade crossing improvements, and grade separations, which would leave the railroad traffic in place. Specifically, the report (1) identifies safety problems and potential solutions regarding the transportation of hazardous materials in the corridor; (2) identifies problems and potential solutions to vehicular traffic congestion, especially at grade crossings in the corridor; (3) examines railroad-community conflicts in the area; and (4) identifies potential alternative track relocations, including both long- and short-term alternatives and cost and schedule estimates for implementation.			
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List of Appendices

	<u>Page</u>
Appendix A: 100-Year History of the New Orleans Terminal Railroad-Metairie/Jefferson Parish Community Conflicts	A.1
Appendix B: Train Horn Sounding Ban Analysis and Alternatives	B.1
B.1 Criteria for Imposing Horn Sounding Bans	B.1
B.2 Median Barrier Construction Expense	B.14
Appendix C: Highway User Impact Methodology	C.1
C.1 Input Data	C.1
C.2 Methodology	C.3
C.3 Results	C.8
Appendix D: Louisiana Statewide Intermodal Transportation Plan: Analysis of Key Railroad Provisions	D.1
Appendix E: Summary of ICC Waybill Data Describing Traffic Over the Back Belt	E.1
Appendix F: Land-Bridge Traffic Moving Through New Orleans: Growth or No Growth?	F.1
Appendix G: Huey P. Long Bridge Traffic Counts	G.1
Appendix H: Mississippi River Bridges	H.1
Appendix I: FRA Railroad Grade Crossing Accident Data Base	I.1
Appendix J: Grade Crossing Accident Data - Summaries	J.1
Appendix K: Jefferson and Orleans Parish Hazardous Material Spill Emergency Response Preparedness	K.1
K.1 Jefferson Parish	K.1
K.2 Orleans Parish	K.5
Appendix L: Focus Groups: Interview Data and Interpretation	L.1
Appendix M: Carrollton Curve Relocation Alternative	M.1

List of Appendices

	<u>Page</u>
Appendix N: North of Lake Pontchartrain Relocation Alternatives	N.1
Appendix O: Relocation of the Kansas City Southern (KCS) Interchange	O.1
Appendix P: Metairie Corridor: Alternative Land Uses, and Street Housing Estimates	P.1
Appendix Q: Project Respondents and Key Contacts List	Q.1
Q.1 Project Team Personnel	Q.1
Q.2 Federal Railroad Administration	Q.1
Q.3 Contract Technical Evaluation Committee	Q.2
Q.4 FRA Field Safety Offices	Q.3
Q.5 U.S. Department of Transportation	Q.3
Q.6 Key Federal Governmental Contacts	Q.3
Q.7 Federal Highway Administration	Q.3
Q.8 National Transportation Safety Board	Q.3
Q.9 State of Louisiana	Q.4
Q.10 Regional Planning Commission (Jefferson, Orleans, St. Bernard and St. Tammany Parishes)	Q.5
Q.11 Southern Rapid Rail Transit Association	Q.5
Q.12 Jefferson Parish Administration	Q.5
Q.13 Orleans Parish	Q.6
Q.14 Saint Tammany Parish	Q.6
Q.15 Environmental and Emergency Response Contacts	Q.6
Q.16 Railroads	Q.7
Q.17 Senior Railroad Technical Advisory Committee	Q.10
Q.18 Railroad Technical Advisory Committee, New Orleans Superintendents	Q.10
Q.19 Railroad Data Contacts	Q.10
Q.20 Consultants	Q.11
Q.21 Regional Transit Administration	Q.11
Q.22 Key Interested Citizens Citizens Advisory Council	Q.12
Q.23 New Orleans Aviation Board	Q.12
Q.24 Port of New Orleans	Q.12
Q.25 Contacts With Community Relations Experience	Q.12

Appendix A: 100-Year History of the New Orleans Terminal Railroad-Metairie/Jefferson Parish Community Conflicts

The following is an abbreviated history of the most important events affecting the Old Metairie Railroad Project. We have included additional background information on legal considerations (see page eight), tables listing the alternatives developed in prior studies, and some of the events which affect other railroad corridors/routings which have been considered as relocation alternatives.

- 1895 Jan New Orleans and Western Railroad Company incorporates to operate in the parishes of Orleans, Jefferson, and St. Bernard.
- 1901 Apr New Orleans and Western Railroad Company name changes to New Orleans Belt and Terminal Railroad.
- 1902 Dec New Orleans Belt and Terminal Company name changes to New Orleans and San Francisco Railroad Company, and railroad properties are leased to the St. Louis and San Francisco Railroad and the Southern Railway until July 1, 2002.
- 1903 Jun New Orleans and San Francisco Railroad Company name changes to its current nomenclature, the New Orleans Terminal (NOT) Company.
- 1909 May Trackage rights over the NOT for the LN, ICG, and SP are entered into on May 17, 1909. Note: The names and entities of the ICG and SP were different at that time.
- 1913 St. Louis and San Francisco Railroad defaults on its rental payment, and its interest in the NOT is transferred under forfeiture to the Southern Railway Company.
- 1942 NOT approaches the Jefferson Parish Police Jury for permission to construct additional trackage to facilitate handling of war material. Such trackage is to extend from LaBarre Road to Ridgewood Drive. This segment of track is very close to the description of Long Siding. Indications are that the "railroad people did not stick to their promise and built the track to Metairie Road."
- 1942 Dec Ordinance Number 812 (dated December 6, 1942): Jefferson Parish grants permission to NOT to cross LaBarre Road with one additional track, Shrewsbury Road with four additional tracks, and Airline Highway with one additional track. Such permission is granted

in order that the railroad might "move National Defense materials and its other freight and business expeditiously.

- 1942-45 (WWII) Major portion of 3.0 miles of the NOT in Metairie is double tracked.
- 1947 Union Passenger Terminal Agreement is executed by the City of New Orleans and the Public Belt Railroad Commission (a unit of New Orleans City Government) and eleven railroads which consolidated railroad right-of-way and provided for several grade separations. Jefferson Parish elects not to participate in the agreement which provides for grade separations at all highway crossings.
- 1953 Jul Trackage rights over the NOT for the LN, ICG, and SP terminated.
- 1953 Sep New Agreement for trackage rights over the NOT for the LN, ICG, and SP is signed which, in essence, continues the original agreement of 1909 for a period of ten years, and after such period is to remain in effect on a year-to-year basis. This operating agreement of 1953 assigns control of all trains of the participating carriers to the NOT when those trains are on NOT tracks. The ICG withdraws from the agreement insofar as operations over the NOT are concerned. The ICG elects to interchange traffic with SOU at Shrewsbury and transfer cars to the LN over the NOT on a tariff charge basis.
- 1955 Apr The Jefferson Parish Police Jury passes ordinance Number 2744, ordering the NOT to take and relocate and reroute the NOT tracks from the Old Metairie area to the mainline of the Illinois Central Railroad near Shrewsbury and thence on to tracks of the NOUPT. On May 4, 1955, the Police Jury also filed suit to halt construction of the Carrollton-Airline Highway Interchange because implementation of the construction plans by the State Department of Highways would obstruct the passage of the railroad trains under the existing New Basin Canal Bridge which is where the Police Jury proposed NOT reroute its operations. The Police Jury lost the suit because it was determined that the Police Jury was aware of the construction plans for over two years and had waited too long to file the suit, and also because Orleans Parish, the interchange construction contractor, the Pontchartrain neighborhood association weighed in heavily against delaying the construction of the interchange and because it was demonstrated that the Police Jury had

not discussed or obtained the prior agreement and approval of the railroads for rerouting the trains.

- 1958 Dec Ordinance Number 3911 of Jefferson Parish Police Jury repeals Ordinance Number 812.
- 1959 Mar Ordinance Number 3967 of Jefferson Parish Police Jury imposes fines on the NOT.
- 1961 Jefferson Parish residents approve a bond issue to provide funds to alleviate traffic problems at the Metairie Road and the Southern Railway tracks. The Louisiana Department of Highways prepares two plans. One plan calls for raising the tracks 5.3 feet and building an underpass beneath them 28 feet wide and 15 feet high. The other plan does not involve raising the tracks but calls for beginning the downgrade of Metairie Road further down the tracks.
- 1962 Feb Jefferson Parish chooses to build the underpass because it will cost \$200,000 less in land purchases and construction. According to the plan, the underpass will be three lanes wide and include a pedestrian walkway. It requires blocking off of Central Avenue at Metairie Road. The railroad plans to add a second track to the crossing and pay for the cost of foundations necessitated by the additional track.
- 1963 Jan Metairie residents reject the underpass. It is the plan to build a second track that ultimately makes the project objectionable to residents. They fear the laying of a second track will transform the railroad into a permanent neighborhood fixture. These residents are represented by a group called the Citizens Committee to Relocate The Track from Metairie. Their primary concern is the hazard presented by the railroads: they demand the removal of all tracks. Another neighborhood group, the Metairie Subdivision Improvement Association is concerned that the underpass will leave residents with only one evacuation route. According to the Association's General Chairman, Anthony Musmeci, the underpass will put the neighborhood's 37,000 residents in constant jeopardy as it will limit their ability to evacuate in case of flooding or hurricane. According to Musmeci, "This will leave us with one exit to Metairie Road and that is Foci Street, which is already a traffic problem...this area will hold water indefinitely." The neighborhood was declared a disaster area in 1947, when a hurricane sent the waters of the 17th Street Canal overflowing into the streets of Old Metairie. The Jefferson Parish Council decides to abandon the

underpass plan in the face of so much neighborhood opposition.

1966

Jefferson Parish brings suit to compel the railroad to remove the tracks which had been originally constructed as a war time measure. The U.S. District Court of Appeals for the Fifth Circuit rules that because the NOT was engaged in the movement of interstate and intrastate freight and because such tracks under contest were not spur, interchanges, team, switching, or side tracks, abandonment of such tracks could not be obtained without certificate of abandonment from the Interstate Commerce Commission. Therefore the Parish could not compel abandonment, but had to make application to the Interstate Commerce Commission for an abandonment order. Subsequently the NOT takes the necessary action to obtain a permanent injunction from the District Court to preclude the Parish from making application to ICC for such an order on the grounds that the Parish did not petition the ICG within the time allotted by the court decision. The U.S. Supreme Court refuses to review the case, upholding the Appellate Court decision.

1970-71

Numerous citations are issued to the railroads and railroad employees for violating the crossing blockage ordinance section 28-1 of the Jefferson Parish Code and were prosecuted in criminal proceedings before the First Parish Court in Jefferson Parish.

1972

In U.S. District Court for Eastern Louisiana, the NOT challenges several ordinances passed by Jefferson Parish designed to minimize delays to vehicular traffic caused by railroad crossing blockage. These ordinances limit train blockage of a grade crossing to five minutes and restrict train length to fifty cars or less.

1972

U.S. District Court upholds the five minute law, but the provision limiting train length is found to be unconstitutional and is dismissed. The railroad petitions the U.S. Supreme Court to reverse the District Court decision concerning the five minute grade crossing blockage law, but the Supreme Court declines to hear the case, thus the five minute blockage law is declared constitutional by virtue of the Districts Court's decision remaining unreversed.

1972 Jun

A task force, composed of Jefferson Parish residents and public officials, travels to Washington, DC in an effort to bring the rail problem to the attention of the State's Congressional Delegation.

- 1972 Jul Members of the Congressional Delegation, including U.S. Representative Hale Boggs and U.S. Senators Allen Ellender and Russell Long, State and Parish Officials, representatives of the Federal Railroad Administration, the Federal Highway Administration and Interstate Commerce Commission, and the Presidents of three Railroads involved make an on-site inspection.
- 1972 Sep FRA questions the financial and engineering feasibility and the impact on Orleans Parish of relocation suggestions put forward by Metairie residents. FRA suggests some near-term "in-place" improvements that could be made in a relatively short period of time at a substantially less cost. The railroad companies are agreeable to implementing some or all of the possible short-term improvements and are particularly interested in adding another track over the 17th Street Canal to improve the efficiency of their operations and to relieve highway congestion caused by trains. However, Metairie citizen groups hold to their objective of complete relocation and rejected FRA's recommendation of interim improvements, particularly the double-tracking over the Canal.
- 1973 The U.S. Court of Appeals for the Fifth Circuit also rules on Jefferson Parish's attempt to regulate safety standards on the NOT. Such action results in the decision that safety standards come within the scope of the Federal Railroad Safety Act of 1970 and such safety standards are to be set and enforced through the Department of Transportation and not Jefferson Parish.
- 1974 Jun CONSAD and Kaiser Engineering are awarded a contract to conduct an analysis of alternatives for alleviating the railroad-community conflicts in Jefferson Parish, Louisiana.
- 1975 May The CONSAD report, "Analysis of Alternatives In Alleviating Railroad-Community Conflicts In Jefferson Parish, Louisiana, Volumes I & II", analyzes a variety of alternative solutions based on costs and benefits, railroad operating and engineering impacts and environmental and quality of life impacts affecting the community. The report identified and analyzed short and long term solutions (see the table on the following page) as "relocation" or "in-place" alternatives.

Relocation Alternatives		Feasible	Rejected
1	Carrollton Curve Relocation From Metairie to Orleans Parish Line	\$37 M	
2	Carrollton Reverse Movement	\$39 M	
3	River Front Route of NOPB.	\$22 M	
4	West Bank Route-New Rail Bridge-East Side of New Orleans		\$400 m
5	North-Lake Pontchartrain-ICG Line from Hammond-Slidell		\$283 M
6	Interstate 10-Causeway Boulevard Corridor		N.A.
7	Midtown Corridor-Connect NOUPT trackage with NOPB River Tracks		N.A.
8	Railroad Traffic Rerouting		
In-Place Packages			
1	Relocate KCS-ICG Interchanges	Level I	
2	Grade Separations Metairie, LaBarre, and Carrollton Ave.	Level I	
3	Close Five Grade Crossings (Oakridge, Farham, Hollywood, Atherton, and Shrewsbury)	Level I	
4	Construct Two Pedestrian Underpasses/Overpasses	Level I	
5	Fence Railroad Right of Way	Level I	
6	Double Track the NOT	Level I	
7	Establish Centralized Train Control	Level I	
8	Grade separate Metairie Road with an overpass	Level II	
10	Relocate KCS-ICG Interchanges	Level II	
11	Establish Centralized Train Control	Level II	
12	Construct noise barriers using trees and scrubs	Level II	
13	Double Track the NOT	Level II	
14	Install Crossing gates at all eight grade crossings	Level III	
15	Relocate the KCS-ICG Interchange	Level III	
16	Establish Centralized train control	Level III	
17	Elevate Tracks at 17th Street Canal - Atherton, Grade Separate NOT	xxx	xxx
18	Depress Tracks - Through Metairie Railroad Corridor	xxx	xxx

19	Construct Solid Noise Barrier To Acoustically Isolate the NOT	xxx	xxx
20	Reschedule Trains	xxx	xxx

1975 Apr FRA Inventory and Problem Identification Study of Railroad Operations In the New Orleans Region, completed by Parson Brinkerhoff Quade and Douglas, cites the long term need for the unification of railroad operations, consolidation, and relocations to improve efficiency and safety..

1976 May Section 140 of the Federal-Aid Highway Act of 1976 amends Section 163 of the Federal-Aid Highway Act of 1973 by authorizing four additional railroad-highway crossing demonstration projects in addition to the 14 demonstration projects previously stabilized under Section 163 of the 1973 Act. One of the projects is for Metairie, Louisiana. The act states that "The Secretary of Transportation shall carry out a demonstration project in Metairie Louisiana, Jefferson Parish, Louisiana, for the relocation or grade separation of rail lines, whichever he deems most feasible, in order to eliminate certain grade level railroad highway crossings. The Metairie Project is to be funded 70/30.

1976 Jun Officials from the Federal Highway Administration, Louisiana State Highway Department, Orleans and Jefferson Parish Governments and a representative from Congressman David Treen's office meet in Baton Rouge to define which aspects of the CONSAD Study would be eligible for the Metairie Railroad Demonstration project. The project is divided into two phases:

The first phase involves the elimination of the Kansas City Southern (L&A) Railroad tracks between Williams and Central Avenue parallel to Airline Highway (US Rt. 61). The removal of the tracks will eliminate 17 grade crossings, including the grade crossings at the major arteries of Williams Boulevard, Little Farms Avenue, Hickory Avenue, Clearview Parkway, and Central Avenue. KCS traffic would be rerouted onto new trackage to be installed on the Illinois-Central Gulf right-of-way between Shrewsbury and Central Avenue. Included in Phase I of the demonstration project is the relocation of the New Orleans terminal "Long Siding"

Phase II is defined to be the complete removal of the resulting main line tracks through Old Metairie, and

possible relocation of tracks under the Carrollton Interchange in Orleans Parish.

Officials express concern that including both phases in the Environmental Impact Statement may delay the entire project. They agree Phase I could be accomplished as a separate Project. They reason that, since the first portion is independent in utility and function and must be completed before any relocation or grade separation of the main line tracks in Metairie, the two portions should be handled separately.

- 1976 Jun 30 Jefferson Parish authorities meet with Federal Railroad Administration officials. They agree that Phase I could proceed with a negative impact statement without having to wait on an environmental impact statement for the overall project which would "delay implementation of Phase II some three years. According to a Jefferson department interoffice memorandum from Principal Planner Donald R. Terranova to Planning Director, Hugh Ford.
- 1976 Jul 17 The first meeting of the Jefferson Parish Railroad Project Steering Committee is held. The Committee approves the conceptual plan for the Metairie Railroad Demonstration project, which divides the Project into two phases.
- 1976 Aug 12 The Louisiana Department of Transportation and Development's (LADOTD) Office of Highways solicits views from public agencies, organizations, and individuals. Based on the response of these solicitations, and the environmental assessment prepared by LADOTD, it is determined that the project should be declared a major action requiring a negative declaration.
- 1977 Aug 31 The negative declaration is approved by the Federal Highway Administration.
- 1977 Oct 3 An Agreement of Understanding is executed between the railroads, the Parish, and State which outline the project and the responsibilities of the involved parties. The scope of the agreement includes both phases of the demonstration project, but only Phase I is subsequently implemented.
- 1977 Nov 7 A public hearing is held at which 200 residents from Seventh Ward subdivisions (Gilmore, Belleview, Azalea Gardens, Jefferson Park, Camellia Gardens, and Orleans Parkway) object to relocating the ICG interchange tracks to their neighborhood, (area of Turnbull Avenue

and Central Avenue) expressing objections to being blocked in their neighborhood by trains and worry about the proximity of hazardous materials tank cars.

1977 Nov 16 Jefferson Parish Council creates a Railroad Relocation Review Committee composed of six members from the affected area and instructs them to present alternates to the proposed action.

1978 Feb The Railroad Relocation Committee suggests changing the limits of the project to involve extending the removal of the KCS track along Airline Highway to the eastern side of Turnbull Avenue. The extension, which has the approval of the railroads, involves the removal of an additional 2,350 feet of track. The committee also recommends moving the interchange planned for the ICG right-of-way farther east.

The recommendation to remove the tracks to Turnbull Drive is accepted, the suggestion to relocate the new interchange is not. The moving of the tracks up to Turnbull eliminates the objections of the Gilmore and Belleview Subdivision residents. One resident of the Jefferson Park subdivision, Sidney Rosenthal Jr., wants the railroads to relocate the interchange and storage tracks to the industrial area east of LaBarre Road rather than the residential area west of LaBarre.

1978 Oct-Nov The draft environmental impact statement is released for comment Public agencies and officials endorse the project, many neighborhood groups and individuals remain opposed.

1979 Mar Representatives of LADOTD, FHA, and Jefferson Parish meet to discuss comments received on the Draft EIS. FHA is asked to investigate the possibility of constructing an overpass or underpass at Central Avenue as part of the demonstration Project. FHA authorizes LODT to conduct a feasibility analysis of possible ways to mitigate railroad conflicts at Central Avenue.

1979 Jun A public meeting is held where opposition to the new interchange yard on ICG property is expressed. Following the meeting, Jefferson Parish suggests to the involved railroads a westward shift in the location of the interchange, but the railroads reject the idea on economic grounds.

1980 The Federal funding formula for the demonstration project is changed from 70/30 to 95% being paid by the federal government, and the state paying Jefferson Parish's 5% local match. The EIS is approved.

- 1980 Aug Jefferson Parish Council votes against locating Long Siding to the ICG right-of-way Between Central Avenue and Shrewsbury Road. In September, the Council reverses itself and accepts relocating the interchange on the ICG right-of-way. The Railroad Project Steering Committee Chairman, C.J. Egan Jr. says the Council's demand for another site could cost the parish \$7 million in federal matching funds.
- 1982 Mar Jefferson Parish receives \$950,000 from the U.S. Department of Transportation to have engineering plans drawn up for the Demonstration Project.
- 1982 Sep FHA sponsored study on Central Avenue grade crossing is released making a recommendation that an overpass be constructed for \$12.7 million. State officials choose not to recommend any of the suggested options. Explaining that all of the options result in a negative cost-benefit analysis.
- 1982-83 IC and KCS implement portions of the CONSAD recommendations and construct new trackage and switches, allowing them to relocate their interchange operations. As a consequence 122,000 total daily vehicular grade crossing blockage of four major north-south crossings at Clearview, Parkway, Hickory, Avenue, Williams Boulevards and at LaBarre Road was eliminated. The noise from refrigerator cars which had been parked on NOT tracks during switching operations and locomotive engine noise associated with these operations was eliminated.
- 1983 The President of the New Orleans Hilton Hotel requests a meeting with local railroads to request that they refrain from running trains over the NOPB tracks during the World's Fair for safety reasons. The railroads agree to cooperate. NS grants UP trackage rights over the NOT.
- 1984 New Orleans World's Fair is convened. UP diverts four trains per day from NOUPT River front belt route to the NOT corridor. Grade crossing blockage in Metairie is increased immediately.
- 1985 Oct At conclusion of the World Fair, UP and other railroads continue using the NOT citing operating cost savings.
- 1985 Urban Systems reported in their July 1986 project newsletter that a study of hazardous rail movements in Jefferson Parish found that in 1983, a total of 39,281 rail cars carrying hazardous materials of the 235,449 total rail cars that traveled through the area during

1983. (Note: The percentage looks fairly accurate - the total number of cars does not.)

1986 Metairie residents object to increased noise and crossing blockage, believe railroads went back on their word by not restoring traffic to the NOPB route. Citizens begin to petition Parish leaders and their legislators to do something about the problem.

1986 July Jefferson Parish Council establishes the Old Metairie Project Steering Committee for one year.

1986 Citizens attempt to enforce the five minute crossing blockage law. District Attorney hands out cards allowing citizens to identify the train number, the operating railroad, etc. An effort is made to prosecute the railroads for grade crossing blockage, although it is still difficult for residents to identify the owning railroad.

1986-88 The State of Louisiana and the FHA sponsor an Old Metairie Railroad Project study of railroad-community conflicts. The contractor, Urban Systems, inventoried existing vehicular and rail traffic operations, identified existing land use and conducted a noise analysis. They identified alternative actions and solicited public comment using a 600 person random telephone survey of residents attitudes towards various alternatives with heavier weighting given to the responses from those neighborhoods closest to the tracks, a 3,700 mailed public opinion poll that received 261 completed survey responses, two public meetings/workshops and meetings with steering committee members. Following the pattern established by CONSAD in the initial FRA study, they listed fourteen rail operating alternatives, ten vehicular traffic operations alternatives, six safety measures, and two suggestions for reducing noise. The consultants express a preference for implementing six of the alternatives, (shaded lines) which were ranked by 285 residents as follows:

	Favorable	Unfavorable	Type
Restriction of Hazardous Materials Rail Shipments	254	18	Safety
Relocation/removal of railroad tracks	253	45	RR Ops
Park Waiting Trains In Areas Outside of Study Area	242	23	RR Ops
Enforcement of Existing Rail Ordinances (crossing blockage etc.)	242	27	RR Ops
Reduce number of trains using tracks	238	31	RR Ops

	Favorable	Unfavorable	Type
Removal of Long Siding	214	31	RR Ops
Restriction of Train Movements During Peak Traffic Periods	214	58	RR Ops
Removal of second track from Metairie Road to LaBarre Road	185	57	RR O.s.
Placement of additional warning devices at crossings	164	95	Safety
Implementation of Transportation System Management Techniques	140	86	Vehicular
Elimination of all train horns	128	131	Noise
Redesign Roadway Layout for Metairie & LaBarre Roads	92	145	Vehicular
Construction of Service Streets Parallel To RR Tracks, Metairie to LaBarre	100	151	Vehicular
Reopen pedestrian/bicycle underpass located at Metairie Playground	84	140	Safety
Construction of one or more pedestrian/bicycle overpasses	71	159	Safety
Construction of an underpass at Metairie Road	71	193	Vehicular
Construction of additional pedestrian/bicycle underpasses	64	138	Safety
Construction of an overpass at Metairie Road	61	203	Vehicular
Construction of an underpass at LaBarre Road	60	173	Vehicular
Increase the speed of trains	57	202	RR O.s.
Construction of noise barriers	56	185	Noise
Do Nothing	51	205	-
Construction of an overpass at LaBarre Road	46	185	Vehicular
Close one or more crossings at Atherton, Hollywood, Cuddihy or Farnham	46	211	Vehicular
Depression of railroad tracks in Metairie NOT Railroad Corridor	40	189	RR O.s.
Fencing off of the tracks	39	198	Safety
Construction of an underpass at Carrollton Avenue	38	180	Vehicular
Construction of double tracks between Metairie Rd. and Orleans Parish Line	37	211	RR O.s.

	Favorable	Unfavorable	Type
Elevation of railroad tracks in Metairie Corridor	35	209	RR O.s.
Construction of an overpass at Carrollton Avenue	28	190	Vehicular
Railroads operate only run-through trains (Unrated by Residents)			RR O.s.
Relocate LaBarre Road switching activities (Unrated by Residents)			RR O.s.
Maintain the good condition of the tracks (Unrated by Residents)			RR O.s.

1988 The FHA authorizes additional legal research completed by Shockey and Ziober, Attorneys at Law to examine past legal actions taken to remove or restrict rail operations, and determine what future legal actions can be taken to initiate private or public action to remove or restrict rail operations and the likelihood of their success. The research also addressed the extent to which NS could be held liable for violations on NOT tracks, whether there was ever a railroad promise made to remove the second track (established during WWII), and the legal and liability issues concerning the restricting of horn noise in the NOT corridor. This study established the following: Synopsis of Principal Legal Questions & Issues

1. *Private citizens cannot legally force the removal of the railroad as the Louisiana State Supreme Court has ruled that the ordinary operations of railroads do not constitute a nuisance.*
2. *With the State of Louisiana authorized legislation and approval, Jefferson Parish could legally remove the railroads through the process of expropriation, but the railroads would be entitled to just compensation for the loss. Jefferson Parish would have to pay a substantial price for the expropriation.*

Note: It is the opinion of the CONSAD/RailLease study team that in addition to receiving a fair market value for their Metairie property, NS would be entitled to receive capital funds sufficient to construct an alternative railroad corridor, the exact amount being the difference between the total cost for its construction and the fair market value for the Metairie property less the net salvage value received for the rail, ties, ballast, rail hardware, and grade crossing protection, and signal equipment. Should the alternative corridor increase railroad operating costs and reduce gross profits, railroads would also be entitled to receive compensation for these lost profits as well.

3. *The five minute crossing blocking ordinance, Section 28-1 of the Jefferson Parish Code is legal and enforceable and the railroad can be fined for crossing blockages exceeding five minutes, where such blockage results from a train that is stopped. The railroads must also allow three minutes between blockages. Section 28-2 limiting trains to 50 cars or less is not legal and*

is not enforceable. Section 28-5 and 28-6, which sought to prevent the parking of hazardous materials cars within 300 feet of a residence and prevent railroad motors (other than locomotives) i.e. refrigerator cars, from running their motors between 8:00 PM and 7:00 AM, were ambiguously worded and thus constructed would, in the opinion of Shockey and Ziober, not survive a legal challenge by the railroads. The attorneys suggested that Jefferson Parish rewrite these ordinances in clear unambiguous language if they intend to make these prohibitions legally binding.

4. This legal research also established that the prohibition of horn sounding could only be established by state ordinance and that the Union Passenger Terminal Agreement which prevents freight trains from using NOUPT tracks, thereby preventing the alternate routing of trains through the Carrollton curve, could only be revised prior to 1998 with the consent of the current NOUPT bond holders, the City of New Orleans, and the railroads that are party to the agreement. After 1998 all NOUPT bonds will have been retired thus removing this legal impediment to revising the NOUPT agreement. Note: The City of New Orleans and the railroads that are party to the original agreement are currently negotiating a new NOUPT agreement.
 5. There is no written record or legal evidence supporting the contention that the railroads agreed, promised, or intended to remove the second track after WWII.
 6. Norfolk Southern cannot be held liable for crossing blockages caused by other railroad trains i.e., SP, UP, CSX, ICG, and KCS.
 7. The Parish and the State of Louisiana could petition the U.S. Secretary of the Department of Transportation and indicate that they intend to pass legislation that restricts the movement of hazardous materials through Metairie. Such legislation would have to show that it affords an equal or greater level of protection to the public than is now offered by current Federal laws, rules, and regulations and that the implementation of such legislation would not unreasonably burden interstate commerce.
 8. Jefferson Parish and/or the State of Louisiana can force the railroads to reduce the number of trains running over NOT tracks and/or restrict the number of movements during peak vehicular traffic periods provided it can show that such restrictions protect the health welfare and safety of its citizens and do not constitute an unreasonable burden on interstate commerce.
- 1988 Long Siding is removed.
- 1989 Jefferson Parish Council passes resolution requesting parish legislative delegation to support legislation banning the sounding of train horns in the Old Metairie railroad corridor and eliminating railroad liability for damages once signalized grade crossings are established.
- 1989 IC abandons the line from Hammond to Slidell. St. Tammany Parish converts the roadbed to a bike trail using Federal Railroad ISTEA funds.

- 1990 Jan 12 The Secretary of LADOTD requests federal grant of \$251,000 to fund at-grade barrier arm protection from Lt. Gov Paul Hardy, Chairman of the Interim Emergency Board. Total cost for the signalization project is \$600,000.
- 1990 Feb 13 Interim Emergency Board approves appropriation No. 8 to supplement the cost of installing signalized grade crossings in the amount of \$96,332
- 1990 Feb 19 LADOTD requests FHA funds to install grade crossing protection at seven Metairie grade crossings; Carrollton Avenue, Metairie Road, West Oakridge Avenue/Cuddihy Drive, Farnham Place, Hollywood Drive, Atherton Drive, and LaBarre Road. Request asks for \$251,000, the remaining balance of funds in the FHA Demonstration Grant Project.
- 1990 Apr 11 The Louisiana Legislature passes Senator Hainkel's Bill Act 983 Senate Bill 87 which prohibits audible railroad warnings in Metairie and eliminates railroad liability for damages for failure to sound a warning, except in the case of an emergency.
- 1990 May 18 FHA allows Louisiana to use the \$251,000 balance of funds for grade crossing protection.
- 1990 Jun 1 FHA advises LADOTD that they cannot utilize "non-obtrusive" lights at the Metairie grade crossings, but that the flashing signals must meet national standards for traffic control devices, and that audible warning devices (bells) may not be necessary provided the Parish can reach agreement in writing with the railroads regarding legal liability.
- 1990 Jul 3 LADOTD initiates authority for construction of signalization of Metairie grade crossings -Federal Aid Project RFP -5001(065).
- 1990 Aug 1 Jefferson Parish Council authorizes \$285,000 for grade crossing protection bringing total construction funds available to \$632,332. Funds were provided as follows:
- | | |
|-----------------------------|-----------|
| Jefferson Parish: | \$285,000 |
| FHA: | \$251,000 |
| LA Interim Emergency Board: | \$96,332 |
- 1990 Oct Railroad advises Jefferson Parish that construction of new grade crossing protection will take fourteen weeks to complete. Due to delays encountered in obtaining parts construction is delayed.

- 1992 Mar Railroad (NOT) completes installation of new grade crossing protection (gates) equipment at seven Metairie grade crossings. Railroads begin to refrain from sounding horns at Metairie grade crossings.
- 1993 Residents of Shrewsbury complain about Shrewsbury grade crossing not being equipped with crossings gates as were other Metairie grade crossings. They allege racial discrimination, and threaten to sue Jefferson Parish.
- 1993 Regional Planning Commission - DMJM report indicates ICG-KCS corridor suitable for Light Rail Transit from the CBD to the airport. Corridor width allows the widening of Airline Highway. LRT airport shuttle would cross over NOT tracks on a flyover. However LRT's corridor alignment under Carrollton Curve, DOG UP-4, may conflict and prevent the use of the Carrollton Curve Interchange as a relocation alternative. Barring other solutions it would require an at-grade crossing with the LET.
- 1993 Congressman Livingston writes National Transportation Safety Board requesting an analysis of the safety of rail operations in the Metairie Railroad Corridor. NTSB passes request on to the Federal Railroad Administration. FRA administrator Jolene Molitoris responds to request and authorizes the regional field office of FRA to conduct a complete safety evaluation of the Metairie railroad corridor and all railroad operations incident thereto. The FRA safety study is completed by regional safety office personnel in early 1994 and finds the NOT in good condition and the railroads operating in a manner consistent with all safety regulations and safe operating practices. In a meeting with Congressman Livingston and his staff the results are reported to Congressman Livingston. Congressman Livingston asks for a formal written response to the safety question so that he might respond to his constituents.
- 1994 Swift Railroad Development Act passed by Congress. The Act requires railroads to sound their horns at all grade crossings. It overturns the 1990 Louisiana law which prohibited the railroads from sounding their horns at Metairie crossings. FRA is empowered to grant exceptions to the new law where it can be demonstrated to them that there is equivalent grade crossing protection. This has been defined to mean four quadrant gate protection and a median barrier to prevent gate run-around.

- 1994 In the fiscal year 1995 Federal Budget, Congressman Livingston includes funds for FRA analysis of potential solutions to the railroad-community conflicts and the potential for rail induced hazardous materials accidents.
- 1995 Feb LADOTD releases a Statewide Intermodal Freight Plan focusing on intermodal linkages and identifying the need for increased funding of railroad/highway grade crossing programs, the need to resolve institutional and operational impediments to railroad cooperation, and the need to revamp the East Bridge Junction east west gateway access which the Plan described as the "principal bottleneck in Louisiana's railroad network". All of the trains transiting the Metairie railroad corridor must obtain clearance from the Illinois Central's East Bridge Junction Control Tower to move onto, through, and cross over the IC tracks. Since bottlenecks at East Bridge Junction create crossings blockages in Metairie, operating solutions must address and solve East Bridge Junction crossing delays.
- 1995 Mar FRA conducts a competitive procurement and after negotiation and review by FRA's technical review board in June, awards a contract to the RailLease Inc./CONSAD Research Corporation contractor team to complete the study.
- 1995 Jul State releases preliminary Intermodal Plan. UP announces plans to acquire the SP, which has the potential for consolidating UP-SP operations in Avondale.
- 1995 Sep On Friday September 29th, a NS train traveling from Livonia to Birmingham, derails a covered hopper car carrying plastic pellets at Metairie Road on the Carrollton curve of the NS's Back Belt around 9:45 AM. Metairie Road was blocked by the accident, which produced no fatalities or injuries, until 11:00 AM. Police rerouted traffic via Carrollton Avenue. The car remained upright and damages to track and equipment were less than FRA's reporting threshold. NS officials explain that a combination of and track factors (cross level) and equipment (car rocking) caused a wheel to lift off the track derailing the car.
- 1995 Oct UP announces it's intention to sell its New Orleans to Houston trackage to BN/ATSF and convey over 4,100 miles of trackage rights to ATSF to provide a second railroad to captive customers thereby blunting opposition of some Gulf Coast BN/ATSF traffic volumes

could eventually add four more trains per day to the Back Belt's traffic volumes.

1996 Jan

Representatives from Congressman Livingston's office, Federal Railroad officials, Parish representatives, and interested citizens inspect Metairie grade crossings and meet to discuss the implications of the Swift Railroad Act's overturning the State's horn sounding ban. Various options that Jefferson parish can take to preserve the Ban, including grand fathering, are discussed.

Appendix B: Train Horn Sounding Ban Analysis and Alternatives

B.1 Criteria for Imposing Horn Sounding Bans

The Swift Act provisions empower the Secretary of DOT and the FRA Administrator to grant exceptions to this law and thus maintain a local horn sounding ban where an equivalent level of safety can be demonstrated. Currently, FRA has defined five preliminary criteria for imposing or maintaining horn sounding bans. These criteria are largely based on FRA's experience in working with Southern Florida communities, the FEC, and the Florida legislature and representatives on the horn sounding ban. These criteria, presented below, can be considered as a starting point with final regulations to be promulgated next year:

1. **Eliminate the grade crossing** by closing it or by constructing a grade separation, either an underpass or overpass. Candidates for an underpass would be Carrollton Avenue, Metairie Road, and LaBarre Road. Given the low volume of traffic at Shrewsbury, this crossing could be closed. Grade separations have been proposed in prior studies for Metairie Road, Carrollton Avenue, and LaBarre Road and have consistently been rejected by the community. See Section 5.1.3 for a more detailed discussion of the issues.
2. **Close crossings at night** with vandal proof barricades and signs designating alternate routes. Jefferson Parish would bear the expense of daily opening and closing the crossing barricades. Crossings would have to be part of a quiet zone.

Three or possibly four of the eight Metairie grade crossings could be considered good candidates for nighttime (10:00 PM to 6:00 AM) closure. These are: West Oakridge (with 28 vehicles crossing in the 10:00 PM to 6:00 AM time frame), Farnham (with 33 vehicles), Atherton (with 53 vehicles), and possibly Hollywood (with 113 vehicles). The other four crossings, Carrollton (with 166 vehicles), Shrewsbury (with 58 vehicles), LaBarre (with 201 vehicles), and Metairie (with 920 vehicles), would remain open. The nighttime closure/barricading of these low volume crossings would force fire, ambulance, and other emergency vehicles to access Metairie neighborhoods via the open grade crossings or from more distant fire houses and hospitals. In the worst case, this would add from two to four additional minutes to emergency response times.

3. **Install a four quadrant gate system** with 200 foot non-mountable curb median separators and at low volume streets, median curbs with vertical delineators (rubber pipes and low curbing), and include energy dissipators and striping designed to prevent motorists from driving around the gates and thus defeating the protection system. A four quadrant gate system would also require (per FRA's preliminary regulations) that any "minor" intersection located within 200 feet of the grade crossing be closed to crossing traffic. FRA defines a "minor" intersection as any intersection where traffic volumes do not justify the use of separate turn lanes. Based on this definition, intersections at: (1) Frisco Avenue and Carrollton, (2) Parkard and Cuddihy, (3) Parkard and Bella,

(4) Fairmont and Hollywood, (5) Varden and Atherton, (6) Loumar and Atherton (and possibly Oleander), (7) Manly and LaBarre, and (8) Lausat at Shrewsbury would have to be closed. Only the intersection of Metairie Road and Frisco Avenue, which does have a third turning lane on Metairie Road, would be classified as a major intersection and thus could remain open. The closure of these intersections and the associated grade crossings at Carrollton, Cheetah, Farnham, Hollywood, Atherton, LaBarre, and Shrewsbury would force traffic onto Metairie Road, Airline Highway and other arterial streets and would increase trip travel times for Metairie residents using these grade crossings.

Note: FRA originally believed that crossings equipped with four quadrant gate protection alone (no median barriers) would suffice to provide this safety equivalency. However, Norfolk Southern has shown FRA videotapes of motorists driving around the gates at a crossing located in Charlotte, North Carolina that is equipped with four quadrant gate protection. The motorists were able to defeat the crossing protection system because the rear or back gate had a four to six second delay before lowering to prevent drivers that have already entered the crossings from being trapped. Therefore, FRA's final regulations may state that the installation of four quadrant gate protection alone will not suffice to establish this "equivalent level of safety" and that, as a consequence, all crossings would have to have some type of median barrier or additional safety protection installed.

4. **Install median barriers at gated crossings** which is similar to the four quadrant gate criteria with the exception that the lower cost curb barriers could not be used at high volume crossings. Median barriers would have to be constructed to meet AASHTO highway design standards. The thickness of the barrier at the base and the striping width would reduce the total highway road width by three feet. As the road widths of

all of the Metairie grade crossings just barely meet the state highway design standards, the installation of a standard barrier at each grade crossing would necessitate the widening of each roadway by at least three feet, thus increasing construction costs.

5. **Implement one way pairing of adjacent streets.** This alternative for maintaining the horn sounding ban would involve converting two way streets to one-lane streets and modifying or relocating the gates to block the approaching lanes of traffic. This alternative could conceivably be used at the Farnham and Cuddihy/West Oakridge grade crossings (as one pair) and at the Hollywood and Atherton grade crossings (as another pair), as both street pairs meet FRA's criteria that "streets to be made into one-way pairs should ideally be no more than one city block (300 to 500 feet) apart in Central Business Districts, nor more than one-quarter mile apart in suburban areas". Two options are given for blocking the opposing lanes: (a) extend the gates across both lanes (gate lengths are limited to 40 feet) and construct a 200 foot non-mountable curb along the left side of the approach lanes; or (b) relocate the gates from the far side of the crossing to the left side of the approach lane. Both options would involve less capital construction expense than either alternative 3 or 4 (above), both of which require the construction of median barriers and the closure of intersections within 200 feet of the grade crossing. Assuming the community desires to maintain existing grade crossings and

still maintain the horn sounding ban, this one-way pairing of streets offers the possibility of reducing regulatory compliance costs at four of the grade crossings. Jefferson Parish should poll the residents living on these streets to see if they would favor this option for preserving the horn sounding ban.

Other actions, described in Section B.2, below, such as improving law enforcement by photo recording violators driving around gates and imposing stiffer fines for violations, could also be considered. Doug Roberts, the Jefferson Parish traffic engineer, has also suggested the possibility of installing traffic signals at each grade crossing and using the traffic signals to supplement the crossing warning devices (flashing lights and gates).

There are a variety of ways to protect grade crossings so that the horn sounding ban can continue (see Appendix Figures B.1 through B.5.). In this study, costs were estimated for the construction of concrete median barriers on each side of the seven Metairie grade crossings to prevent the horn sounding and maintain the relative quiet the community has enjoyed since 1992 (see Section B.2, below). Other lower cost options would include the installation of steel guard rail median barriers mounted on breakaway wooden posts with a crash cushion attenuating terminal (CCAT) or the construction of a raised tear drop curb that makes it necessary for the driver to drive over the raised tear drop curve.

The North Carolina Department of Transportation (DOT) has tested the application and use of low cost (at \$9,000 each) medians

Figure B.1

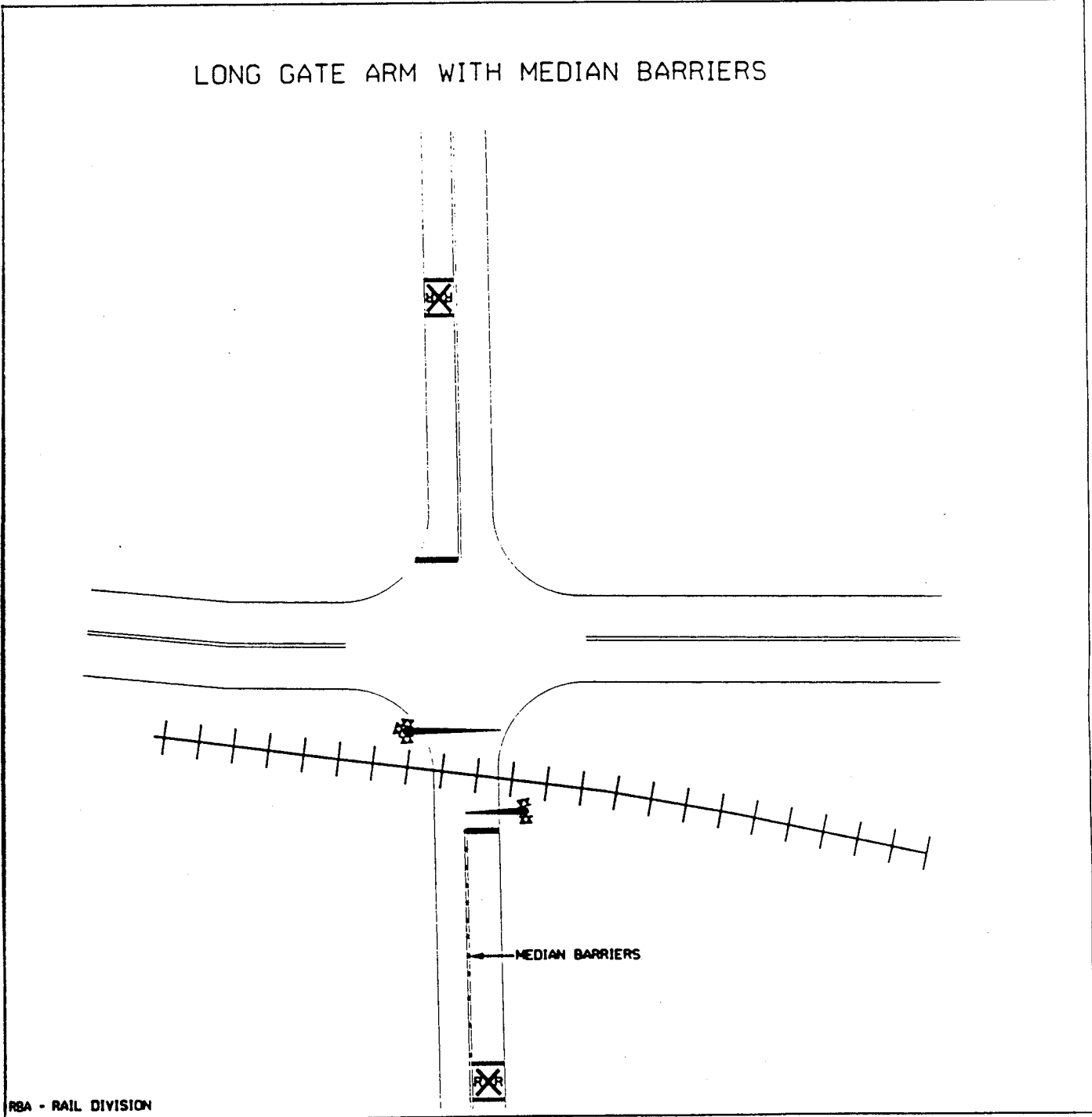


Figure B.2

FOUR QUADRANT GATES

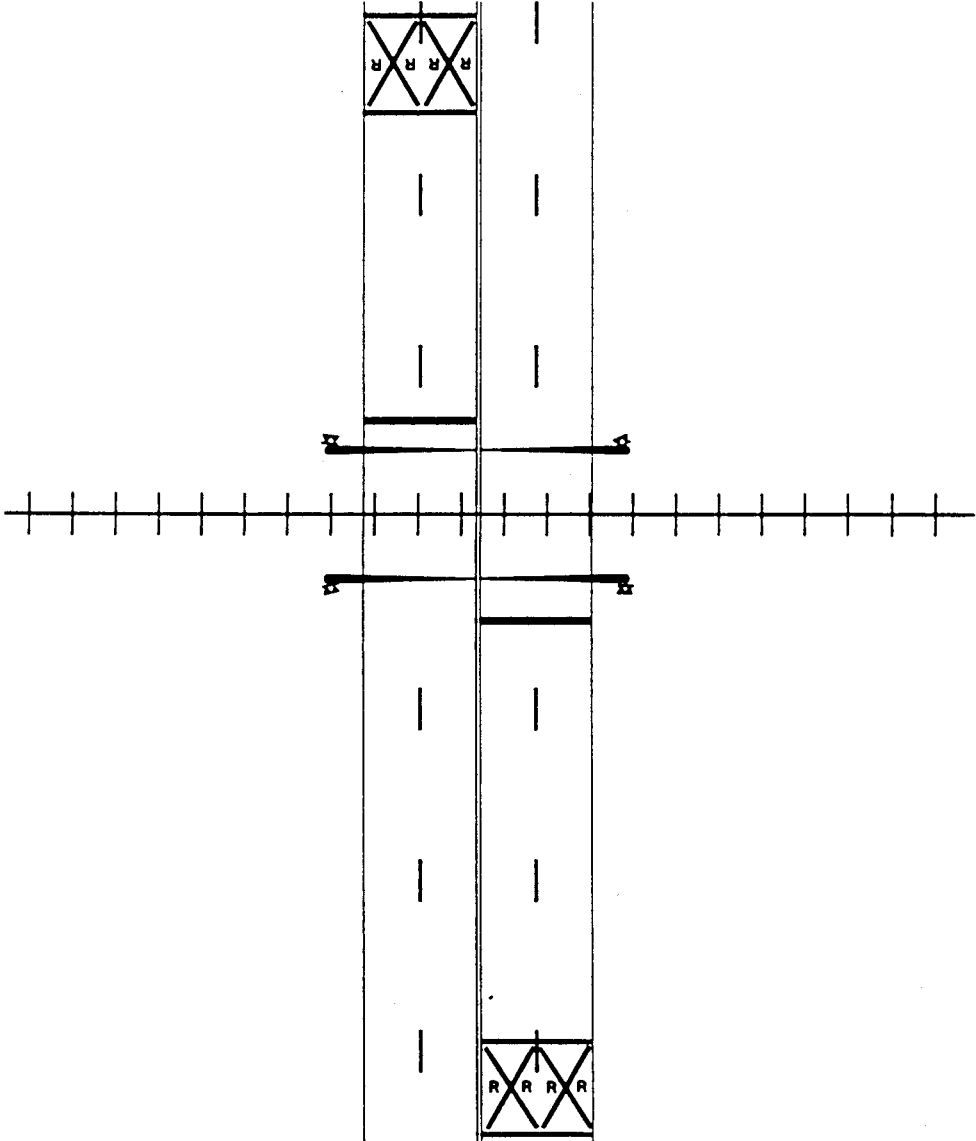


Figure B.3

FOUR QUADRANT GATES WITH MEDIAN BARRIERS

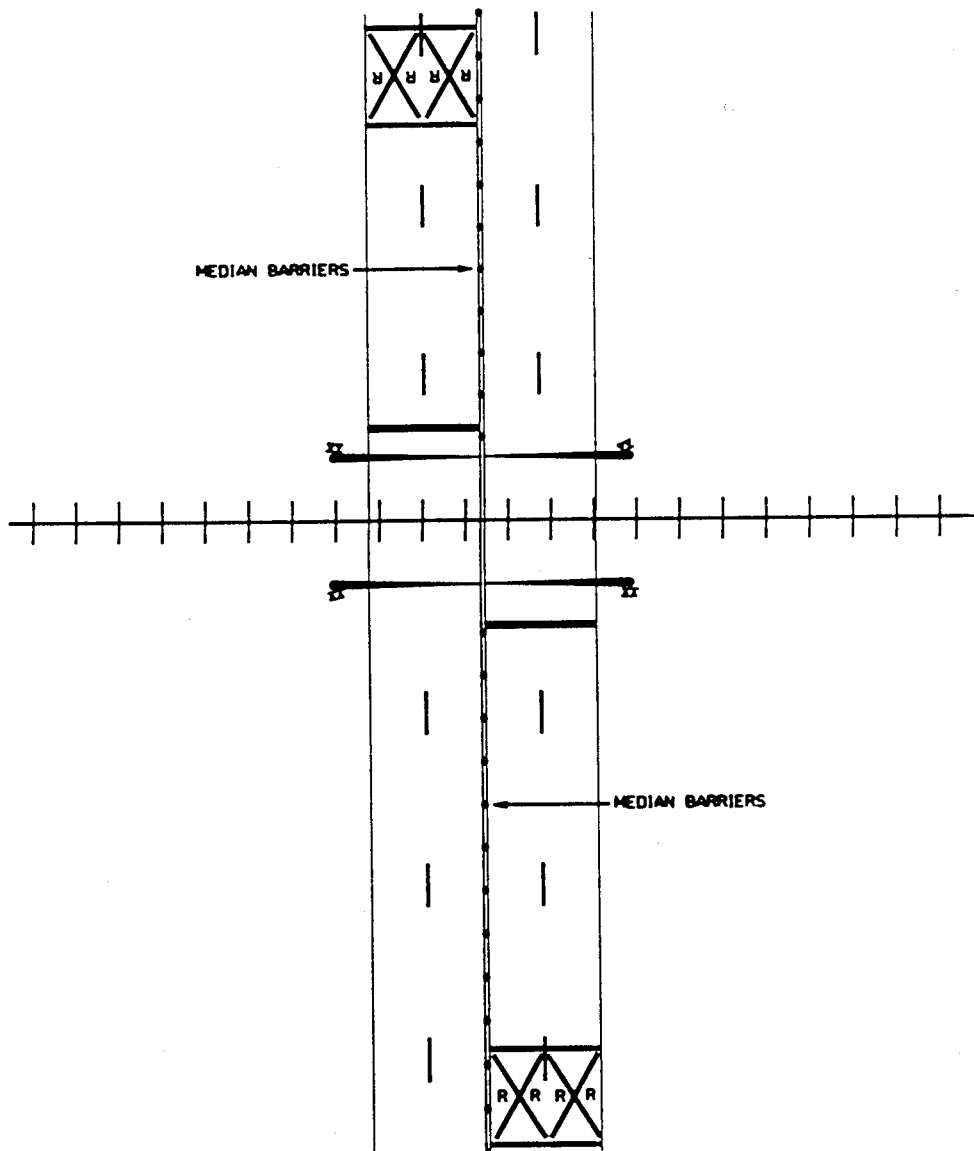


Figure B.4

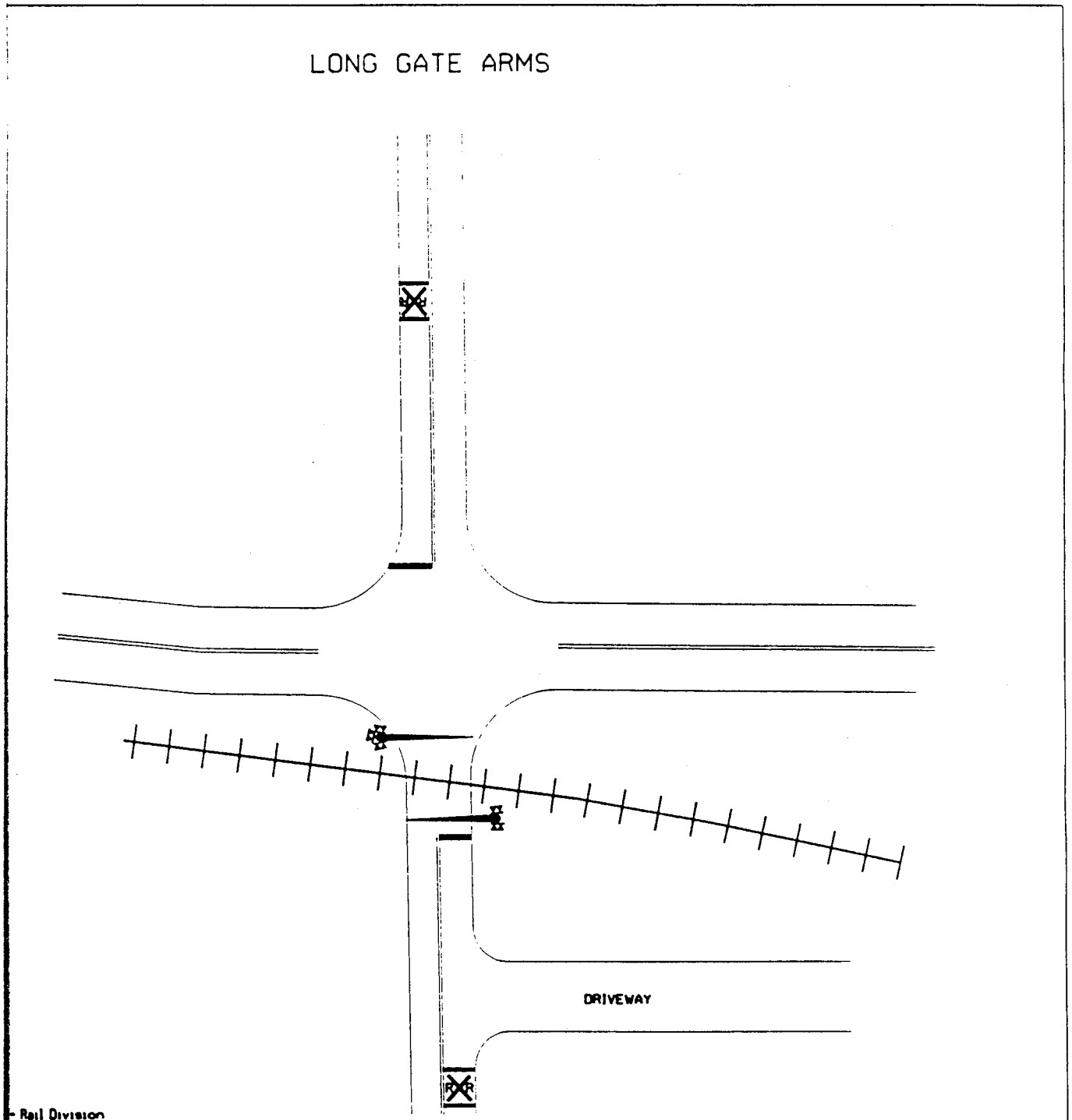
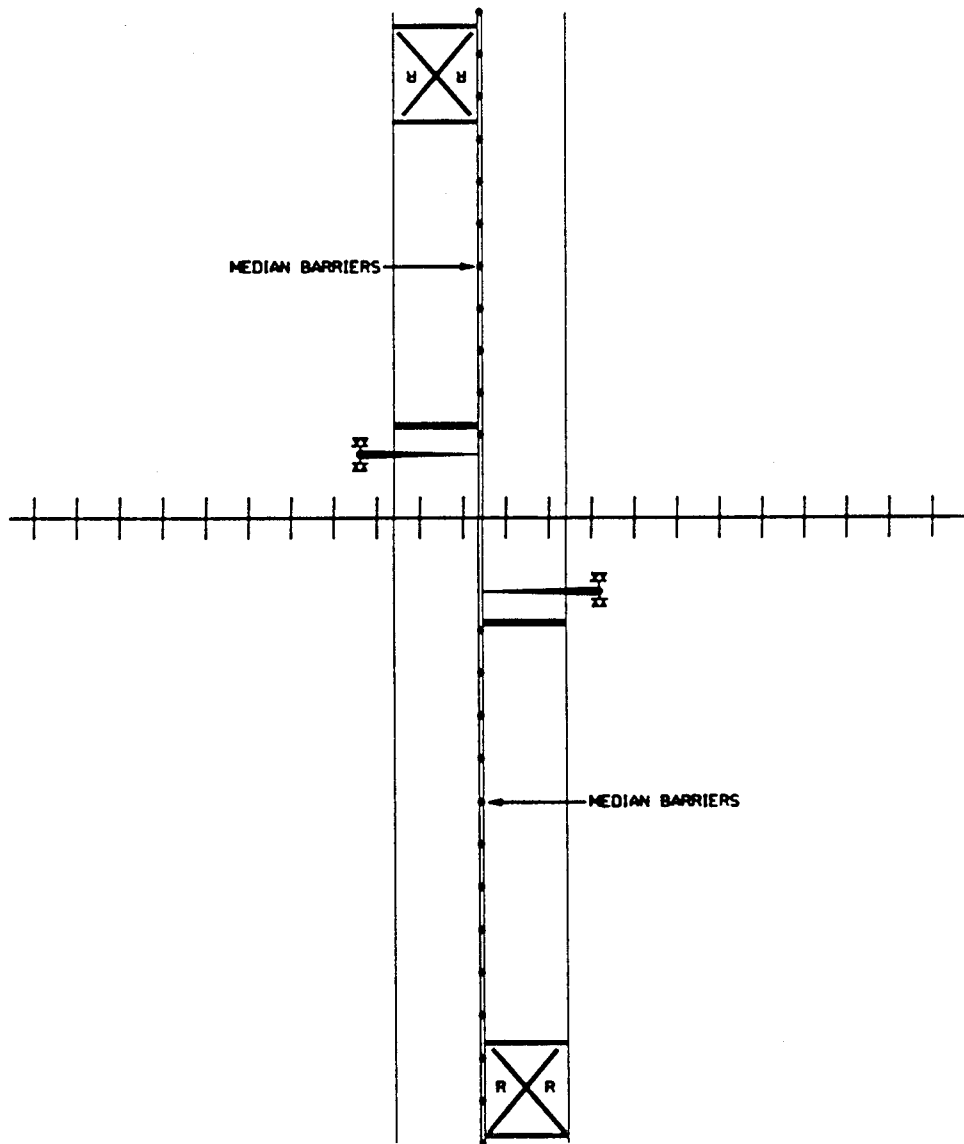


Figure B.5

MEDIAN BARRIERS

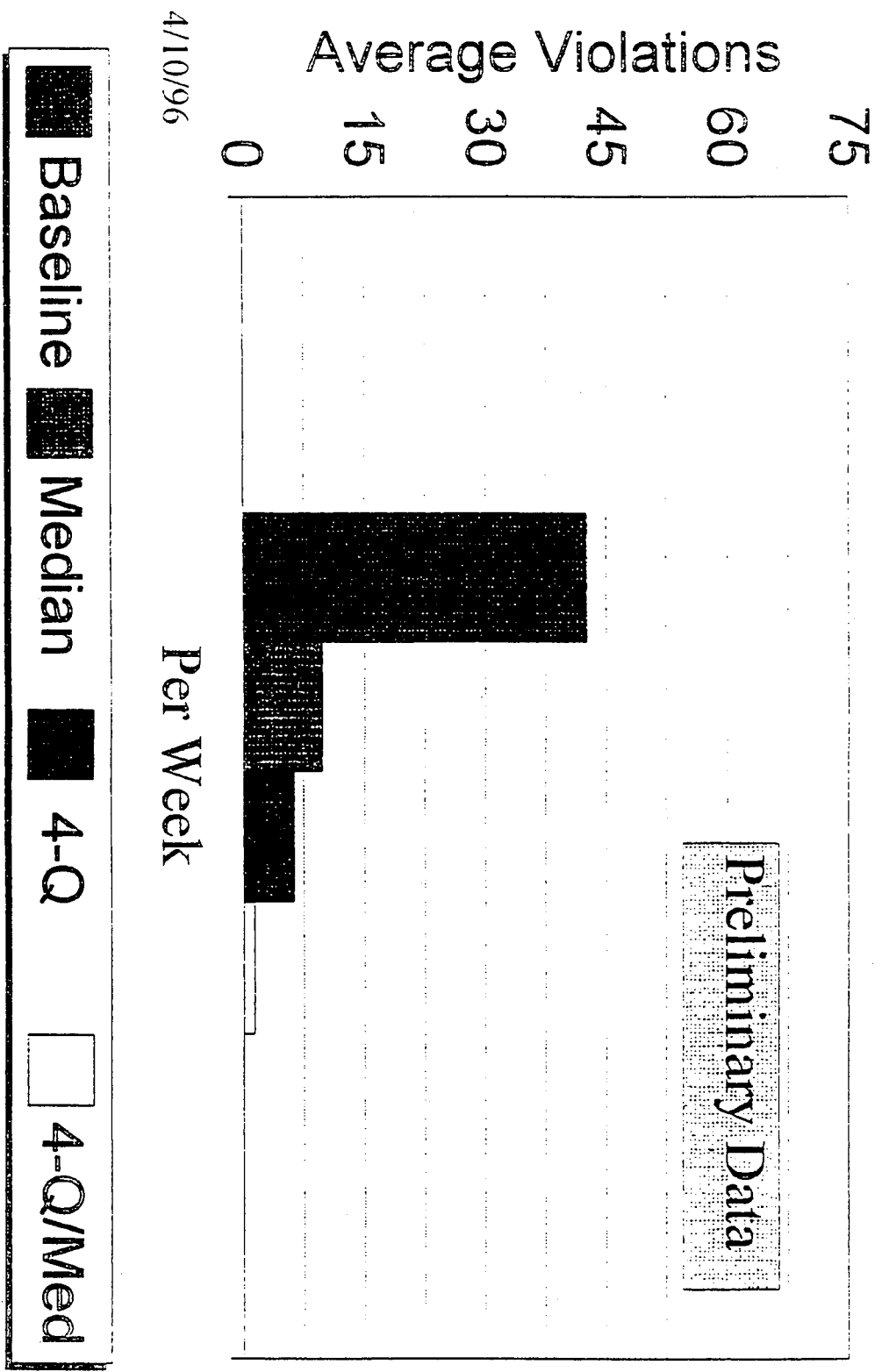


and are testing the application of long gate arms that cover at least 75 percent of the roadway and physically prevent vehicles from driving around them. These devices have been found to be successful (see Appendix Figure B.6) and they could be used at Metairie Road, Carrollton, and LaBarre Road. The North Carolina program has concluded the following: (1) that breakaway gate arms should be used; (2) that all gates should be down ten seconds before train arrival to give motorists the opportunity to exit the crossing after the entrance gates have been activated; (3) that a maximum/minimum gate tip to gate tip length should be maintained to allow the trapped vehicles to barely squeeze out of the crossing area; (4) that placing the gates 16 feet from the track center allows many vehicles to clear the track if they become trapped; and (5) that a minimum gate height should be maintained to allow vehicles to slide their hood up under the gate to clear their rear end off the track.¹

The North Carolina research program found that very few motorists became trapped using the four quadrant gates and in all cases were able to move off the tracks. They found that most of these drive around violations were committed by "aggressive drivers" who make up a small portion of the motoring public and who exhibit the ability to take care of themselves and stay out of harm's way. Based on these findings the North Carolina DOT believes that no vehicle detectors are needed.

¹ Sealed Corridor, A Joint Effort of the North Carolina Department of Transportation and Norfolk Southern Corporation, page 9.

Highway-Rail Grade Crossing Study (Phase I - Weekly Averages)



Baseline Median 4-Q 4-Q/Med

The North Carolina median barriers consist of a 6 inch high, 14 inch wide mountable concrete island, painted yellow. Thirty-six (36) inch high yellow tubular or paddle delineators with white reflectorized collars or tape are mounted to the concrete barrier. The delineators are made of a flexible material, to accommodate being struck by wide loads, such as mobile homes. They are also experimenting with signs and pavement markings.

They have also established a Crossing Law Enforcement and Research of Violations Program (CLEAR) to reduce the number of traffic law and warning device violations at highway-railroad crossings. This program uses video cameras to record violations and the drivers and license plates. Individual commitments of cooperation from local law enforcement and county judicial officials have been received regarding the prosecution of violators. The camera system is estimated to cost \$100,000.

In another research project in Southern California that is also focusing on the best way to prevent motorists from driving around lowered entrance gates, they are using buried induction loops, relatively inexpensive to install, to detect the presence of a trapped vehicle. These devices can also be used to activate the raising of the exit gate to allow the entrapped vehicle to clear the crossing.

Again, whatever design Jefferson Parish selects would have to be approved by FRA to allow Metairie to preserve the horn sounding ban.

B.2 Median Barrier Construction Expense

There are a variety of design approaches that can be followed in constructing a median barrier whose purpose is to prevent motorists from driving around lowered gates. Although Doug Roberts, the Jefferson Parish traffic engineer, believes that a heavy concrete median barrier would be unworkable at these narrow grade crossings, the costs for constructing the heavy, wide traditional concrete barriers are estimated here in order to provide a baseline for planning a better, less costly system.

If median barriers are constructed following the state's design standards, they would reduce the width of the roadway. Therefore, in order for the roadways to continue meeting the state minimum design standards they would have to be widened at each grade crossing by at least three feet to provide room for the barriers and still maintain a minimum width. Road shoulders would have to be built up, and the top layer of the existing road surface will need to be milled/removed to allow for a new asphalt surface layer. The grade crossing gate/signal masts would also have to be repositioned to the new road edge. To minimize traffic delays during construction and installation, especially on Metairie Road, LaBarre Road, and Carrollton Avenue, the use of precast reinforced concrete barriers was assumed. As there is a gradient at each crossing as the road approaches the elevated roadbed, the leveling and positioning of precast barriers would be difficult. In such a case, the barriers would have to be specially pre-formed and poured, thus increasing costs. Each crossing would need to be field

surveyed to measure the gradients and determine whether or not the precast barriers can be employed. If the barriers are constructed using conventional forms and concrete pouring, construction costs will escalate from what is estimated here. The time required for installation would also increase the costs for traffic delays, blocking, and/or diversion.

We assumed each median barrier would be approximately 140 feet long including one 18 foot long energy attenuator positioned on the barrier end. The barrier walls are two feet wide and 44 inches deep. The average cost for barrier installation at each grade crossing would be \$49,373 and erecting barriers at all seven grade crossings would cost an estimated \$335,419 (see Appendix Table B.1).

As can be seen a traditional non-mountable concrete barrier would be costly to install. For that reason, the Parish might consider the lower cost, mountable barriers used in North Carolina (see Appendix Figure B.7) and also by the New Jersey Highway Department to minimize barrier construction expense, assuming FRA would approve their use and application. This could reduce construction expense by more than \$200,000, assuming the design was also acceptable to the Louisiana Highway Department.

Alternatively, standard highway guard rails could be used for a median barrier with the CCAT system used for energy attenuation. For reference purposes, included at the end of this appendix are some descriptions of several energy attenuation systems which are currently available that could be considered for installation on the ends of a very narrow median barrier. Included is information

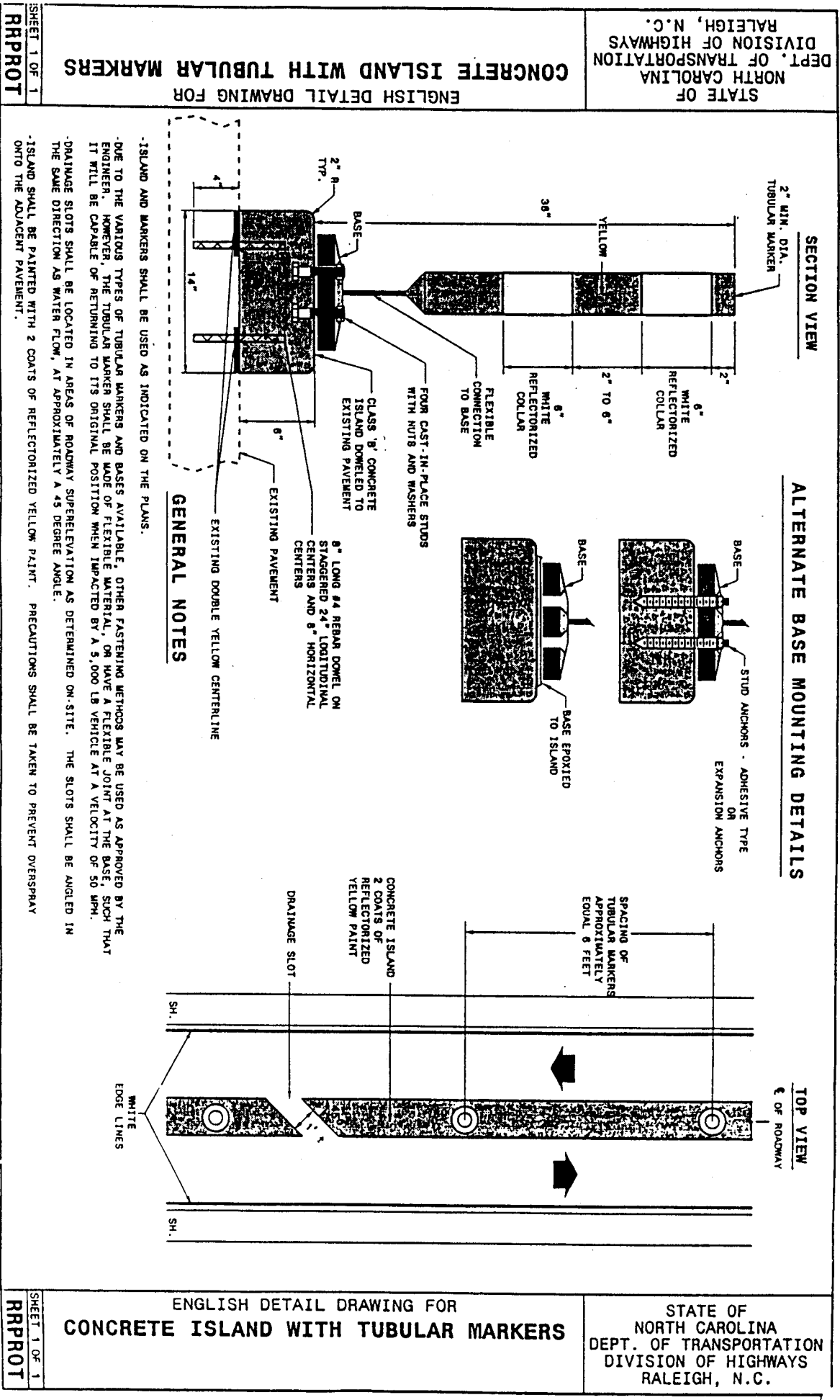
Appendix Table B.1: Estimated Non-Mountable Median Barrier Construction Cost Using Standard AASHTO Barriers

Median Barrier Construction/Installation	Factor	Price/Crossing	\$ Cost
Install Drainage Tiles/Pipes	3 Crossings	\$350	1,050
Embankment Construction - Three Foot Extension	\$3/ft.	\$485	3,395
Widen By Three Feet and Pave Roadway Sides with Asphalt	\$11/ft.	\$3,850	26,950
Relocate Signal Masts to New Concrete Pad, move wiring - two masts - crossing	\$1,500/mast	\$3,000	21,000
Install Precast Reinforced Concrete Barrier Panels - cut four foot trench, dowel connect panels into existing roadway 122 feet.	\$60/ft.	\$14,640	117,600
Install Precast Concrete Rail Guard Panels between the rails at heavily traveled crossings (Metairie, Carrollton, and LaBarre - two tracks)	\$240/track ft.-36'	\$8,600/track	34,400
Install Wood Tie Rail Guard Crossing Surface at 4 crossings: Atherton, Hollywood, Farnham, & West Oakridge - two tracks	\$40/Track ft.-36'	\$1,728/track	13,824
Install Pavement Markers	\$4/ft.	\$400	2,800
Striping - Four Lines per Road	\$2/ft.	\$320	2,400
Energy Attenuators; Crash Cushions; Barrier End Terminals; ADIEM System	\$8,000	\$16,000	112,000
	TOTAL	49,373	335,419

on the React 350, Reusable Energy Absorbing Crash Terminal, which was considered too wide for application to a narrow median barrier.

The new barriers will prevent local traffic moving on streets which run parallel and immediately adjacent to the railroad tracks (i.e., Loumar Avenue, Fairmont Drive, Frisco) from turning left to cross the railroad tracks. The length of the barriers will partially restrict shoppers at the strip shopping centers on Metairie Road that are situated just to the northwest and southeast

Figure B.7



B.17

of the railroad tracks from directly crossing Metairie Road. In other words, driving from one center to another center becomes a little more difficult. It is anticipated that these local merchants would protest the installation of such barriers and might prefer to have the horns sounded at Metairie Road and Carrollton Avenue rather than have access to their businesses impeded. Thus, the median barrier installation has the potential for pitting the interests of home owners and residents against their local merchants.

While the construction and installation of these barriers will inconvenience the driving patterns of residents, they will prevent and possibly save the lives of those motorists who are endangering their lives by driving around the gates. During the crossing traffic count surveys at least one motorist was observed recklessly driving around the lowered gates at LaBarre Road. Since the installation of the new gates, there have been five accidents recorded in the FRA data base since 1992 (three at LaBarre Road, one at Metairie Road, and one at West Oakridge) where motorists, in violation of highway laws, illegally drove around the gates and were hit by trains.

Without this expenditure of funds Metairie residents could be reawakened by horn sounding, sometime in 1997. Some people may argue that Metairie/Jefferson Parish residents should not have to bear the cost burdens of installing median barriers to protect the lives of those people that deliberately break the law by driving around the lowered gates. Nevertheless, to keep the railroads from sounding their horns at each grade crossing, Congress and DOT/FRA

are requiring real improvements in safety effectiveness as a condition for maintaining a horn sounding ban.

By implementing a combination of criteria outlined in Section B.1, above, Jefferson Parish can minimize the costs of preserving the ban; for example, by:

- Eliminating and closing the Shrewsbury grade crossing,
- Converting Farnham and Cheetah/West Oakridge, and Atherton and Hollywood, to one way paired streets and reposition one signal/gate mast at each of these crossings. The prior acceptance and approval of local home owners and residents should be obtained/ polled on this issue. In discussing this question with Mr. Emmett Fremeaux, who lives on Cheetah, three doors from the grade crossing, and is a long time Metairie resident historically active in the community's efforts to reduce the impacts of rail operations, he expressed the opinion that most residents would opt for converting their streets from two way traffic movement to one way traffic movement as a less costly way of preserving the horn sounding ban. Again this is just one resident's opinion.
- Installing the less expensive New Jersey style non-mountable curb median barriers at Carrollton and LaBarre. Both of these grade crossings are dangerous and accidents records and on-sight observations by the study team confirm that motorists are driving around the gates. The barriers would discourage this. As an alternative, traffic signals and long gate arms can be installed.
- Installing four quadrant gates and/or modifying the existing gates with long arms. The time delay for lowering the second gate or exit gate should be based on the findings of the latest R&D test program results in California and North Carolina. The delay in lowering the second gate prevents the entrapment of cars/motorists who have already proceeded past the first gate and have entered the grade crossing area. A video camera recording system to record violations at Metairie Road would also be needed, and the fines for drive-around violators would have to be raised. Additional warning signs would need to be posted as well, indicating that all vehicles violating the law are being recorded and drivers will be prosecuted and fined to the fullest extent of the law. This solution avoids the traffic problems that the installation of a median barrier would create and would undoubtedly gain the approval of local merchants. The newer style activation systems being tested in California and North Carolina can be considered for this installation. The video record would provide immediate confirmation of the effectiveness or non-

effectiveness of this approach. If the four quadrant gates, photo recording, and stiffer fines for violators failed to prevent drive-around, then the more stringent option of installing a median barrier could be utilized.

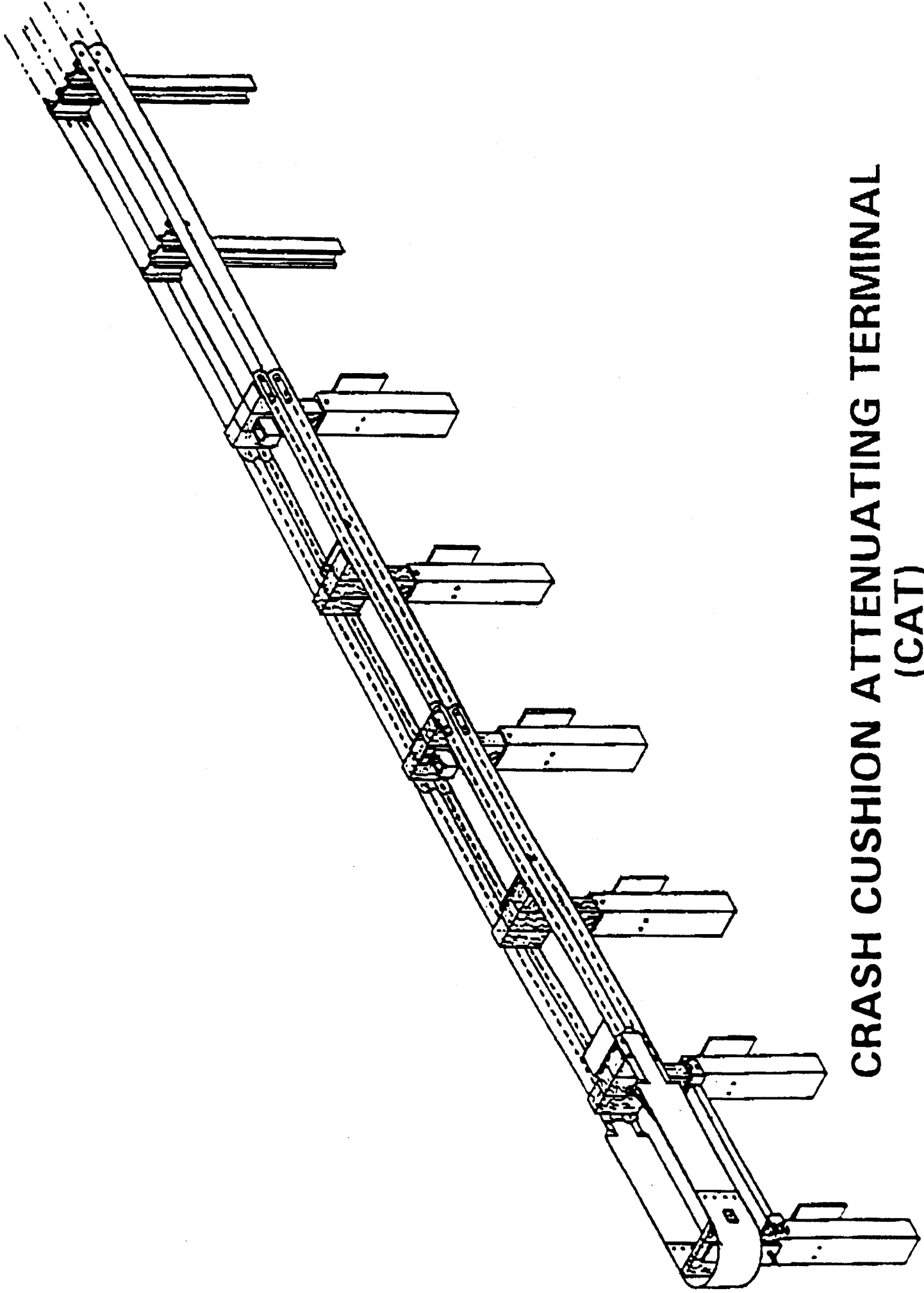
In summary, a "grand-fathering" approach, as discussed above in Section B.1, appears to be the most acceptable approach in terms of cost to the community and acceptability to their representatives. However, some additional safety enhancements would be needed to provide the same level of protection that horn sounding provides.

Again, Doug Roberts, the Jefferson Parish traffic engineer, believes the installation of median barriers would prove unworkable at most of the Metairie grade crossings due to the narrowness of the roads and the fact that roads like Frisco Avenue, which run parallel to the tracks, would be blocked, impeding traffic flow. Roberts believes a better solution would be to add traffic lights at each grade crossing to better control drivers' actions and prevent drive arounds. The use of low rollover tear drop island barriers may also be possible. This would cost much less than the installation of higher barriers and would obviously save community tax dollars.

In the event that the full relocation of the Metairie rail corridor to the Carrollton Curve or other north of the Lake alternatives is not implemented, the FHA, FRA, and LADOTD might consider testing these alternative approaches and others at Metairie Road once the video camera installation has been completed. Undoubtedly there are many other grade crossings around the country where the use of a median barrier is impractical to

consider. Metairie Road could serve as a test bed for evaluating the effectiveness of the traffic lights, enlarged signing, and other systems and techniques that would prevent driver run-arounds and contribute to enhanced safety.

Given that train and vehicular traffic will continue to grow at all of the Metairie railroad grade crossings for the foreseeable future and given the community's desire to preserve the horn sounding ban, these suggested improvements in warning and protection devices should provide a blueprint for protecting and enhancing community safety, while at the same time preserving the quiet quality of life treasured by Metairie residents.



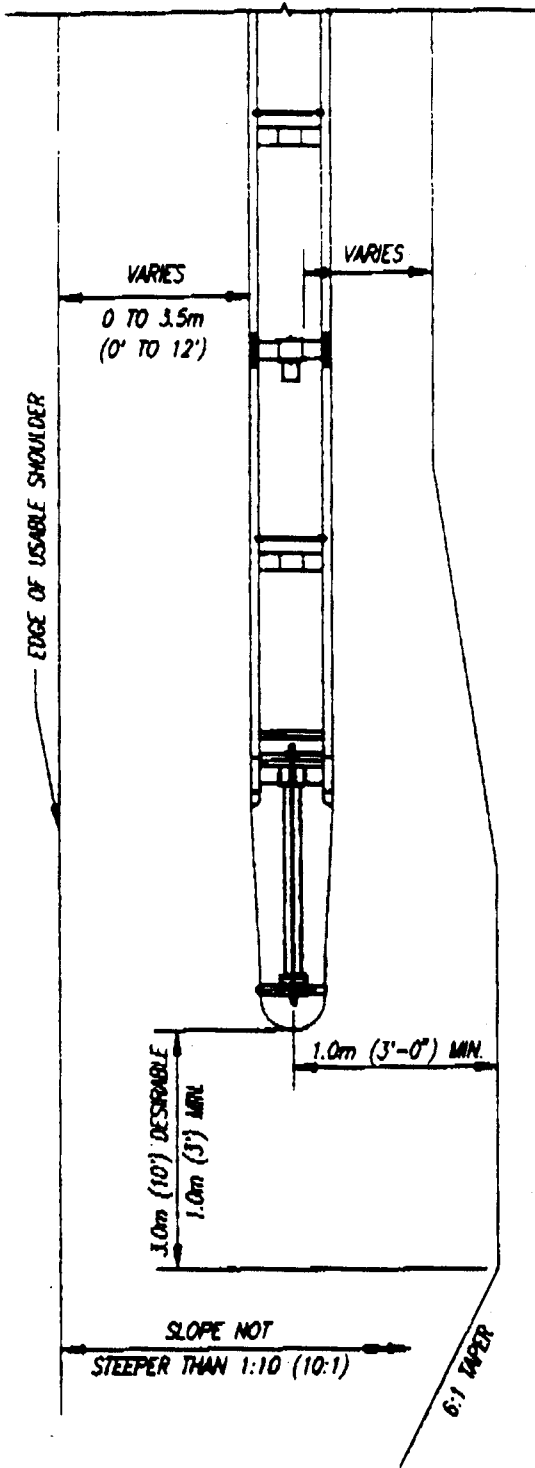
**CRASH CUSHION ATTENUATING TERMINAL
(CAT)**

CAT LENGTH


31.25 FEET

CAT WIDTH

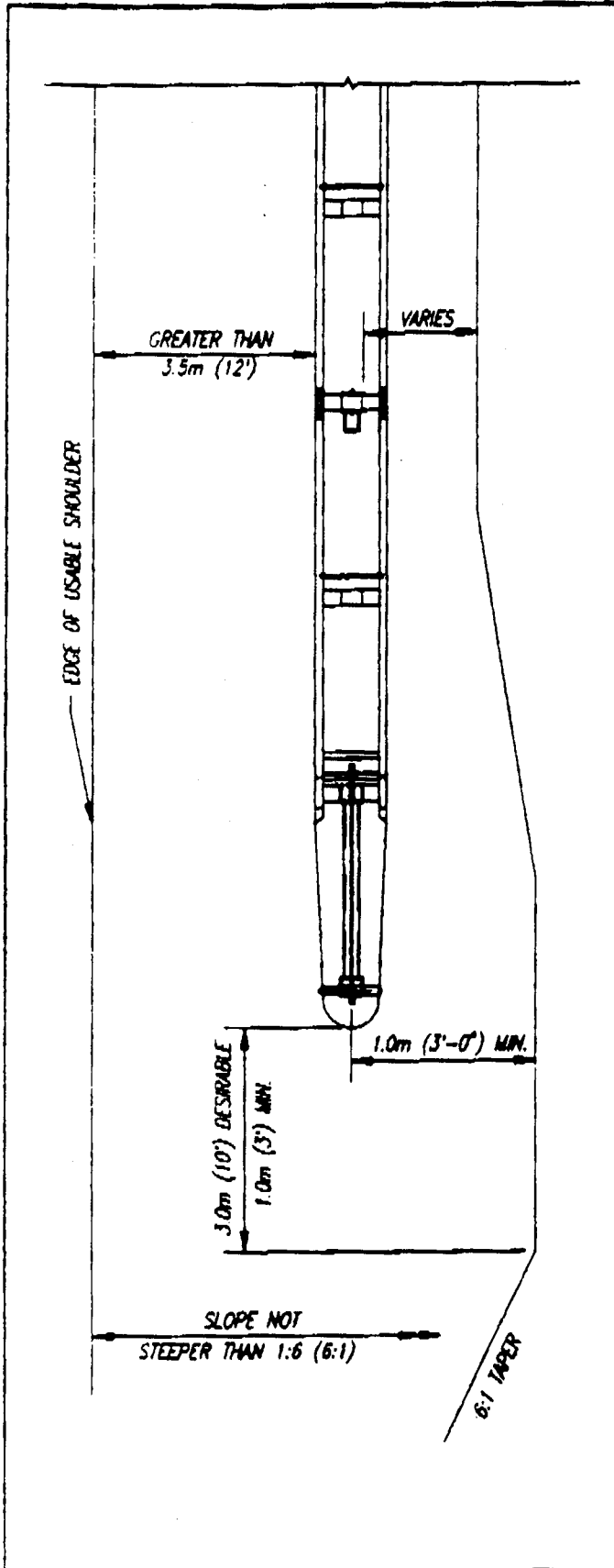
29 INCHES



NOTE: THE SLOPE BEYOND THE SHOULDER PAD SHOULD BE TO THE STATES STANDARDS OR THE SLOPE REQUIRED BY THE BENEFIT COST ANALYSIS IN THE "AASHTO ROADSIDE DESIGN GUIDE" FOR SLOPES.

MATERIAL:			
 TRINITY INDUSTRIES, INC.			
PROPERTY OF TRINITY INDUSTRIES INC. AND NOT TO BE REPRODUCED WITHOUT THEIR PERMISSION			
CAT ON SHOULDER CASE 1			
DRAWN: FLD	CHKD: T.P.	APP:	DATE: 12/12/94
DRAWING NO:			REV.
DRAWING NO:			SIZE A

MK	BY	DATE	REVISION



NOTE: THE SLOPE BEYOND THE SHOULDER PAD SHOULD BE TO THE STATES STANDARDS OR THE SLOPE REQUIRED BY THE BENEFIT COST ANALYSIS IN THE "ASHTO ROADSIDE DESIGN GUIDE" FOR SLOPES.

MATERIAL:



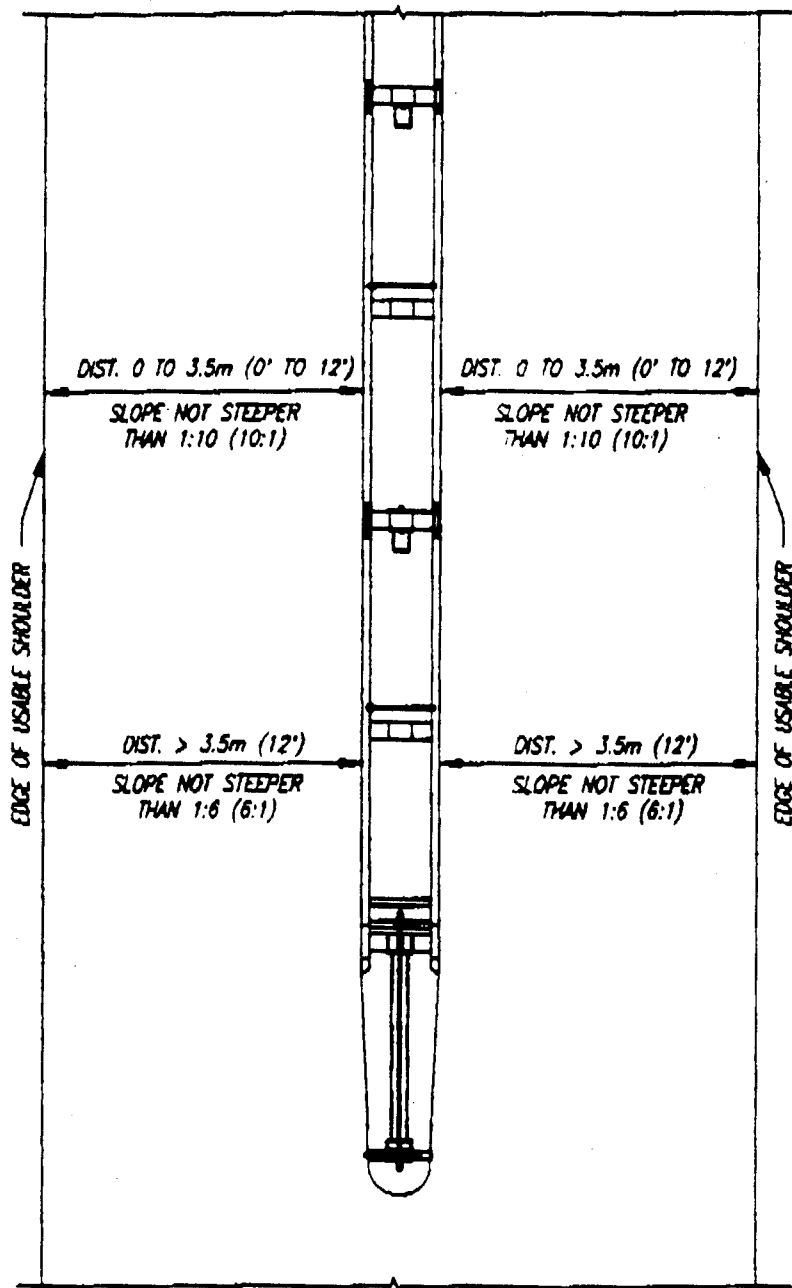
TRINITY INDUSTRIES, INC.

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CAT ON SHOULDER
CASE 2

MK	BY	DATE	REVISION

DRAWN: FLD	CHKD: T.P.	APP:	DATE: 12/12/94
DRAWING NO:			REV. SIZE A



MATERIAL:



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CAT IN MEDIAN
CASE 3

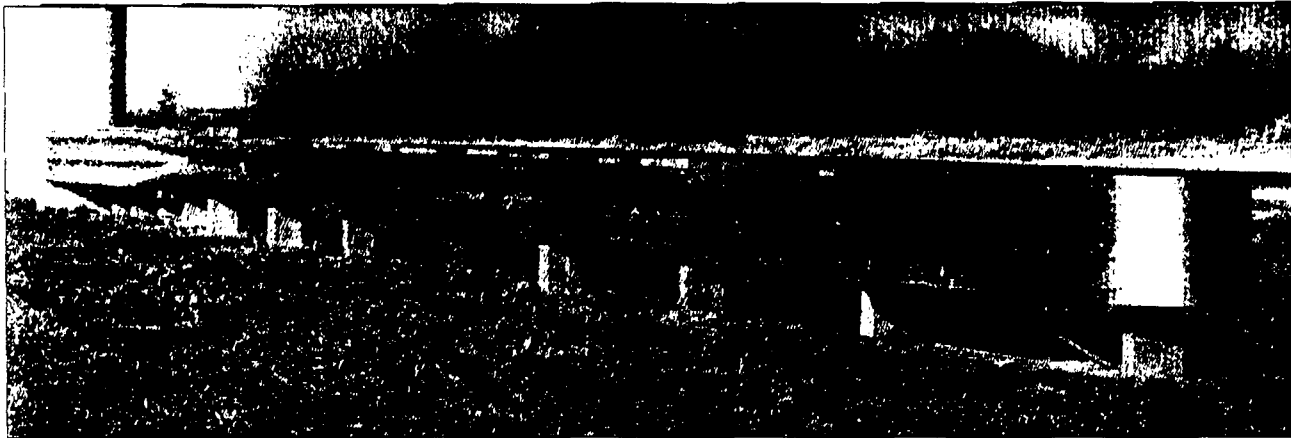
MK	BY	DATE	REVISION

DRAWN: <i>FLD</i>	CHKD: <i>T.P.</i>	APP:	DATE: 12/12/94
DRAWING NO:			REV. SIZE A

CAT SUMMARY

- o NARROW**
- o EASY TO INSTALL WITH
GUARDRAIL OR
CONCRETE BARRIER**
- o EASY TO REPAIR**

AHEAD OF ITS TIME... *Again!*



CAT CRASH CUSHION ATTENUATING TERMINAL NOW MEETS NCHRP 350

The CAT-350 Crash Cushion Attenuating Terminal has passed all required tests for NCHRP Report 350 as verified by the FHWA. Beginning in 1998, only highway safety products meeting the safer and more stringent NCHRP Report 350 criteria are acceptable for NHS installations.

CAT-350 is used to protect motorists from Median hazards such as ends of Concrete Barriers, Steel Guardrail Barriers, Bridge Piers and Abutments, as well as Shoulder hazards, Gore areas, or anywhere reliable Crash Cushions are needed. Even with this variety of applications, CAT-350 costs no more than its "230" predecessor. Since no premium price is incurred for its NCHRP Report 350 added safety capacity, CAT-350 offers you superb value for your Crash Cushion Applications. More protection for less money is a key consideration for every engineer and specifier responsible for obtaining increased highway safety standards on tight budgets.

Installation now of NCHRP Report 350 products also saves money by eliminating the need for total replacement if damaged after 1998. Lower life-cycle costs result from choosing "350" products today. Proven performance, familiar steel components for easier maintenance and repairs, and compliance with NCHRP Report 350 criteria, all make CAT-350 the wisest choice for crash cushions for either Bi-Directional and Uni-Directional applications.

Whether impacted head-on or on the side (both redirection and reverse angle hits), CAT has saved lives and reduced potential for injuries. If your site has room (and most do), CAT-350 is the most economical choice for Median Barrier Crash Cushions. Call us today for information on site selection, special applications, transitions, installation instructions, or for immediate shipment.

Taking Highway Safety into the 21st Century



SYRO, Inc., a Trinity Industries Company

2525 N. Stemmons Freeway, Dallas, Texas 75207

- Texas 1-800-644-7976
- Ohio 1-800-321-2755
- Utah 1-800-772-7976

Other "350" SYRO products include ET-2000 (Extruding Terminal for Tangent Applications) and SRT-350 (4'-0 Flared End Terminal with Performance Predictability)

DESCRIPTION OF ADIEM II

ADIEM (Advanced Dynamic Impact Extension Module) is a high-performance, redirecting, energy-absorbing crash cushion and end treatment for portable and permanent protection of concrete barriers, bridge parapet rail, bridge piers and other hazards. It is simply installed with pins on a smooth surface in the same plane as the barrier on soil, asphalt or concrete (ADIEM does not require any jobsite forming or pouring of a concrete pad).

For temporary or construction zone applications, the system may be easily relocated as the work zone changes, and from project to project.

The energy absorption elements of the ADIEM are lightly reinforced, ultra low strength perlite concrete modules. The ADIEM dissipates the energy of an impact as the light-weight modules are crushed. Clean up and restoration of the system into full service are quick and easy. Simply replace the damaged modules and minor sweep up of debris.

The redirection element of the system is a heavily reinforced concrete, variable height curb with automobile hub-height tube rails.

Length -	30'-0	18'-0
Maximum width -	2'-4	2'-4
Height -	varies (sloped base)	
Design speed -	60 mph	45 mph

CONTACT INFORMATION

TRINITY/SYRO
Highway Safety Systems Division
(800) 644-SYRO

SPECIFIC ADIEM-II FEATURES

1. Two-thirds the cost of comparable systems.
2. Used in both temporary and permanent locations.
3. Easily portable
4. Side impact - redirects with little or no damage to the unit.
5. Low maintenance cost.
6. Quick installation (less exposure to traffic hazards).
7. Quick refurbishment.
8. No jobsite forming or pouring of concrete.
9. No epoxy anchors required.
10. ADIEM is both a terminal and a crash cushion.
11. The modules are all identical and are not placed in specific order on the base.
12. Can be placed on soil, asphalt or concrete surface.

For Your Information:

Field installation assistance available

ADIEM LENGTH

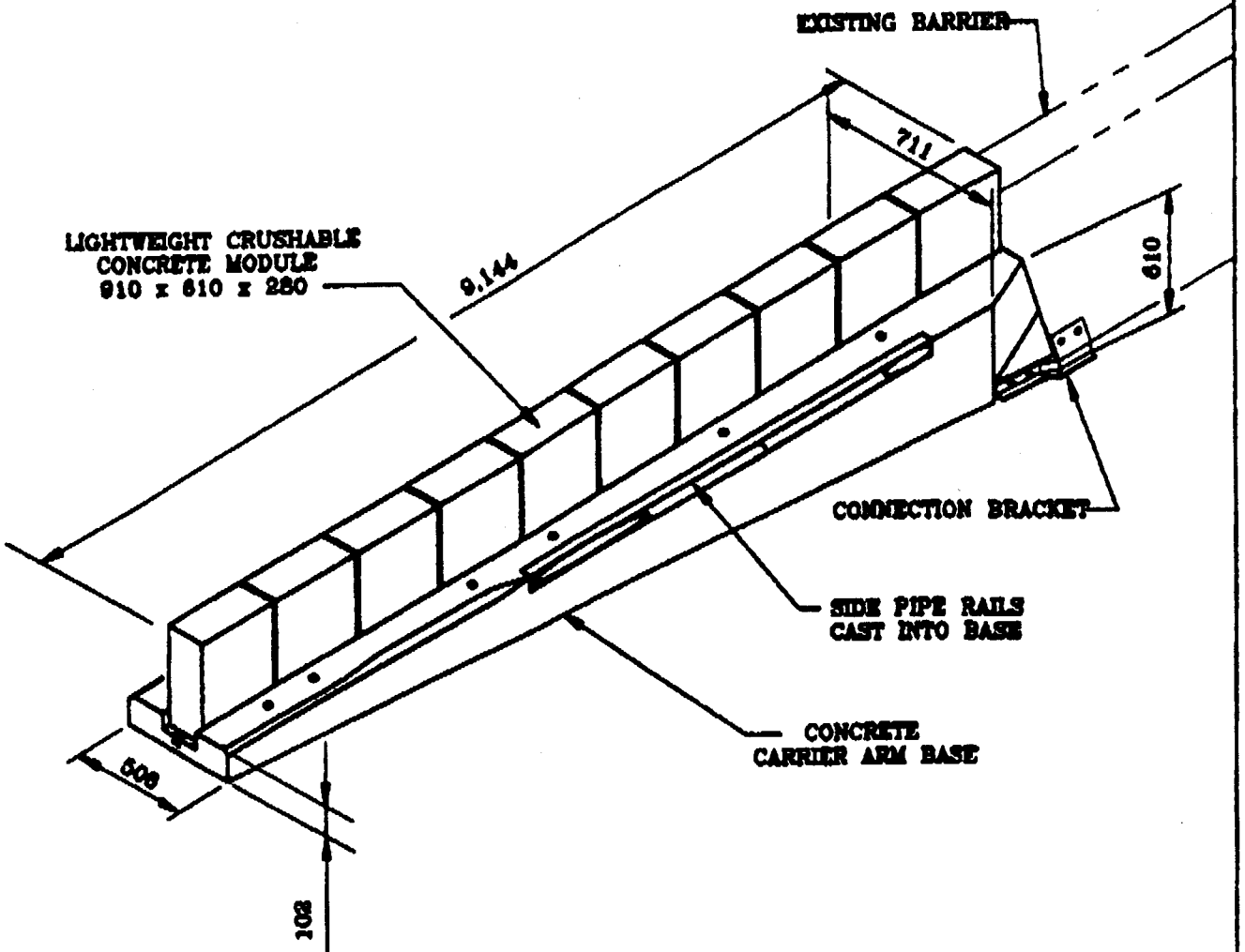
30 FEET

ADIEM WIDTH

2 FEET

ADIEM SUMMARY

- o NARROW**
- o EASY TO INSTALL**
- o EASY TO INSPECT
INSTALLATION**
- o EASY TO REPAIR**
- o EASY TO INSPECT REPAIR**



1994

ADIEM ENERGY ABSORBING END TREATMENT



SCI09

SHEET NO.	REF. NO.
1 OF 2	



MEMORANDUM

TO: All Highway Safety Authorities
RE: ADIEM II Now Ready for Double Duty

Specifiers will take note that our lightweight, sloped end terminals known as ADIEM IIs are now approved by the FHWA as *both* crash cushions and end terminals. Not only were they designed for ends of permanent barriers and such installations as toll booths, but also to protect work zones. Because no jobsite forming or pouring is required, ADIEM IIs are easy to install, maintain and move.

Shaped and appearing much like standard concrete barriers, the resemblance stops there. Unlike other concrete end terminals, ADIEM IIs are energy absorbing. They are modules constructed of perlite and concrete, strategically reinforced and simply mounted on a precast concrete carrier arm which forms an integrated system. If hit, ADIEM IIs guide vehicles to a controlled stop.

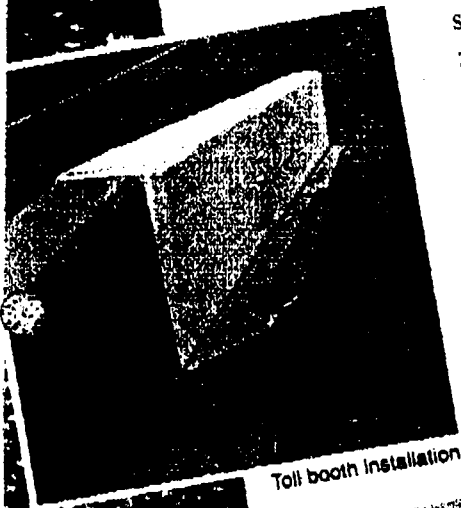
As with all highway safety products from Syro . . .

They work.
They're affordable.
They're available.

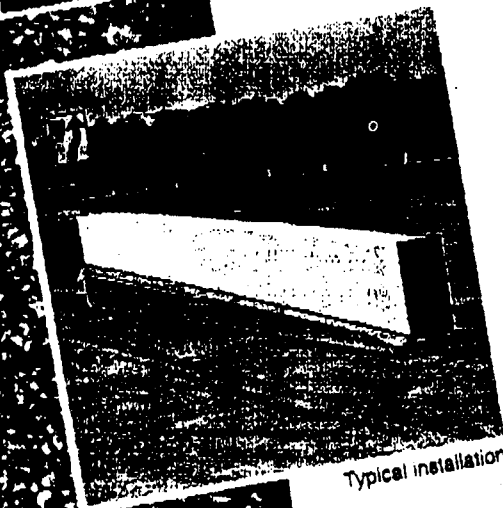
Call, write or fax us for details, drawings and installation procedures before your next project.

SYRO, Inc. *A subsidiary of Trinity Industries*

1170 N. State Street • Girard, OH 44420
216-545-4373 / Fax: 216-545-0538
1-800-644-SYRO



Toll booth installation.



Typical installation.

SYRO

- Manufacturers of highway safety products, including:
- ET-2000 energy-absorbing end terminals
 - C-A-T crash cushions & attenuating terminals
 - ADIEM II crash cushions & barrier terminals
 - Glarefoil® headlight buffers

Q How are repairs made after a hit?

A Any crushed modules are removed immediately, the area swept clean of debris and replacement unit[s] slid into place on the oiled surface of the base slot.

Q How long do repairs take?

A With spare modules available, 30 - 45 minutes, depending on the experience of the crew.

Q Can the module coating be patched?

A Yes, by painting the exposed surface with special coating supplied with every ADIEM.

Q Does any airborne debris from the impact create a hazard to oncoming traffic?

A Small lightweight fragments normally pose no hazard. The main sensation is a momentary white dust cloud that settles quickly.

Q Can the system be mounted on a curb?

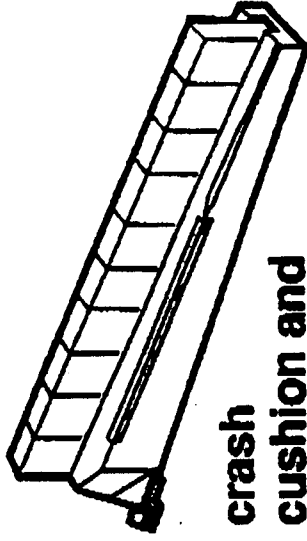
A Yes, if the rail is aligned flush with the face of the curb.

Q Can this system take a hit from the opposite direction?

A Yes. The tapered end helps redirect the striking vehicle.

Answers to questions
about

ADIEM*



crash
cushion and
end terminal system.

SYRO

A subsidiary of Tridy Industries

Manufacturers of highway safety products

- ET-2000 energy-absorbing terminals
- C-A-T crash cushions
- ADIEM crash cushions
- TMA
- GLAREFOIL® glarecreens

They work.
They're affordable.
They're available.

SYRO, Inc., A subsidiary of Tridy Industries

2525 N. Stemmons Freeway

Dallas, TX 75207

1-800-644-SYRO (7976)

[214] 589-8814 / Fax [214] 589-8423



Advanced Dynamic Impact Extension Module



Q Should ADIEMs be installed in permanent locations only?

A No. They can also be installed in construction zones or other temporary locations.

Q How long and wide is the system? How many modules in the system?

A 30' x 2' [9145 mm x 610 mm] ; ten [10] modules.

Q What type of foundation or footing is required?

A None. ADIEMs can be placed directly on asphalt, concrete or soil surfaces.

Q How is the base anchored?

A With 1" rods driven into soil or asphalt or into drilled holes in concrete. Epoxy bonding not required.

2

Q Why is the base sloped?

A To prevent sagging the undercarriage of a vehicle striking the nose of the system and to help redirect vehicles striking the side.

Q What is the installation time for an ADIEM?

A Up to 90 minutes for the first installation; as little as 30 minutes for experienced crews; and even less when system is pre-assembled before delivery to the jobsite. The learning curve is short.

Q Must these modules be placed in any sequential order?

A No. All modules are identical and can be positioned in any order.

Q Are modules tied together?

A No. They are individually anchored to the base track but not tied to each other.

3

Q What does each module weigh? The base?

A Each module weighs less than 200 lbs; the one-piece base weighs approximately 11,500 lbs.

Q How do ADIEMs bring vehicles to a "soft" stop?

A The sloped base working in conjunction with the lightweight reinforced concrete modules allows crushing to occur at a predictable rate, thus dissipating the kinetic energy of the impacting vehicle.

Q Why is a galvanized steel rail necessary on the sloped base?

A To help assure appropriate redirection of the vehicle striking in this zone.

Q Does the entire system require replacement after impact?

A No. Only any damaged modules.

4

A subsidiary of Birney Industries

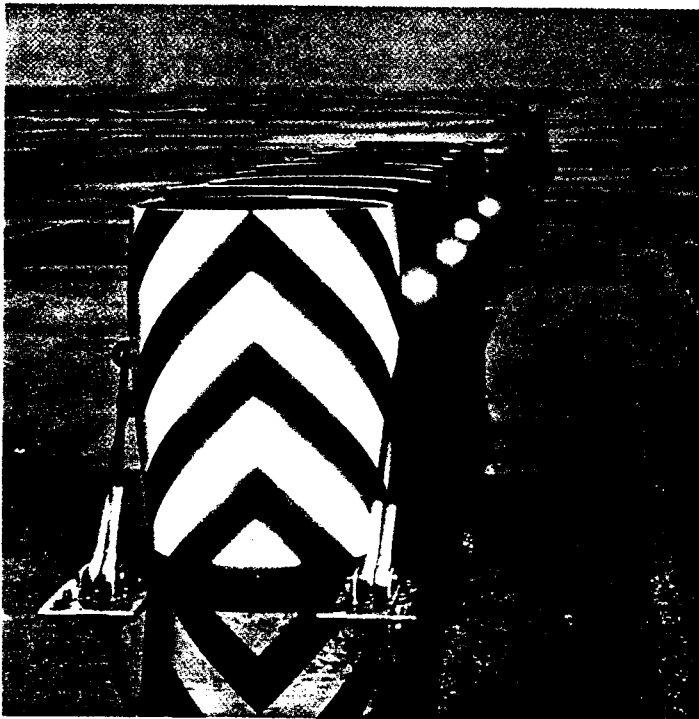


ROADWAY SAFETY SERVICE, INC.

presents

REACT 350

Reusable Energy Absorbing Crash Terminal

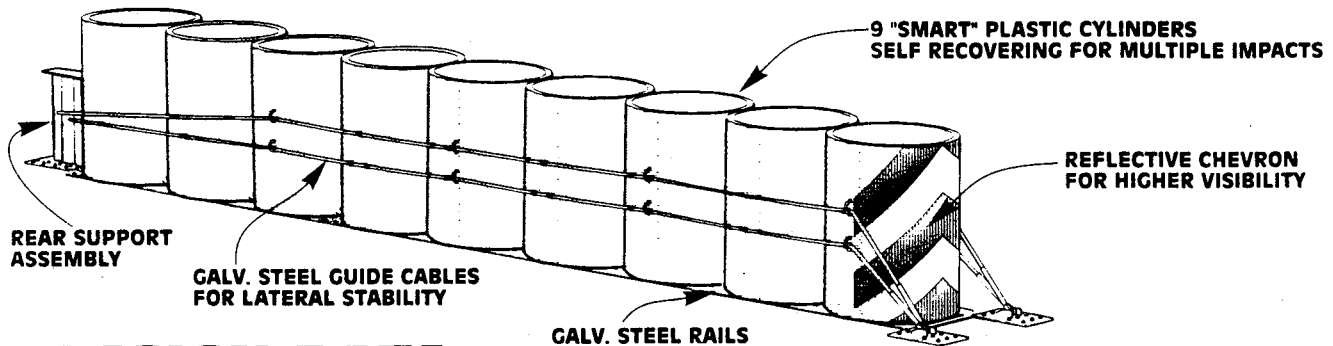


- ◆ **MULTIPLE HIT CAPABILITIES**
- ◆ **FULLY REUSABLE**
- ◆ **SELF RESTORING**
- ◆ **NCHRP 350 APPROVED**
- ◆ **SIMPLE INSTALLATION**
- ◆ **EXTREMELY COST EFFECTIVE**
- ◆ **FOR ALL SPEED IMPACTS**

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516 / 588-6200 FAX 516 / 588-6394

REACT350 9

Reusable Energy Absorbing Crash Terminal

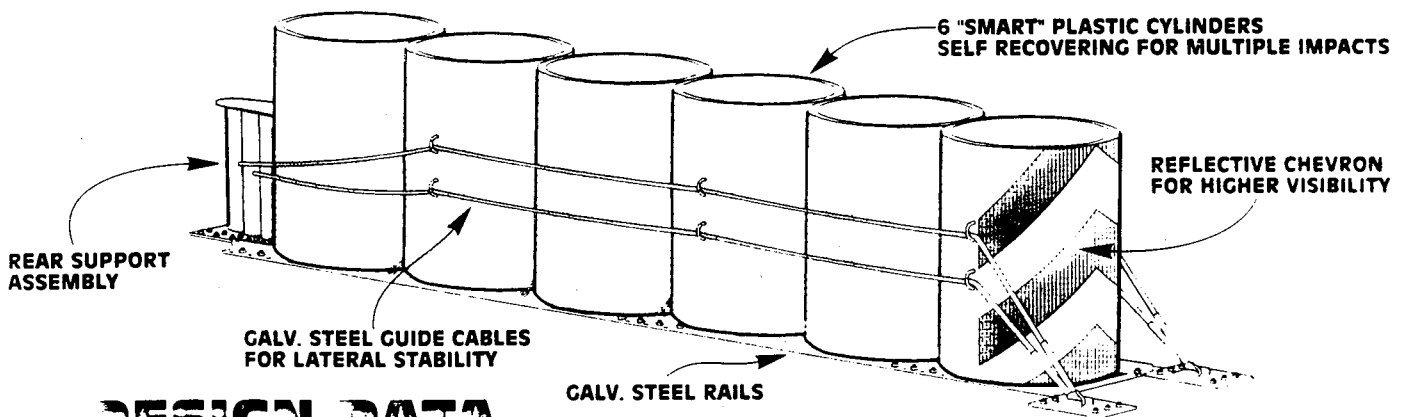


DESIGN DATA

DESIGN IMPACT SPEED	65 MPH (104 KPH)
OVERALL UNIT LENGTH	30'-8" (9.35M)
OVERALL UNIT WIDTH	3'-0" (1.02M)
OVERALL HEIGHT	4'-0" (1.22M)
OVERALL WEIGHT	APROX. 3980 LBS (1805 KG)
DEBRIS SCATTER	NONE
REPAIR TIME	MINIMAL

REACT350 6

Reusable Energy Absorbing Crash Terminal

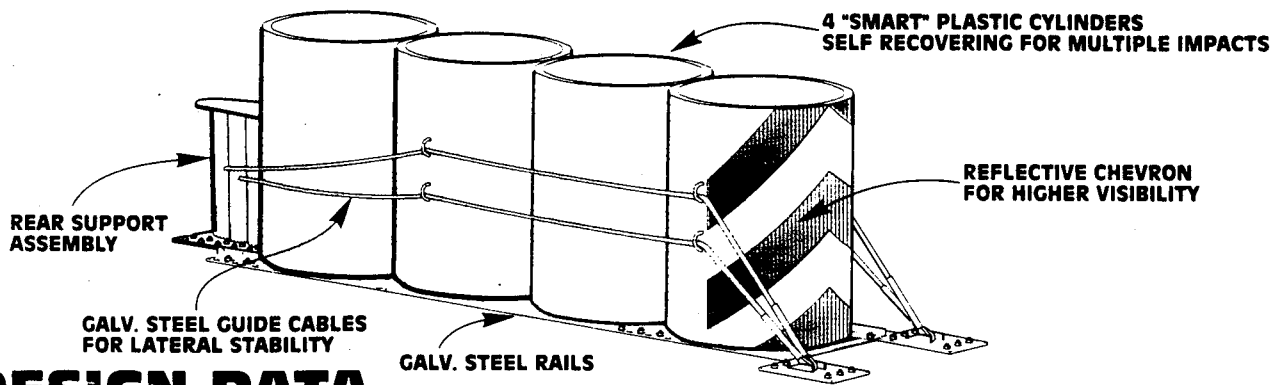


DESIGN DATA

DESIGN IMPACT SPEED	55MPH
OVERALL UNIT LENGTH	21'-8" (6.60M)
OVERALL UNIT WIDTH	3'-0" (1.02M)
OVERALL HEIGHT	4'-0" (1.22M)
OVERALL WEIGHT	APROX. 2430 LBS (1105 KG)
DEBRIS SCATTER	NONE
REPAIR TIME	MINIMAL

REACT 350 4

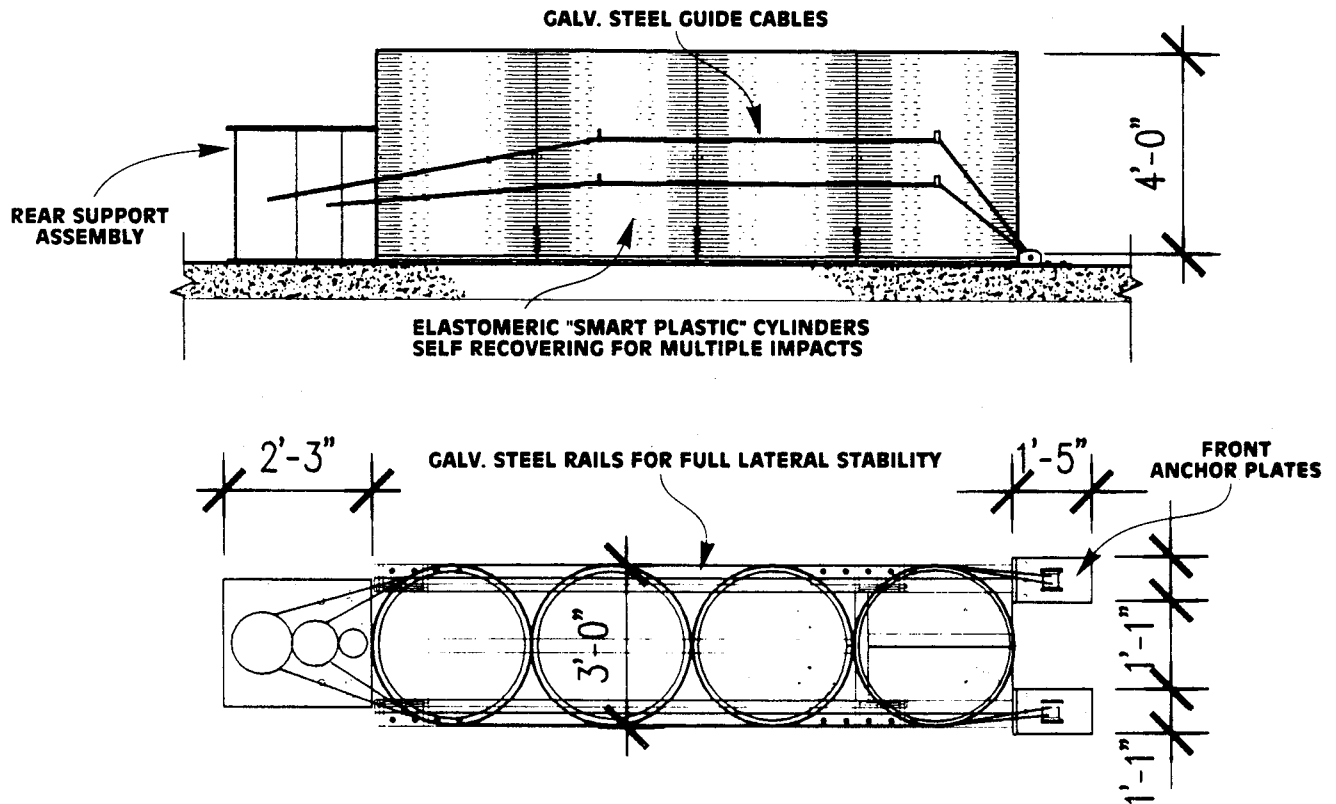
Reusable Energy Absorbing Crash Terminal



DESIGN DATA

DESIGN IMPACT SPEED	44MPH (70KPH)
OVERALL UNIT LENGTH	15'-8" (4.78M)
OVERALL UNIT WIDTH	3'-0" (1.02M)
OVERALL HEIGHT	4'-0" (1.22M)
OVERALL WEIGHT	APROX. 2200 LBS (1000 KG)
DEBRIS SCATTER	NONE
REPAIR TIME	MINIMAL

TYPICAL DETAILS



REACT 350

Reusable Energy Absorbing Crash Terminal

The **React 350** is a unique family of attenuators that feature reusable "smart plastic" cylinders. These cylinders, along with a cable system, are designed to attenuate head-on hits and redirect severe angle hits. The **REACT 350** can provide attenuation for any speed requirement. The units are totally self-contained and can easily be utilized for both permanent and temporary applications. **REACT 350** systems have been tested and approved for use by the FHWA under **NCHRP 350**. This stringent new guideline for crash cushions supersedes NCHRP 230.

The **REACT 350** is designed to withstand a series of hits – with no replacement costs. Each unit sustains up to 90% of its initial decelerating capabilities after impact, drastically reducing or eliminating maintenance and repair costs. Unlike sacrificial devices REACT 350 offers continuous protection.

INSTALLATION:

Installation is simple and straightforward. With a minimum of tools, the units are anchored to the pavement. The low speed unit is furnished completely assembled, while the two higher speed units require little assembly. This means a minimum of exposure to traffic for the contractor.

REPOSITIONING:

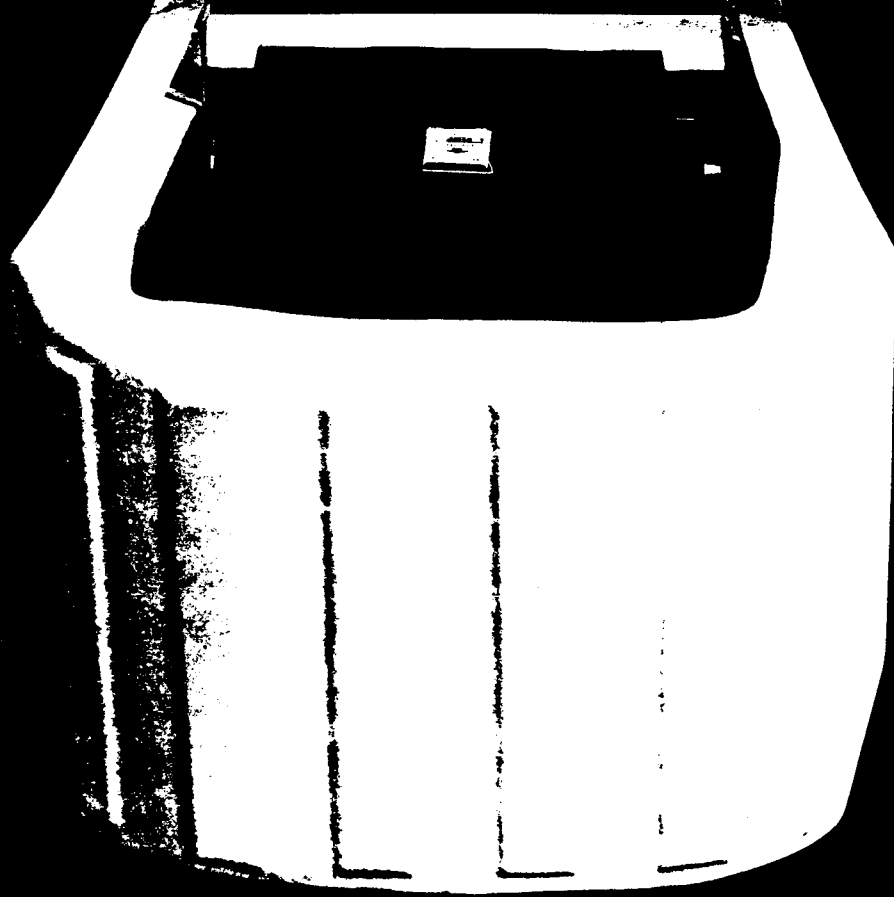
A visual inspection is all that is required for maintenance. Only the most severe impacts will require service. If determined a unit needs service, the repositioning is accomplished without the need for any replacement parts. Simply overpull the unit to a position forward of the front anchor plate. Maintain the tension for four to five minutes. This will effectively allow the plastic to return to its shape.

FOR FURTHER INFORMATION:

Video tapes, comprehensive installation and repositioning instructions, drawings and CAD disks (specify Autocad.DWG or Intergraph.DXF files) are available from Roadway Safety Service, Inc. or your local distributor.

Contact:

QuadGuard™



**ENERGY ABSORPTION
SYSTEMS, INC.**

Saving Lives by Design

GULF INDUSTRIES, INC.

P.O. Box 309 Mandeville, LA 70470-0309

(504) 892-6500

FAX (504) 892-0707

The NEW Standard

For over 27 years, Energy Absorption Systems, Inc., has set the standard for highway safety.

And now, we've redefined NCHRP 350, Test Level 3 performance for redirective, non-gating attenuators.

Introducing the revolutionary, new QuadGuard™ System.

Only the revolutionary, new QuadGuard System meets *all* of today's strict crash cushion performance and safety requirements for narrow hazards ranging in width from 610 to 910 mm (2 to 3 ft):

- Redirective
- Non-Gating
- No Clear Zone Required
- Meets NCHRP 350, Test Level 3

Superior engineering that utilizes crushable, energy-absorbing cartridges surrounded by a framework of Energy's exclusive steel Quad-Beam™ panels make up the QuadGuard System: technology which *provides 30% higher beam strength than typical three beam.*

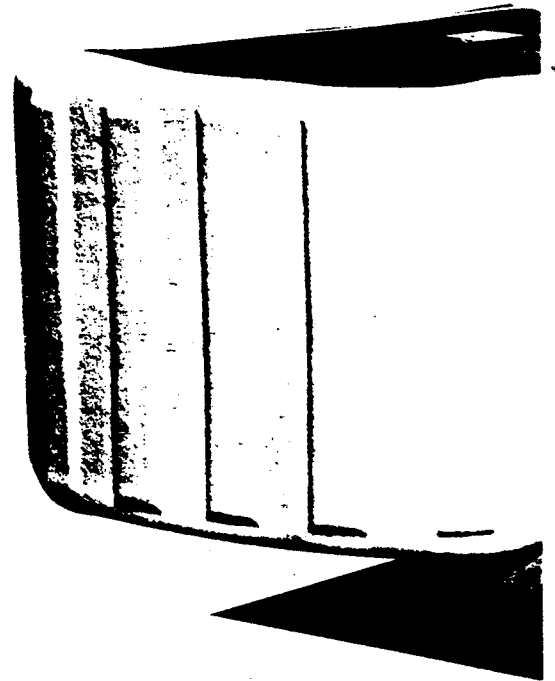
Cartridge Design Increases Energy-Absorbing Capacity

The QuadGuard System features a unique new "staged" cartridge design to address both lighter cars as well as today's heavier, high center-of-gravity vehicles.

Energy-absorption capacity increases as a vehicle travels from the front to the rear of the system during head-on impacts, allowing for safe, steady deceleration based on the needs of the impacting vehicle.



The QuadGuard System has successfully passed the complete test matrix for NCHRP 350, Test Level 3.



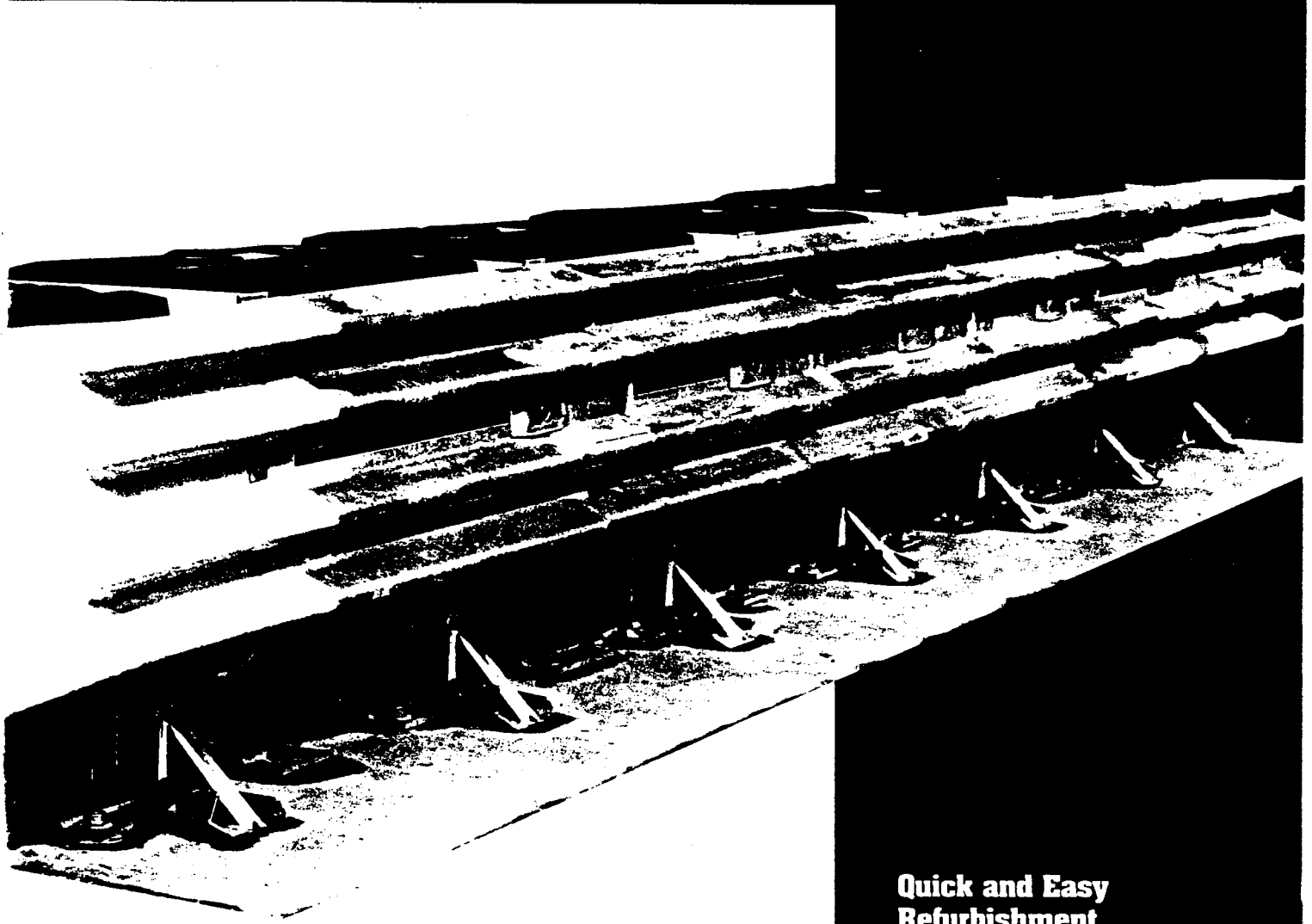
Meets NCHRP 350, Test Level 3

The QuadGuard System has successfully passed the *complete* NCHRP 350, Test Level 3 test matrix with both the light car and high center-of-gravity pickup truck at speeds up to 100 km/h (62 mph) at angles up to 20°. For higher speed units, please contact Energy Absorption Systems, Inc.

Designed for Safety

During head-on impacts, the QuadGuard System telescopes rearward and crushes to absorb the energy of impact. When impacted from the side, the system safely redirects the errant vehicle back toward its original travel path.

The system does not allow errant vehicles to gate through it, preventing secondary accidents. This superior performance makes the QuadGuard System an ideal choice for medians, bridge piers, sign and light posts, gores and other narrow-hazard sites where redirection is required.



Compact and Efficient

The QuadGuard System utilizes the most efficient energy-absorbing materials available today. These materials offer the most energy-absorbing capacity per linear foot and a high 85% crush efficiency, making it compact and manageable.

Modular Design

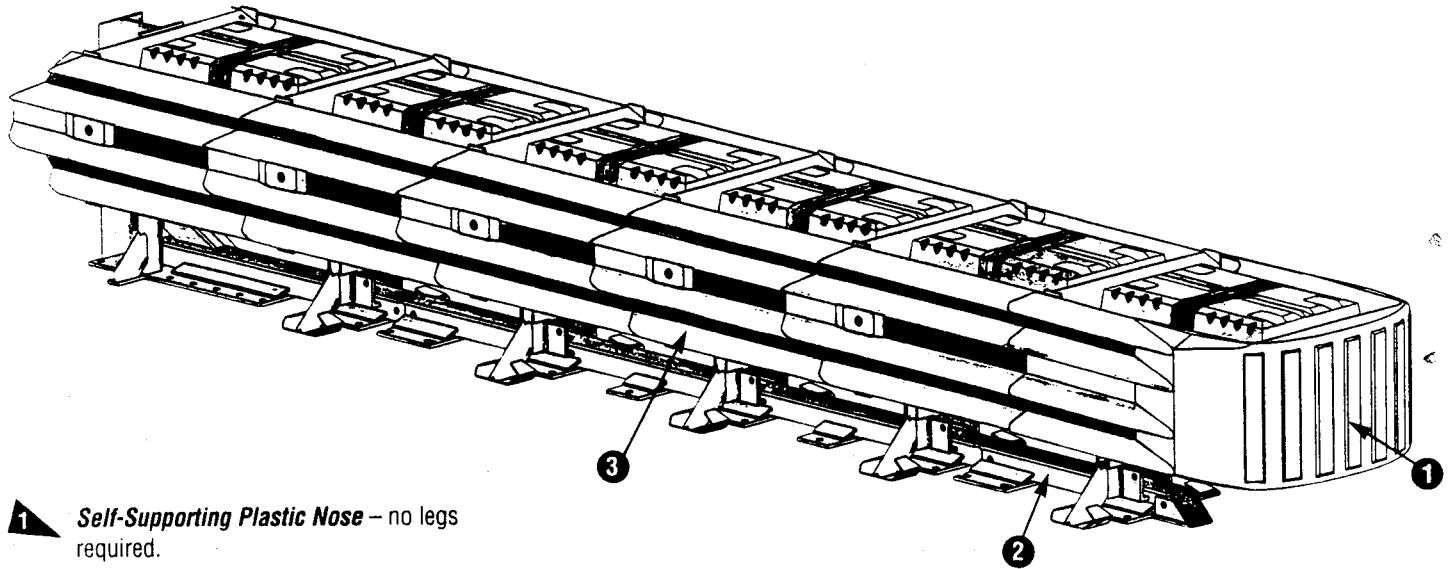
The QuadGuard's modular design allows the system to be tailored to fit specific design speed requirements, meaning that you get the precise amount of protection you need for your site. System length ranges from one to twelve "bays", measuring from 1.7 m to 11.8 m (5.75 ft to 38.75 ft).

The longer the system, the greater the design speed protection. Design speeds range from 40 km/h (25 mph) for a one-bay unit to 120 km/h (75 mph) for a twelve-bay unit.

Quick and Easy Refurbishment

The QuadGuard System offers high 80% reusability, allows for quick refurbishment and keeps repair costs low. After a head-on impact, typically only the cartridges and plastic nose are expended. The cartridges contain the debris, reducing refurbishment time further.



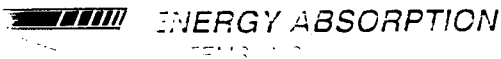


- 1 Self-Supporting Plastic Nose** – no legs required.
- 2 Monorail Base** – no chains or tension cable required.
- 3 Quad-Beam™ Fender Panels** – offer 30% more strength than thrie-beam.
- Simplified Backups** – choose from Tension Strut or Concrete.
- Staged Cartridge System** – safely decelerates both light and heavy vehicles.
- High 80% Reusability** – after design impacts.

General Specifications

The following are general specifications for the QuadGuard™ System. Additional information is available in the Design, Installation and Maintenance Manuals for this system. Contact Energy Absorption Systems, Inc. for details.

Minimum Width at Backup:	610 mm (2 ft)
Maximum Width at Backup:	910 mm (3 ft)
Weight (typical 6-bay unit):	1020 kg (2255 lb)
Length (typical 6-bay unit):	6.4 m (21 ft)



Saving Lives by Design

One East Wacker Drive Chicago, Illinois 60601-2076 Telephone: (312) 467-6750 Fax: (312) 467-1356
 Internet: www.energyabsorption.com

Circle 25 on Reader Service Card



The Safety Evolution

Appendix D: Louisiana Statewide Intermodal Transportation Plan:
Analysis of Key Railroad Provisions

New Orleans is one of two major hubs for intermodal and intramodal transport in Louisiana (the other hub being Shreveport). The CSX, IC, KCS, NS, SP, and UP link with each other and ultimately with the NOPB (freight railroad) and the NOUPT (passenger railroad) at New Orleans. The New Orleans hub is the main point of interchange south of Memphis between the major eastern and western trunk lines. The Huey P. Long Bridge, the East Bridge Junction, and the Back Belt all accommodate this important interchange.

In order to forecast highway user impacts, rail freight cargo projections were needed. The study team relied upon cargo projections developed for the New Orleans BEA as part of the freight transportation study component of the Louisiana Statewide Intermodal Plan (LSU, 1995). This appendix discusses the methods and assumptions used by the National Ports and Waterways Institute at Louisiana State University in the development of these forecasts.

To estimate commodity movements, six Business Economic Areas (BEAs) in Louisiana were identified: Baton Rouge, Lafayette, Lake Charles, Monroe, New Orleans, and Shreveport. Commodity demand, in any region, largely determines how much freight will move from an origin to a destination. The economic structure of a given BEA also helps to determine commodity flows in a year. Some of the other factors influencing long range forecasts are federal government policies, social and cultural forces, population, degree

of technological development, and geosocial/geopolitical considerations.

Eleven commodity groups were identified by the LSU team: 1) Farm Products, 2) Metallic Ores and Scrap, 3) Coal, 4) Crude Petroleum, 5) Nonmetallic Minerals and Products, 6) Miscellaneous Manufactured Products, including Food Products and Paper and Cardboard Products, 7) Forest Products, 8) Agricultural Chemicals, 9) Chemicals and Plastics, 10) Miscellaneous Petroleum Products (other than crude), and 11) Containers and Trailers. Forecasts by the U.S. Army Corps of Engineers, Energy Information Administration of the U.S. Department of Energy, and McGraw Hill (DRI) estimates for container cargo, were used to derive growth rates for the period 1990-2000.

Three different forecast levels were specified: a) trend (or medium), b) low, and c) high. The trend forecasts assume that the average annual growth rates will assume a linear type of growth pattern based on existing levels of growth. These estimates also assume that cyclical aberrations, for example recession and recovery, have no impact on growth rates. The low level forecasts allow for the adverse impact of a recession, while the high level forecasts allow for the positive impact of recovery. These assumptions allow for a pessimistic and optimistic view of the forecast trends. The differences that are seen between trend (medium), low, and high will generally not be differences in scale. For instance, some commodity groups may have certain characteristics, such as highly inelastic demand, that would leave the commodity flow relatively unchanged over the low and high

trends. For example, commodity groups 4 and 10 exhibit this behavior over each forecast for each year.

To add consistency to the analysis, national commodity growth rates were adjusted by the LSU team for the Gulf Coast/Louisiana region. Where appropriate, growth rates were adjusted downward to reflect the general economic structure in the Gulf Coast region relative to the national structure. Also, to arrive at cargo projections for rail freight, air, water (offshore and continental), and truck cargoes were excluded.

Appendix Table D.1 presents the medium, low, and high rail freight projections for the New Orleans BEA, for 1990, 1995, 2000, 2010, and 2020 (1995 values were estimated by CONSAD as an average of the 1990 and 2000 values). As indicated by the trend (medium) forecast, rail freight cargo is projected to increase from an estimated 28.9 million tons in 1995, to 31.4 million tons in 2000, to 35.9 million tons in 2010, and to 41.0 million tons in 2020. This represents increases of 8.97, 24.27, and 42.12 percent in 2000, 2010, and 2020, respectively, over 1995 levels.

Appendix Table D.1: Rail Freight Projections for the New Orleans BEA

Rail Only Medium Cargo Projections: 1990, 2000, 2010, and 2020 (tons)

Commodity Group	1990	1995*	2000	2010	2020
Group 1	5,614,303	6,162,547	6,710,790	7,811,195	9,092,040
Group 2	1,892,435	1,991,431	2,090,426	2,275,065	2,476,012
Group 3	425,186	487,397	549,607	683,890	850,982
Group 4	21,786	20,946	20,105	18,779	17,540
Group 5	1,446,192	1,483,171	1,520,150	1,586,007	1,654,716
Group 6	3,915,732	4,230,050	4,544,367	5,158,173	5,854,886
Group 7	962,241	1,028,576	1,094,910	1,222,094	1,364,052
Group 8	165,014	186,080	207,146	251,398	305,104
Group 9	4,912,286	5,334,806	5,757,325	6,590,020	7,543,150
Group 10	1,674,143	1,609,538	1,544,932	1,443,033	1,347,856
Group 11	5,237,564	6,321,765	7,405,966	8,819,814	10,503,574
Total	26,266,882	28,856,303	31,445,724	35,859,468	41,009,912
Percent Change (from previous year)	---	9.86%	8.97%	14.04%	14.36%

Rail Only Low Cargo Projections: 1990, 2000, 2010, and 2020 (tons)

Commodity Group	1990	1995*	2000	2010	2020
Group 1	5,614,303	6,001,339	6,388,374	7,130,445	7,958,715
Group 2	1,892,435	1,921,208	1,949,981	2,000,280	2,051,876
Group 3	425,186	469,213	513,240	602,419	707,094
Group 4	21,786	20,946	20,105	18,779	17,540
Group 5	1,446,192	1,424,790	1,403,387	1,368,009	1,333,522
Group 6	3,915,732	4,120,568	4,325,404	4,707,450	5,123,241
Group 7	962,241	1,012,577	1,062,913	1,156,796	1,258,971
Group 8	165,014	176,390	187,765	209,576	233,920
Group 9	4,912,286	5,089,734	5,267,182	5,589,105	5,930,704
Group 10	1,674,143	1,609,538	1,544,932	1,443,033	1,347,856
Group 11	5,237,564	5,938,483	6,639,401	7,480,559	8,428,284
Total	26,266,882	27,784,783	29,302,684	31,706,451	34,391,723
Percent Change (from previous year)	---	5.78%	5.46%	8.20%	8.47%

Appendix E: Summary of ICC Waybill Data Describing
Traffic Over the Back Belt

CONSAD obtained the ICC waybill sample data for 1994 in order to examine the rail freight traffic moving over the Back Belt. Using information describing the origin and destination of commodity shipments, the interchange points for these movements, and the railroads involved in these transfer of shipments, estimates of the number of loaded cars and tonnages going over the Back Belt were derived. These estimates are presented in a series of six tables.

Appendix Tables E.1 and E.2 present information describing the number of loaded cars and tonnages, respectively, moving into, out of, or through the State of Louisiana. The origins and destinations include the six Business Economic Areas (BEA's) in Louisiana, Arkansas, Mississippi, Texas, and all other states. The data in Row A represent commodity flows for trains that have a New Orleans (NEWOR) interchange coded as one of their junctions (traffic which is believed to have probably gone over the Back Belt). The data in Row B represent commodity flows **without** an NEWOR interchange code (traffic which is believed to have probably **not** gone over the Back Belt).

To further examine these data, tabulations were also made of the number of loaded cars and tonnages where an interchange between the following railroads was indicated: NS and SP, NS and UP, NS and IC, NS and KCS, NS and MP, CSX and SP, CSX and UP, CSX and IC, CSX and KCS, or CSX and MP (i.e., those exchanges between railroads

where the traffic **had to** go over the Back Belt). Appendix Tables E.3 and E.4 present the number of loaded cars and tonnages, respectively, for the traffic with an NEWOR interchange (i.e., the Row A traffic). Similarly, Appendix Tables E.5 and E.6 present the number of loaded cars and tonnages, respectively, for the traffic **without** an NEWOR interchange (i.e., the Row B traffic).

The ICC waybill data indicate that 293,000 loaded car and 19.75 million tons went into, out of, or just through the state with a NEWOR interchange code (what is called the A traffic and believed to have probably gone over the Back Belt). Of this traffic, almost 268,000 loaded cars and 17.66 million tons represent traffic where it is known that there was an interchange between the NS and SP, NS and UP, NS and IC, NS and KCS, NS and MP, CSX and SP, CSX and UP, CSX and IC, CSX and KCS, or CSX and MP (i.e., those exchanges between railroads where the traffic **had to** go over the Back Belt). Moreover, there is an additional 73,000 loaded cars and 6.03 million tons (part of what is called the B traffic) that went into, out of, or just through the state, where the NEWOR interchange code did **not** appear, but where the traffic interchanged between these railroads (whether or not this traffic went over the Back Belt is uncertain). If it is assumed that this B traffic did, in fact, go over the Back Belt, then the total traffic over the Back Belt would equal between 340,500 and 366,000 loaded cars and between 23.69 and 25.78 million tons.

Appendix Table E.1: Summary of ICC Waybill Data for Traffic Into, Out of, or Through Louisiana, 1994: Number of Loaded Cars

Destination	Origin											Total
	New Orleans	Baton Rouge	Lafayette	Lake Cha	Shreveport	Monroe	AR	MS	TX	Others	Total	
New Orleans A	2200	840	80	240	120	40	0	0	2400	4244	10164	
New Orleans B	10052	8600	480	1060	6040	1600	5628	0	50058	318589	402107	
Baton Rouge A	1280	40	360	240	0	0	0	0	1200	3684	6804	
Baton Rouge B	3796	12040	360	880	3172	680	4880	0	7096	30298	63202	
Lafayette A	288	80	0	0	0	80	0	0	0	2308	2756	
Lafayette B	696	240	0	0	0	200	1008	0	1192	1912	5248	
Lake Cha A	80	240	0	0	0	0	0	0	0	3580	3900	
Lake Cha B	560	280	40	8264	820	400	1900	0	2740	37512	52516	
Shreveport A	40	0	0	0	0	0	0	0	0	1640	1680	
Shreveport B	1360	1240	0	976	2632	3355	18508	0	10444	49952	88467	
Monroe A	0	0	0	0	0	0	0	0	0	640	640	
Monroe B	300	600	0	600	2304	680	8828	0	2216	7140	22668	
AR A	120	1080	80	0	0	40	0	0	280	1100	2700	
AR B	4176	7552	76	1680	3596	1780	2420	0	4284	3400	28964	
MS A	0	0	0	0	0	0	0	0	0	0	0	
MS B	0	0	0	0	0	0	0	0	0	0	0	
TX A	3660	3296	0	0	100	0	940	0	0	46572	54568	
TX B	42832	16288	3956	14393	12660	4144	4736	0	720	60812	160541	
Others A	15620	34516	3360	7391	6676	840	3440	0	81728	56296	209867	
Others B	314921	63264	4320	23492	45040	18868	8760	0	60779	72829	612273	
Total A	23288	40092	3880	7871	6896	1000	4380	0	85608	120064	293079	
Total B	378693	110104	9232	51345	76264	31707	56668	0	139529	582444	1435986	

Note: Row A: Traffic with a New Orleans (NEOR) interchange
 Row B: Traffic without a New Orleans (NEOR) interchange

Appendix Table E.2: Summary of ICC Waybill Data for Traffic Into, Out of, or Through Louisiana, 1994: Tonnages

Destination	Origin											Total
	New Or-leans	Baton Rouge	Lafayette	Lake Cha	Shreveport	Monroe	AR	MS	TX	Others	Total	
New Or-leans A	200600	75600	3600	20760	7600	2480	0	0	176636	319940	807216	
New Or-leans B	873096	753320	40320	96244	206600	95760	281716	0	1401752	9479411	13228199	
Baton Rouge A	114760	3760	19360	21480	0	0	0	0	106680	312300	578340	
Baton Rouge B	311560	934916	23360	62720	227792	43000	362360	0	579564	2204514	4749786	
Lafayette A	20916	7800	0	0	0	3880	0	0	0	123744	156340	
Lafayette B	54440	16400	0	0	0	12080	91980	0	104740	149884	429524	
Lake Cha A	7640	24040	2840	731072	43560	31200	130100	0	222324	3525584	264520	
Lake Cha B	44480	21760	0	0	0	0	0	0	0	0	4752920	
Shreveport A	3160	0	0	0	0	0	0	0	0	86520	89680	
Shreveport B	63280	110280	0	91264	223652	283833	1705808	0	801372	3547655	6827144	
Monroe A	0	0	0	0	0	0	0	0	0	55160	55160	
Monroe B	21200	59220	0	57260	193432	50240	701180	0	197704	593365	1873601	
AR A	9720	103200	5440	0	0	3080	0	0	22200	59520	203160	
AR B	282116	657336	6504	134480	308264	121064	182160	0	321924	293216	2507064	
MS A	0	0	0	0	0	0	0	0	0	0	0	
MS B	0	0	0	0	0	0	0	0	0	0	0	
TX A	279720	300452	0	0	5500	0	66020	0	0	2479168	3130860	
TX B	1258812	1283496	259848	1149118	713144	251064	332640	0	62996	4555112	9866230	
Others A	1414580	3071696	216200	621017	417904	56200	169320	0	6492608	2005848	14465373	
Others B	8597462	5572776	301080	1949900	2460496	1198196	624716	0	4905585	6939067	32549278	
Total A	2051096	3586548	244600	663257	431004	65640	235340	0	6798124	5675040	19750649	
Total B	11506446	9409504	633952	4272058	4376940	2086437	4412660	0	8597941	31287808	76583746	

Note: Row A: Traffic with a New Orleans (NEWOR) interchange
 Row B: Traffic without a New Orleans (NEWOR) interchange

Appendix Table E.3: Summary of ICC Waybill Data for Traffic Into, Out of, or Through Louisiana, with a NEWOR Interchange between Back Belt Railroads¹, 1994: Number of Loaded Cars

Destination	Origin										Total
	New Orleans	Baton Rouge	Lafayette	Lake Cha	Shreveport	Monroe	AR	MS	TX	Others	
New Orleans	960	40	0	120	40	0	0	0	840	3924	5924
Baton Rouge	0	0	0	0	0	0	0	0	0	3644	3644
Lafayette	288	0	0	0	0	0	0	0	0	2308	2596
Lake Cha	0	0	0	0	0	0	0	0	0	3540	3540
Shreveport	40	0	0	0	0	0	0	0	0	1640	1680
Monroe	0	0	0	0	0	0	0	0	0	640	640
AR	40	0	0	0	0	40	0	0	0	980	1060
MS	0	0	0	0	0	0	0	0	0	0	0
TX	520	0	0	0	0	0	180	0	0	44832	45532
Others	14060	32160	2760	7311	6676	840	3360	0	79888	55976	203031
Total	15908	32200	2760	7431	6716	880	3540	0	80728	117484	267647

¹ Includes an interchange between the NS or CSX with the SP, UP, IC, KCS, or MP.

Appendix Table E.4: Summary of ICC Waybill Data for Traffic Into, Out of, or Through Louisiana, with a NEWOR Interchange between Back Belt Railroads, 1994: Tonages

Destination	Origin										Total
	New Orleans	Baton Rouge	Lafayette	Lake Cha	Shreveport	Monroe	AR	MS	TX	Others	
New Orleans	87560	3800	0	11240	3560	0	0	0	56356	297540	460056
Baton Rouge	0	0	0	0	0	0	0	0	0	309660	309660
Lafayette	20916	0	0	0	0	0	0	0	0	123744	144660
Lake Cha	0	0	0	0	0	0	0	0	0	230840	230840
Shreveport	3160	0	0	0	0	0	0	0	0	86520	89680
Monroe	0	0	0	0	0	0	0	0	0	55160	55160
AR	2080	0	0	0	0	3080	0	0	0	53160	58320
MS	0	0	0	0	0	0	0	0	0	0	0
TX	43800	0	0	0	0	0	12660	0	0	2353268	2409728
Others	1289220	2853896	179040	618377	417904	56200	163120	0	6340168	1981968	13899893
Total	1446736	2857696	179040	629617	421464	59280	175780	0	6396524	5491860	17657997

¹ Includes an interchange between the NS or CSX with the SP, UP, IC, KCS, or MP.

Appendix Table E.5: Summary of ICC Waybill Data for Traffic Into, Out of, or Through Louisiana, without a NEWOR Interchange between Back Belt Railroads¹, 1994: Number of Loaded Cars

Destination	Origin										Total	
	New Orleans	Baton Rouge	Lafayette	Lake Cha	Shreveport	Monroe	AR	MS	TX	Others		
New Orleans	0	0	0	0	0	0	80	0	0	0	640	720
Baton Rouge	0	0	0	0	0	0	0	0	0	0	2312	2312
Lafayette	0	0	0	0	0	0	0	0	0	0	440	440
Lake Cha	0	0	0	0	0	0	0	0	0	0	280	280
Shreveport	0	0	0	0	0	0	0	0	0	0	4796	4796
Monroe	0	0	0	0	0	0	0	0	0	0	2800	2800
AR	40	0	0	0	0	0	0	0	0	0	800	840
MS	0	0	0	0	0	0	0	0	0	0	0	0
TX	0	0	0	0	0	0	0	0	0	0	0	0
Others	7240	15912	400	2980	5064	3360	720	0	14300	0	5460	55256
Total	7280	15912	400	2980	5064	3360	800	0	14300	0	22808	72904

¹ Includes an interchange between the NS or CSX with the SP, UP, IC, KCS, or MP.

Appendix Table E.6: Summary of ICC Waybill Data for Traffic Into, Out of, or Through Louisiana, without a NEWOR Interchange between Back Belt Railroads¹, 1994: Tonages

Destination	Origin										Total	
	New Orleans	Baton Rouge	Lafayette	Lake Cha	Shreveport	Monroe	AR	MS	TX	Others		
New Orleans	0	0	0	0	0	0	6040	0	0	0	47240	53280
Baton Rouge	0	0	0	0	0	0	0	0	0	0	197952	197952
Lafayette	0	0	0	0	0	0	0	0	0	0	38560	38560
Lake Cha	0	0	0	0	0	0	0	0	0	0	23400	23400
Shreveport	0	0	0	0	0	0	0	0	0	0	208280	208280
Monroe	0	0	0	0	0	0	0	0	0	0	214960	214960
AR	3920	0	0	0	0	0	0	0	0	0	70900	74820
MS	0	0	0	0	0	0	0	0	0	0	0	0
TX	0	0	0	0	0	0	0	0	0	0	707920	707920
Others	552620	1423120	26440	237500	387424	195800	39360	0	1211620	438000	4511884	4511884
Total	556540	1423120	26440	237500	387424	195800	45400	0	1211620	1947212	6031056	6031056

¹ Includes an interchange between the NS or CSX with the SP, UP, IC, KCS, or MP.

Appendix F: Land-Bridge Traffic Moving Through New Orleans:
Growth or No Growth?

One of the key project questions has been whether or not the railroad-community interfaces would improve or worsen over time based on potential increases in traffic movements and traffic transiting Metairie and the New Orleans Gateway. A common observation of residents and railroad operations personnel based in New Orleans has been the growth of intermodal traffic, a portion of which consisted of "land-bridge" traffic (i.e., vessel to railroad to vessel traffic).

At the inception of this project, contractor staff had met with several railroad officers including Mr. Jack Jenkins, a former Southern Pacific Superintendent with extensive operating experience (he served as Terminal Superintendent at the Avondale Yard and as the Superintendent and General Manager of the Houston division). Mr. Jenkins strongly contended that land-bridge traffic moving through the New Orleans Gateway, currently a relatively minor component of Back Belt traffic, would continue to grow.

Land-bridge traffic, typically, can be described as containers of consumer and electronic goods or parts originating in southeast Asia (including Japan, Korea, Taiwan, China, Singapore, and Indonesia) moving via large fast container vessels to a west coast port (Seattle, Oakland, Los Angeles, Long Beach) and, then, by railroad to an east coast port where it is reloaded onto a vessel and then delivered to Europe or South America. Most of the west

coast land-bridge traffic moving through New Orleans is destined to Jacksonville where it is then shipped to South America.

Historically, the bulk of international shipments moving between southeast Asia and Europe has gone via the Suez Canal and the Mediterranean Sea, as this is the shortest and cheapest all water route. An alternative all water route via the Panama Canal is less competitive due to the ship size and time/delay limitations imposed by the Canal. Shipments from Japan to Europe that are time sensitive are increasingly diverted to a U.S. land-bridge movement which, surprisingly, can cut days off of a vessel movement that would normally use the Suez Canal.

Just-in-time movements using an American land-bridge allow Asian and European shippers and receivers to reduce product inventories and provide faster delivery of time sensitive products. The most typical example would involve a movement through Seattle/Tacoma or Oakland and, then, via rail through Chicago and on to a northern New Jersey port for transshipment and subsequent vessel movement to Rotterdam, Antwerp, Southampton, Calais, Bremerhaven, etc.

With growth in international trade between southeast Asia and South America, land-bridge traffic transloaded at Los Angeles and Long Beach and then moving via the Southern Pacific Railroad through New Orleans on to the southern Atlantic ports of Jacksonville (and to a much lesser extent, Savannah and Charleston), has been growing. Mr. W. L. Wong, Customer Relations Manager with American President Lines (APL) points out that while APL's major movements are through Seattle, Chicago, and northern

New Jersey, they do use Jacksonville for South America deliveries. He acknowledged that the Los Angeles to Jacksonville southern rail route is shorter and a better all weather route (except in times of hurricanes or flooding) than the northern rail route which is affected by harsh winter weather. Presumably, the shorter rail route means lower rail costs which may eventually translate to lower land-bridge rail shipment rates. The newest 5,000 plus TEU vessels that are being built for faster ocean crossings will further reduce transit times and place even greater emphasis on delivery speeds.

The biggest obstacles impacting these land-bridge movements crossing the United States are the delays experienced in interchanging traffic at major east/west and Mississippi River rail gateways such as Chicago, St Louis, and Memphis. Railroads have dramatically reduced these delays through carrier acquisitions (for example, UP acquiring CNW) and through the establishment of run-through trains using shared power.

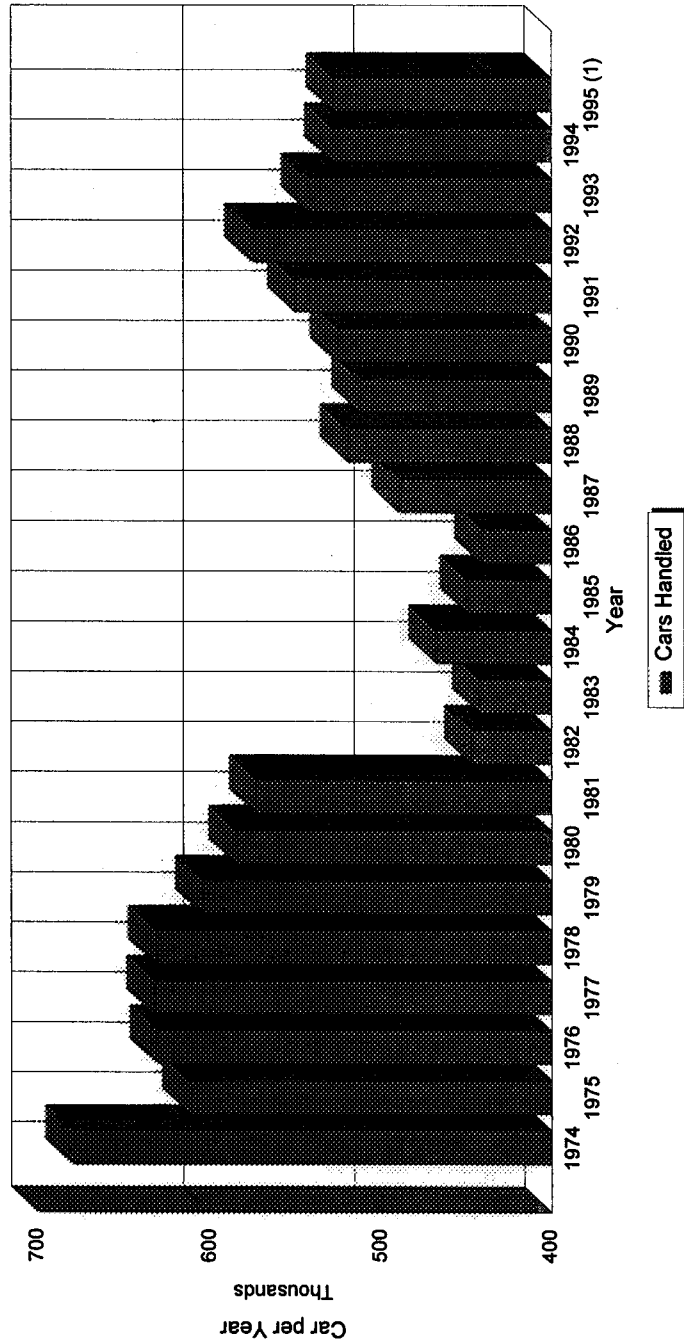
Appendix G: Huey P. Long Bridge Traffic Counts

Appendix Table G.1 presents rail freight traffic car counts for 1974-1995 over the Huey P. Long (HPL) Bridge. These data were provided by the New Orleans Public Belt (NOPB) railroad.

As indicated by these data, the recession in the early 1980's drove consumer demand downward and commodity flows reflected this exogenous impact by falling from 573,073 cars in 1981 to 446,920 cars in 1982, a 22 percent decrease. This trend continued until the general economic recovery in the late 1980s. Presently, commodity flows are at about 528,000 cars or 78 percent of the peak flow recorded in 1974.

Appendix Table G.1: Tabulation of Equated Railcars Moving Over the Huey P. Long Bridge, 1974-1995

Year	Cars
1974	679,831
1975	612,358
1976	631,018
1977	632,970
1978	632,159
1979	604,769
1980	585,099
1981	573,073
1982	446,920
1983	442,137
1984	467,893
1985	449,547
1986	440,845
1987	489,598
1988	519,667
1989	512,909
1990	525,736
1991	550,689
1992	575,447
1993	542,460
1994	528,710
1995 (1)	528,000



(1) Estimated
Source: New Orleans Public Belt (NOPB) Railroad.

Appendix H: Mississippi River Bridges

Location	Name	Revenue -Millions	Gross Tons- Millions	Using Railroads
1. New Orleans, LA	Huey P. Long	19.6	39.7	UP,SP,NOPB
2. Baton Rouge, LA	Kansas City Southern	7.0	12.5	IC, KCS
3. Vicksburg, MI	KCS	4.6	11.1	Mid South-KCS
4. Memphis, TN	Union Pacific	27.6	66.6	UP & BN
5. Memphis, TN	SSW-UP	4.6	12.4	UP & BN
6. Thebes, IL	Union Pacific	31.3	99.5	UP
7. St. Louis, MS	TRRA	30.2	50	NS, BN,Amtrack
8. St. Louis, MS	TRRA	1.7	N.A.	Conrail,CSX,C NW
9. St. Louis, MS	TRRA	16.9	24.5	NS,BN, Amtrack
10. West Quincy, IL	Burlington Northern	8.0	29.3	BN, NS
11. Keokuk, IA	Keokuk Jnct,RR	.3	N.A.	KJRR
12. Fort Madison, IA	Santa Fe	19.0	57.2	ATSF
13. Burlington, IA	Burlington Northern	53.8	51.6	BN, Amtrack
14. Quad Cities, IA	Canadian Pacific	1.8	N.A.	
15. Quad Cities, IA	Iowa Interstate RR	1.0	N.A.	
16. Clinton, IA	Union Pacific	38.6	93.8	Former C&NW
17. Savannah, IL	Canadian Pacific	4.4	N.A.	Former Sioux Line
18. Dubuque, IA	Canadian Pacific	3.8	N.A.	
19. La Crosse, WI	Canadian Pacific	17.6	51.9	
20. Winona, MN	Fox Valley Western	N.A.	N.A.	
21. St. Paul, WI	UP-former C&NW	30.0	17	
22. St. Paul, WI	UP-former C&NW	7.7	5.6	
23. Minneapolis, MN	BN Bridge	14.5	19.0	
24. Minneapolis, MN	former Sioux	6.9	25	Wisconsin Central

Source: Peter Kerr, FRA.

Appendix I: FRA Railroad Grade Crossing Accident Data Base

Many railroad grade crossing accidents are unreported. In a conversation with Bill Shrewsbury (road maintenance engineer with the State of Louisiana, responsible for rail-highway grade crossings), he reported that local police are motivated not to report accidents because of a desire to keep area insurance costs low. As a consequence, he feels that the FRA accident data reports are more complete and comprehensive than what can be obtained from local police departments⁴. However, FRA readily admits that many accidents go unreported because they fail to meet their reporting thresholds and reporting criteria.

Railroad accidents and derailments that fail to exceed a reporting threshold of \$6,300 of damages to railroad equipment and roadbed go unreported. In calculating these costs FRA eliminates the cost of clearing wrecks which can easily go into the thousands of dollars. Accidents which cost a community thousands of dollars but which do not damage railroad equipment are simply not reported and included in the accident data base. Moreover, FRA is empowered to investigate only those accidents that kill five or more non-railroad employees (for example, if a derailment killed four Metairie residents, FRA could elect not to investigate the accident, if they judge that such an investigation would not "substantially serve to promote railroad safety").

⁴ CONSAD did obtain Jefferson Parish police reports of highway accidents in the Metairie area for 1995. These are contained in Appendix J.

In addition, because FRA's data base does not include the true or full costs of rail accidents, it consistently under represents their true costs. As an example, medical costs and treatment for non-railroad employees are not reported or considered (in addition to the numerous accidents that fall below reporting thresholds and are unreported). Accidents whose principal cost burdens fall upon the community as opposed to the railroad or railroad employees, or railroad travelers are simply unrepresented. Thus, FRA's ability to fully understand the safety impacts of railroad operations on society is severely hampered by the limited accident reporting that is required of the railroads. Consequently, the ability to measure, with confidence, the ultimate benefits of any action taken to reduce accidents or improve rail safety is similarly hampered. Specifically, in the case of the Back Belt, the total number of accidents that have occurred, and the total costs associated with those accidents, are unknown.

A review of the FRA data base for the past 21 years, for the eight grade crossings over the Back Belt, revealed a total of 45 accidents injuring 21 people (no fatalities were reported). These data are summarized in Appendix Table I.1.

Table I.1: Back Belt Grade Crossing Accident Data Reported to the FRA, 1975-1995

Grade Crossing	Grade Crossing ID	Date	Speed of Train (MPH)*	Highway Vehicle Property Damage	Total Number of Occupants Killed	Total Number of Occupants Injured	Comments	Was Driver in the Vehicle?	Total Number of Occupants Including Driver
Metairie	725713M	21-Feb-75	10(R)	\$150.00	0.00	0.00	Driver was uninjured	Yes	1.00
Metairie	725713M	03-Oct-75	3(E)	\$500.00	0.00	2.00	Driver was injured	Yes	3.00
Metairie	725713M	16-Nov-78	5(E)	\$800.00	0.00	1.00	Driver was injured	Yes	1.00
Metairie	725713M	09-Jan-79	9(E)	\$2,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
Metairie	725713M	01-May-81	10(E)	\$2,500.00	0.00	2.00	Driver was injured	Yes	2.00
Metairie	725713M	15-Jun-81	12(E)	\$1,000.00	0.00	2.00	Driver was injured	Yes	2.00
Metairie	725713M	28-Sep-86	13(E)	\$0.00	0.00	0.00	Driver was uninjured	Yes	1.00
Metairie	725713M	21-Apr-87	2(E)	\$400.00	0.00	0.00	Driver was uninjured	Yes	1.00
Metairie	725713M	03-Nov-87	10(E)	\$0.00	0.00	0.00	Driver was uninjured	Yes	1.00
Metairie	725713M	07-May-88	12(E)	\$0.00	0.00	0.00	Driver was uninjured	Yes	1.00
Metairie	725713M	18-Jan-90	12(E)	\$1,000.00	0.00	2.00	Driver was injured	Yes	2.00
Metairie	725713M	03-Mar-91	20(R)	\$700.00	0.00	0.00	Driver was uninjured	No	1.00
Metairie	725713M	21-Jul-91	14(E)	\$3,000.00	0.00	0.00	Driver was uninjured	Yes	2.00
Metairie	725713M	14-May-95	10(E)	\$2,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
Carrollton	725714U	18-Oct-76	2(N)	\$0.00	0.00	0.00	Driver was uninjured	Yes	1.00
Carrollton	725714U	31-Aug-81	10(E)	\$200.00	0.00	0.00	Driver was uninjured	Yes	1.00
Carrollton	725714U	03-Mar-82	15(E)	\$2,500.00	0.00	0.00	Driver was uninjured	Yes	1.00
Carrollton	725714U	23-Jun-82	10(E)	\$500.00	0.00	1.00	Driver was uninjured	Yes	3.00
Carrollton	725714U	10-Jun-84	14(E)	\$5,600.00	0.00	1.00	Driver was injured	Yes	1.00
Carrollton	725714U	08-Dec-84	8(E)	\$0.00	0.00	0.00	Driver was uninjured	Yes	1.00
Carrollton	725714U	24-Sep-90	10(R)	\$3,000.00	0.00	1.00	Driver was injured	Yes	1.00
Carrollton	725714U	28-Aug-91	10(E)	\$2,500.00	0.00	1.00	Driver was injured	Yes	1.00
Carrollton	725714U	06-Sep-91	18(E)	\$2,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
Hollywood	725710S	14-Jan-76	10(E)	\$2,200.00	0.00	3.00	Driver was injured	Yes	3.00
Hollywood	725710S	07-Dec-78	3(E)	\$400.00	0.00	0.00	Driver was uninjured	No	0.00
Hollywood	725710S	21-Sep-80	5(E)	\$6,000.00	0.00	1.00	Driver was injured	Yes	1.00
Hollywood	725710S	14-Jan-90	20(E)	\$900.00	0.00	0.00	Driver was uninjured	Yes	1.00
Farmham Place	725711Y	09-May-92	10(E)	\$5,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
West Avenue	725712F	27-Dec-88	10(E)	\$1,800.00	0.00	0.00	Driver was uninjured	Yes	3.00
West Avenue	725712F	02-Aug-90	15(E)	\$3,000.00	0.00	0.00	Driver was uninjured	Yes	2.00
Shrewsbury	725705V	06-Sep-76	18(E)	\$6,800.00	0.00	1.00	Driver was injured	Yes	1.00
Shrewsbury	725705V	12-Jun-77	5(E)	\$6,000.00	0.00	1.00	Driver was injured	Yes	1.00
Shrewsbury	725705V	03-Sep-81	10(E)	\$700.00	0.00	0.00	Driver was uninjured	Yes	1.00
LaBarre	725708R	08-Feb-78	4(E)	\$300.00	0.00	0.00	Driver was uninjured	Yes	1.00
LaBarre	725708R	10-Sep-84	10(E)	\$1,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
LaBarre	725708R	09-Feb-86	20(E)	\$100.00	0.00	0.00	Driver was uninjured	Yes	1.00
LaBarre	725708R	16-Mar-89	17(E)	\$1,500.00	0.00	0.00	Driver was uninjured	Yes	1.00
LaBarre	725708R	14-Aug-93	15(E)	\$2,000.00	0.00	1.00	Driver was injured	Yes	1.00
LaBarre	725708R	25-May-95	5(E)	\$1,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
LaBarre	725708R	02-Jun-95	8(E)	\$1,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
Atherton	725709X	19-May-76	3(E)	\$200.00	0.00	0.00	Driver was uninjured	Yes	1.00
Atherton	725709X	28-Apr-78	10(E)	\$500.00	0.00	1.00	Driver was injured	Yes	3.00
Atherton	725709X	17-Mar-82	12(E)	\$1,500.00	0.00	0.00	Driver was uninjured	Yes	1.00
Atherton	725709X	09-Mar-86	10(E)	\$2,000.00	0.00	0.00	Driver was uninjured	Yes	1.00
Atherton	725709X	09-Apr-87	18(E)	\$1,500.00	0.00	0.00	Driver was uninjured	Yes	2.00

Source: U.S. DOT-AAR Crossing Inventory Information, Special Tabulation, January 1996

* Train Speed ID:
 (E) = ESTIMATED
 (R) = RECORDED
 (N) = NOT AVAILABLE

Appendix J: Grade Crossing Accident Data - Summaries

Attached are the Jefferson Parish police reports of highway accidents for 1995 at the railroad grade crossings in the Metairie area.

CITATION NO. None VEH. 1 VEH. 2 R.S. OR ORD. NO. _____

STATE OF LOUISIANA
UNIFORM MOTOR VEHICLE TRAFFIC ACCIDENT REPORT

Investigating Agency: State Police Sheriff
 City Police Other



Photographs Made: Yes No Hit and Run: Yes No

DATE OF ACCIDENT 10 Feb 1995 DAY OF WEEK Fri HOUR 0715 D.O.T.D. Property Damage Yes No

Investigative Agency Number B-9470-95

Parish where accident occurred Jefferson City, Town Metairie

Accident occurred on 500 BUK METAIRIE RD Milepost 10 Troop Number or District and Zone 1214

At its intersection with FRESH AIR On Interchange, NE SE NW SW Identify Quadrant

Relative to its intersection with _____ feet N S E W of _____ intersecting Street or Highway

Not at intersection _____ tenths of mile N S E W of _____ Street or Highway

STATE COMPUTER NUMBER
6564985

Year 89 Make Ford Model/No. Doors MUST 1202 No. Axles 2 Tires 14 V.I.N. 1FABP40A2TF234083

Vehicle Disabled Yes No Removed By Owner / Driver License Plate 996 LA Type PC Number DJJ 423

Trailer Description MA Year MA Make MA Type MA License Plate MA Year MA State MA Number MA

Insurance Co. Name (NOT Agency Name) Allstate Policy Number 645199907 Expiration Date 5-29-95 Points of Impact LAB

Owner's Name and Address CORTIE, RACHEL 1600 HARING RD METAIRIE LA Date of Birth _____ Damage Scale 2 2 1

Driver's Name and Address (Unless Same) Same

Dr. License State LA Class E Number 006082221 Date of Birth 11-7-95 Number Injured 1

Occupant's Names and Addresses

POS-EJEC-TION	BELT HAR.	SAF. DEV.	RACE SEX	AGE	IN-JURY
<u>1</u>	<u>1</u>	<u>3</u>	<u>7</u>	<u>19</u>	<u>7</u>
<u>3</u>	<u>1</u>	<u>3</u>	<u>7</u>	<u>19</u>	<u>7</u>

889-1467

AREA DAMAGED	SCALE	POSITION	EJECTION	SEAT BELT/SH. HARNESS	SAFETY DEVICES	INJURY
	1 Light 2 Moderate 3 Heavy 4 Total 5 Fire 6 Submerged N Under-carriage	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 Occup. of Spec. Veh. 8 Unknown	1 Not Ejected 2 Partially Eject. 3 Totally Ejected 4 Unknown If Eject.	1 Belt/Harness Not Installed 2 Only Belt Installed, Not Used 3 Belt/Harness Installed, Not Used 4 Belt Used, Harness Not Installed 5 Belt Used, Harness Not Used 6 Belt/Harness Used 7 Belt use unknown, Harness not inst 8 Belt/Harness Use Unknown 9 Belt and/or Harness Failed	1 Air Bags 2 Passive Restraints 3 Child Restraints 4 Helmet & Face Shield 5 Helmet Only 6 Eye Protection Only 7 None	1 Fatal 2 Critical Non-Fatal 3 Serious Non-Fatal 4 Severe 5 Moderate 6 Minor 7 No Injury

Year 91 Make MERC Model/No. Doors TRA 1402 No. Axles 2 Tires 14 V.I.N. 3MAPM1057M262246

Vehicle Disabled Yes No Removed By Owner / Driver License Plate 996 LA Type PC Number GRK 747

Trailer Description MA Year MA Make MA Type MA License Plate MA Year MA State MA Number MA

Insurance Co. Name (NOT Agency Name) GEICO Policy Number 3420065 Expiration Date 7-24-95 Points of Impact H 6 F

Owner's Name and Address MIXON LEONEA 1200 LURLINE DR JEFFERSON LA Date of Birth _____ Damage Scale 1 1 1

Driver's Name and Address (Unless Same) DAVIS, MARY Same

Dr. License State LA Class E Number 003194641 Date of Birth 11-9-62 Number Injured 1

Occupant's Names and Addresses None

PEDESTRIAN Name and Address ENTERED 4 Clothing: Light Dark Age 32 Inj. 7

EMERGENCY SERVICES

Ambulance Called By _____ At _____ Arrived _____ Departed _____ Special Equipment Needed _____ Available: Yes No

Rescue Unit

VEH. 1 VEH. 2 PED. 1 PED. 2 Refused Aid First Aid Given By _____ Injured Taken To/By _____

VEH. 1 VEH. 2 PED. 1 PED. 2 Refused Aid First Aid Given By _____ Injured Taken To/By _____

SOURCE OF FIRST AID AVAILABLE: 1 Dr. or Nurse 2 Cert. Pol. Ofc. 3 EMT 4 Other 5 None

ALCOHOL TEST RESULTS: Dr. 1 YES NO; Dr. 2 YES NO

VIDEO TAPES: Yes No

TIME: Notified of Accident 0725; Arrived at Scene 0751

INVESTIGATING OFFICER: Officer's Signature [Signature]; Rank & Name Det. S. Newell; Badge No. 46229; Dept. SPS; Date 10-95

VEHICLE 1
RED

VEHICLE 2
Brown

VIOLATIONS (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> Exceeding stated speed limit 2 <input type="checkbox"/> Exceeding safe speed limit A <input type="checkbox"/> Failure to yield B <input type="checkbox"/> Following too closely C <input type="checkbox"/> Driving left of center D <input type="checkbox"/> Cutting in, improper passing E <input type="checkbox"/> Failure to signal F <input type="checkbox"/> Made wide right turn G <input type="checkbox"/> Cut corner on left turn H <input type="checkbox"/> Turned from wrong lane I <input type="checkbox"/> Other improper turning J <input type="checkbox"/> Ostracged traffic control K <input type="checkbox"/> Improper starting L <input type="checkbox"/> Improper parking M <input type="checkbox"/> Failed to set out flags, flares N <input type="checkbox"/> Failed to dim headlights O <input type="checkbox"/> Vehicle condition P <input type="checkbox"/> Driver condition Q <input type="checkbox"/> Other (hazardous) or unknown violations R <input type="checkbox"/> No violations 	MOVEMENT PRIOR TO ACCIDENT (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> Stopped 2 <input type="checkbox"/> Proceeding straight ahead A <input type="checkbox"/> Traveling wrong way B <input type="checkbox"/> Backing C <input type="checkbox"/> Crossed median into opposing lane D <input type="checkbox"/> Crossed center line into opposing lane E <input type="checkbox"/> Ran off road (not while making turn at intersection) F <input type="checkbox"/> Changing lanes on multi-lane road G <input type="checkbox"/> Making left turn H <input type="checkbox"/> Making right turn I <input type="checkbox"/> Stopped, preparing to, or making U-turn J <input type="checkbox"/> Making turn, direction unknown K <input type="checkbox"/> Stopped, preparing to turn left L <input type="checkbox"/> Stopped, preparing to turn right M <input type="checkbox"/> Slowing to make left turn N <input type="checkbox"/> Slowing to make right turn O <input type="checkbox"/> Slowing to stop P <input type="checkbox"/> Properly parked Q <input type="checkbox"/> Parking maneuver R <input type="checkbox"/> Entering traffic from shoulder S <input type="checkbox"/> Entering traffic from median T <input type="checkbox"/> Entering traffic from parking lane U <input type="checkbox"/> Entering traffic from private lane V <input type="checkbox"/> Entering freeway from on ramp W <input type="checkbox"/> Leaving freeway via off ramp X <input type="checkbox"/> Other or unknown Y <input type="checkbox"/> Other or unknown Z <input type="checkbox"/> Other or unknown 	VISION OBSCUREMENTS (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> Rain, snow, etc. on windshield 2 <input type="checkbox"/> Windshield otherwise obscured A <input type="checkbox"/> Vision obscured by load B <input type="checkbox"/> Trees, bushes, etc. C <input type="checkbox"/> Building D <input type="checkbox"/> Embankment E <input type="checkbox"/> Sign boards F <input type="checkbox"/> Hillcrest G <input type="checkbox"/> Parked vehicles H <input type="checkbox"/> Moving vehicles I <input type="checkbox"/> Blinded by headlights J <input type="checkbox"/> Blinded by sun glare K <input type="checkbox"/> Distracted by neon lights in field of view L <input type="checkbox"/> Other or unknown M <input type="checkbox"/> No obscurements 	CONDITION OF DRIVERS AND PEDESTRIAN (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> Apparently asleep 2 <input type="checkbox"/> Inattentive or distracted A <input type="checkbox"/> Illness B <input type="checkbox"/> Eyesight defect C <input type="checkbox"/> Fainting D <input type="checkbox"/> blackout, etc. E <input type="checkbox"/> Hearing defect F <input type="checkbox"/> Fatigued G <input type="checkbox"/> Other body defects H <input type="checkbox"/> Drinking - Not impaired I <input type="checkbox"/> Drinking - impaired J <input type="checkbox"/> Drug impaired K <input type="checkbox"/> Condition Unknown L <input type="checkbox"/> Normal 	PEDESTRIAN ACTIONS (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> Walking in road - with traffic D <input type="checkbox"/> Walking in road - against traffic E <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> Pushing, working on vehicle in road I <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> Other in roadway L <input type="checkbox"/> Not in roadway or unknown - explain M <input type="checkbox"/> Not applicable 	TRAFFIC CONTROL CONDITIONS (Check One Per Column) <ul style="list-style-type: none"> A <input type="checkbox"/> Controls functioning B <input type="checkbox"/> Controls not functioning C <input type="checkbox"/> Controls obscured D <input type="checkbox"/> Lane marking unclear or defective E <input type="checkbox"/> No controls F <input type="checkbox"/> Condition unknown 						
REASON FOR MOVEMENT (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> To avoid other vehicle 2 <input type="checkbox"/> To avoid pedestrian A <input type="checkbox"/> To avoid animal B <input type="checkbox"/> To avoid other object C <input type="checkbox"/> Passing D <input type="checkbox"/> Vehicle out of control, not passing E <input type="checkbox"/> Vehicle out of control, passing F <input type="checkbox"/> For traffic control G <input type="checkbox"/> Due to congestion H <input type="checkbox"/> Due to prior accident (collision) I <input type="checkbox"/> Due to driver condition J <input type="checkbox"/> Due to driver violation K <input type="checkbox"/> Due to vehicle condition (failure) L <input type="checkbox"/> Due to pavement condition M <input type="checkbox"/> High wind N <input type="checkbox"/> Normal movement O <input type="checkbox"/> Reason unknown P <input type="checkbox"/> Other 	VEHICLE CONDITION (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> Defective brakes 2 <input type="checkbox"/> Defective headlights A <input type="checkbox"/> Defective rear lights B <input type="checkbox"/> Defective signal lights C <input type="checkbox"/> All lights out D <input type="checkbox"/> Defective steering E <input type="checkbox"/> Tire failure F <input type="checkbox"/> Worn or smooth tires G <input type="checkbox"/> Engine failure H <input type="checkbox"/> Defective suspension I <input type="checkbox"/> No defects observed J <input type="checkbox"/> Other or unknown defects K <input type="checkbox"/> Other or unknown defects L <input type="checkbox"/> Other or unknown defects 	ROAD SURFACE (Check One Per Column) <ul style="list-style-type: none"> A <input type="checkbox"/> Dry B <input type="checkbox"/> Wet C <input type="checkbox"/> Muddy D <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> Other or Unknown F <input type="checkbox"/> Concrete G <input type="checkbox"/> Blacktop H <input type="checkbox"/> Brick I <input type="checkbox"/> Gravel J <input type="checkbox"/> Dirt K <input type="checkbox"/> Other or Unknown 	ROADWAY CONDITION (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> Defective shoulders B <input type="checkbox"/> Holes C <input type="checkbox"/> Deep ruts D <input type="checkbox"/> Bumps E <input type="checkbox"/> Loose surface material F <input type="checkbox"/> Construction, repair G <input type="checkbox"/> Overhead clearance limited H <input type="checkbox"/> Construction - no warning I <input type="checkbox"/> Previous accident J <input type="checkbox"/> Flooding K <input type="checkbox"/> Water on roadway L <input type="checkbox"/> Orthogonal fault in road surface M <input type="checkbox"/> Parallel fault in road surface N <input type="checkbox"/> Other or unknown defects O <input type="checkbox"/> No defects P <input type="checkbox"/> Animal in roadway 	LIGHTING (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> Daylight B <input type="checkbox"/> Dark - no street lights C <input type="checkbox"/> Dusk or dawn D <input type="checkbox"/> Dark - Continuous street light E <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> Unknown 	WEATHER (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> Clear B <input type="checkbox"/> Cloudy C <input type="checkbox"/> Raining D <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> Fog F <input type="checkbox"/> Smoke G <input type="checkbox"/> Dust H <input type="checkbox"/> Unknown 	VEHICLE LIGHTING (Check One Per Column) <ul style="list-style-type: none"> 1 <input type="checkbox"/> Headlights on 2 <input type="checkbox"/> Headlights off A <input type="checkbox"/> Unknown 	TRAFFIC CONTROL (Check One Per Column) <ul style="list-style-type: none"> A <input type="checkbox"/> Stop sign B <input type="checkbox"/> Yield sign C <input type="checkbox"/> Red signal on D <input type="checkbox"/> Yellow signal on E <input type="checkbox"/> Green signal on F <input type="checkbox"/> Green turn arrow on G <input type="checkbox"/> Right turn on red H <input type="checkbox"/> Light phase unknown I <input type="checkbox"/> Flashing yellow J <input type="checkbox"/> Flashing red K <input type="checkbox"/> Office, watchman L <input type="checkbox"/> RR crossing, sign M <input type="checkbox"/> RR crossing, signal N <input type="checkbox"/> RR crossing, no control O <input type="checkbox"/> Warning sign (school, etc.) P <input type="checkbox"/> School flashing speed sign Q <input type="checkbox"/> Yellow no passing line R <input type="checkbox"/> White dashed line S <input type="checkbox"/> No control T <input type="checkbox"/> Other or unknown U <input type="checkbox"/> Yellow dashed line V <input type="checkbox"/> Bike lane 	ALIGNMENT (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> Straight-level B <input type="checkbox"/> Curve-level C <input type="checkbox"/> On grade-straight D <input type="checkbox"/> On grade-curve E <input type="checkbox"/> Hillcrest-straight F <input type="checkbox"/> Hillcrest-curve G <input type="checkbox"/> Dip, hump-straight H <input type="checkbox"/> Dip, hump-curve I <input type="checkbox"/> Other or unknown 	TYPE OF ROADWAY (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> One-way road or street B <input type="checkbox"/> Two-way undivided road or street C <input type="checkbox"/> Expressway or freeway D <input type="checkbox"/> Other divided road or street E <input type="checkbox"/> Other or unknown 	KIND OF LOCATION (Check One) <ul style="list-style-type: none"> A <input type="checkbox"/> Manufacturing or industrial B <input type="checkbox"/> Business, mixed residential C <input type="checkbox"/> Residential district D <input type="checkbox"/> Residential scattered E <input type="checkbox"/> School or playground F <input type="checkbox"/> Open country G <input type="checkbox"/> Other or unknown 	CONTRIBUTING FACTORS Place "1" by primary factor. Place "2" by secondary factor. <ul style="list-style-type: none"> G <input type="checkbox"/> Road surface H <input type="checkbox"/> Roadway condition I <input type="checkbox"/> Lighting J <input type="checkbox"/> Weather K <input type="checkbox"/> Traffic control L <input type="checkbox"/> Kind of location M <input type="checkbox"/> Condition of pedestrians

METATRIFE RD →



FIRESO AVE ↓

TRAMP TRACKS →



LOCATION OF ACCIDENT - POINT OF IMPACT (Check One Per Column) <ul style="list-style-type: none"> A <input type="checkbox"/> Main travel lane B <input type="checkbox"/> Improved shoulder - left (including parking strip) C <input type="checkbox"/> Improved shoulder - right (including parking strip) D <input type="checkbox"/> Off roadway - left (Beyond shoulder, including sidewalk) E <input type="checkbox"/> Off roadway - right (Beyond shoulder, including sidewalk) F <input type="checkbox"/> Off roadway straight ahead (T-intersection) G <input type="checkbox"/> Off roadway, direction unknown H <input type="checkbox"/> Marked pedestrian crosswalk I <input type="checkbox"/> Left turn lane, non-freeways J <input type="checkbox"/> Right turn lane, non-freeways K <input type="checkbox"/> Median opening L <input type="checkbox"/> Ramp nose M <input type="checkbox"/> Curb return N <input type="checkbox"/> Traffic island O <input type="checkbox"/> Off ramp taper or deceleration lane P <input type="checkbox"/> Off ramp roadway Q <input type="checkbox"/> Off ramp terminal R <input type="checkbox"/> On ramp taper or acceleration lane S <input type="checkbox"/> On ramp roadway T <input type="checkbox"/> Auxiliary lane or collector road U <input type="checkbox"/> Freeway-to-freeway connection V <input type="checkbox"/> Service road W <input type="checkbox"/> Within construction zone X <input type="checkbox"/> Other or unknown Y <input type="checkbox"/> Impact attenuator Z <input type="checkbox"/> Private property/parking lot

VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (NOT VEHICLE)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED		SKIDMARK DATA					
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	FL	RR	RL		
1	EAST	METATRIFE RD	N/A	N/A	MOVED	UNK	UNK	30						
2								30						

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)

DRIVER 1 ADVISED SHE WAS TRIPLED & EAST BOUND ON METATRIFE RD BEHIND VEH 2. AFTER CROSSING THE RAILROAD TRACKS SHE HADN'T SEEN THAT VEH 2 WAS STOPPED THEN SHE COLLIDED.

DRIVER 2 ADVISED SHE WAS STOPPED ON METATRIFE RD WHEN VEH 1 STRUCK HER.

INVESTIGATION REVEALS DRIVER 1 IN VIOLATION OF RS 32:31A FOLLOWING TOO CLOSE. NO CITATIONS ISSUED.

CITATION NO. VEH. 1 VEH. 2 R.S. OR ORD. NO.

NONE

STATE OF LOUISIANA UNIFORM MOTOR VEHICLE TRAFFIC ACCIDENT REP

Investigating Agency: State Police City Police Sheriff Other



Photographs Made: Yes No Hit and Run: Yes No

TIME DATE OF ACCIDENT 17 MARCH 19 95 DAY OF WEEK FRI HOUR 1550
Parish where accident occurred JEFFERSON City, Town METAIRIE
Accident occurred on METAIRIE RD Troop Number or District and Zone 1214

Investigative Agency Number C-15998-95
DO NOT WRITE IN THIS BLANK
SR-10 FURNISHED TO: YES NO DRIVER 1 DRIVER 2
OMV DRIVER REVIEW: YES NO DRIVER 1 DRIVER 2

STATE COMPUTER NUMBER 6606842

TOTAL NUMBER VEHICLES INVOLVED 2
Year 95 Make MITS GRN Model/No. Doors 2DR No. Axles 2 Tires 4 V.I.N. 4A3AK34Y45E064271
Vehicle Disabled No Removed By DRIVER License Plate 95 CA Type P/C Number T-4028710
Insurance Co. Name (NOT Agency Name) PROGRESSIVE AMERICAN INS Policy Number SS4004348-0 Expiration Date 3-22-95
Owner's Name and Address WENDY L. FUSELIER 1516 BUTTERNUT AVE. MET. Date of Birth 5-19-71
Driver's Name and Address (Unless Same) SAME Dr. License State Class Number CA E 005322298 Date of Birth 5-19-71 Number Injured 0
Occupant's Names and Addresses NONE ENTERED 3

Table with columns: AREA DAMAGED, SCALE, POSITION, EJECTION, SEAT BELT/SH. HARNESS, SAFETY DEVICES, INJURY. Includes a diagram of a car with letters A-M on it.

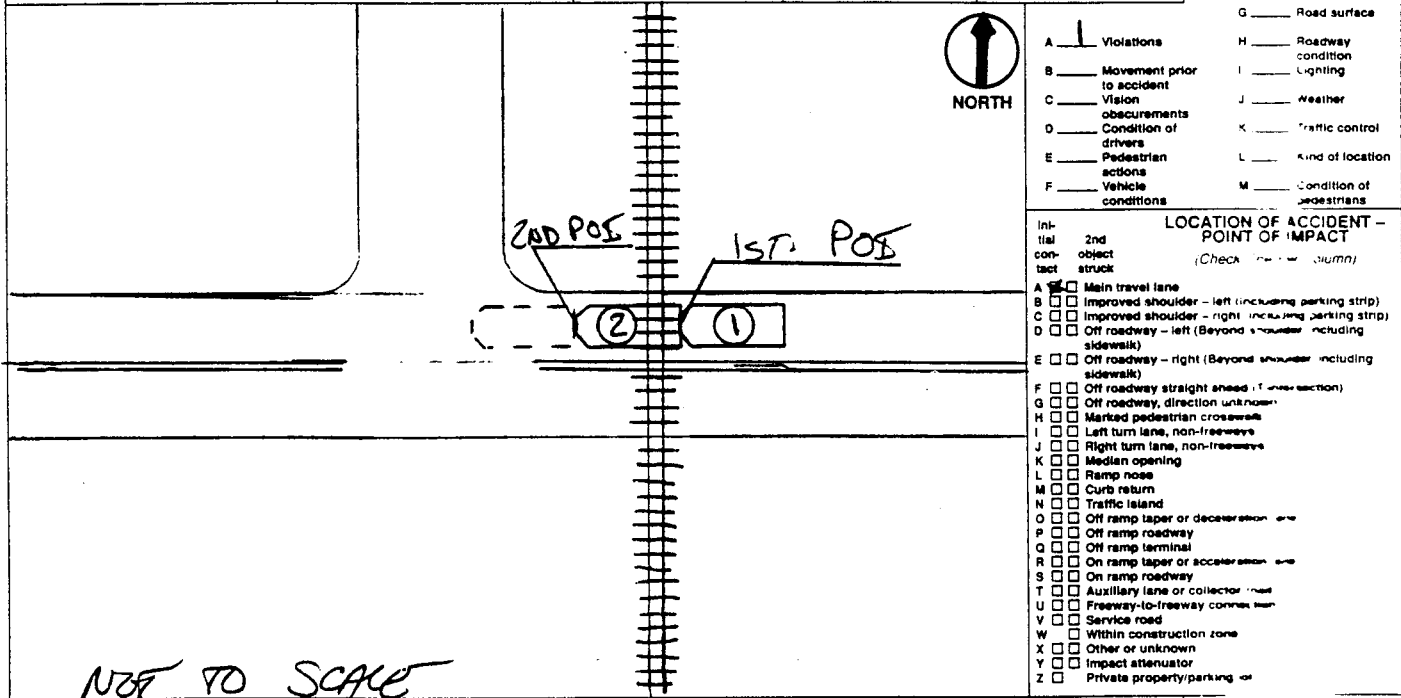
Year 92 Make ACUR WIFE Model/No. Doors INST. 2DR No. Axles 2 Tires 4 V.I.N. JH4NA9354NS033264
Vehicle Disabled No Removed By DRIVER License Plate 96 CA Type P/C Number BQ5251
Insurance Co. Name (NOT Agency Name) STATE FARM INS Policy Number 5703780-C13-18D Expiration Date 9-13-95
Owner's Name and Address BRYAN A. TREVATHAN 3400 KENT AVE #M109. MET. Date of Birth 8-18-72
Driver's Name and Address (Unless Same) SAME Dr. License State Class Number CA E 005508243 Date of Birth 8-18-72 Number Injured 0
Occupant's Names and Addresses NONE 887-6283

PEDESTRIAN Name and Address NONE Clothing: Light Dark Age Inj.

EMERGENCY SERVICES Called By NONE At Arrived Departed Special Equipment Needed Available: Yes No
VEH. 1 VEH. 2 PED. 1 Refused Aid First Aid Given By Injured Taken To/By SOURCE OF FIRST AID AVAILABLE

ALCOHOL TEST RESULTS PENDING NO VIDEO TAPES TIME Investigating Officer
Dr. 1 YES NO Dr. 2 YES NO Ped. YES NO
Notified of Accident 1537 Arrived at Scene 1622 Investigation Complete: Yes No
Officer's Signature Date 3/2/95

VIOLETIONS (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> Exceeding stated speed limit B <input type="checkbox"/> <input type="checkbox"/> Exceeding safe speed limit C <input type="checkbox"/> <input type="checkbox"/> Failure to yield D <input type="checkbox"/> <input type="checkbox"/> Following too closely E <input type="checkbox"/> <input type="checkbox"/> Driving left of center F <input type="checkbox"/> <input type="checkbox"/> Cutting in, improper passing G <input type="checkbox"/> <input type="checkbox"/> Failure to signal H <input type="checkbox"/> <input type="checkbox"/> Made wide right turn I <input type="checkbox"/> <input type="checkbox"/> Cut corner on left turn J <input type="checkbox"/> <input type="checkbox"/> Turned from wrong lane K <input type="checkbox"/> <input type="checkbox"/> Other improper turning L <input type="checkbox"/> <input type="checkbox"/> Disregarded traffic control M <input type="checkbox"/> <input type="checkbox"/> Improper starting N <input type="checkbox"/> <input type="checkbox"/> Improper parking O <input type="checkbox"/> <input type="checkbox"/> Failed to set out flags, flares P <input type="checkbox"/> <input type="checkbox"/> Failed to dim headlights Q <input type="checkbox"/> <input type="checkbox"/> Vehicle condition R <input type="checkbox"/> <input type="checkbox"/> Driver condition S <input type="checkbox"/> <input type="checkbox"/> Other (hazardous) or unknown violations T <input checked="" type="checkbox"/> <input type="checkbox"/> No violations	MOVEMENT PRIOR TO ACCIDENT (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> Stopped B <input checked="" type="checkbox"/> <input type="checkbox"/> Proceeding straight ahead C <input type="checkbox"/> <input type="checkbox"/> Proceeding wrong way D <input type="checkbox"/> <input type="checkbox"/> Backing E <input type="checkbox"/> <input type="checkbox"/> Crossed median into opposing lane F <input type="checkbox"/> <input type="checkbox"/> Crossed center line into opposing lane G <input type="checkbox"/> <input type="checkbox"/> Ran off road (not while making turn at intersection) H <input type="checkbox"/> <input type="checkbox"/> Changing lanes on multi-lane road I <input type="checkbox"/> <input type="checkbox"/> Making left turn J <input type="checkbox"/> <input type="checkbox"/> Making right turn K <input type="checkbox"/> <input type="checkbox"/> Stopped preparing to, or making U-turn L <input type="checkbox"/> <input type="checkbox"/> Making turn, direction unknown M <input type="checkbox"/> <input type="checkbox"/> Stopped, preparing to turn left N <input type="checkbox"/> <input type="checkbox"/> Stopped, preparing to turn right O <input type="checkbox"/> <input type="checkbox"/> Slowing to make left turn P <input type="checkbox"/> <input type="checkbox"/> Slowing to make right turn Q <input type="checkbox"/> <input type="checkbox"/> Slowing to stop R <input type="checkbox"/> <input type="checkbox"/> Properly parked S <input type="checkbox"/> <input type="checkbox"/> Parking maneuver T <input type="checkbox"/> <input type="checkbox"/> Entering traffic from shoulder U <input type="checkbox"/> <input type="checkbox"/> Entering traffic from median V <input type="checkbox"/> <input type="checkbox"/> Entering traffic from parking lane W <input type="checkbox"/> <input type="checkbox"/> Entering traffic from private lane X <input type="checkbox"/> <input type="checkbox"/> Entering freeway from on ramp Y <input type="checkbox"/> <input type="checkbox"/> Leaving freeway via off ramp Z <input type="checkbox"/> <input type="checkbox"/> Other or unknown	ACCIDENT (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> Rain, snow, etc. on windshield B <input type="checkbox"/> <input type="checkbox"/> Windshield otherwise obscured C <input type="checkbox"/> <input type="checkbox"/> Vision obscured by load D <input type="checkbox"/> <input type="checkbox"/> Trees, bushes, etc. E <input type="checkbox"/> <input type="checkbox"/> Building F <input type="checkbox"/> <input type="checkbox"/> Embankment G <input type="checkbox"/> <input type="checkbox"/> Sign boards H <input type="checkbox"/> <input type="checkbox"/> Hillcrest I <input type="checkbox"/> <input type="checkbox"/> Parked vehicles J <input type="checkbox"/> <input type="checkbox"/> Moving vehicles K <input type="checkbox"/> <input type="checkbox"/> Blinded by headlights L <input type="checkbox"/> <input type="checkbox"/> Blinded by sun glare M <input type="checkbox"/> <input type="checkbox"/> Distracted by neon lights in field of view N <input type="checkbox"/> <input type="checkbox"/> Other or unknown O <input type="checkbox"/> <input type="checkbox"/> No obscurements	VISION OBSCUREMENTS (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> Dry B <input type="checkbox"/> <input type="checkbox"/> Wet C <input type="checkbox"/> <input type="checkbox"/> Muddy D <input type="checkbox"/> <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> <input type="checkbox"/> Other or Unknown F <input type="checkbox"/> <input type="checkbox"/> Concrete G <input type="checkbox"/> <input type="checkbox"/> Blacktop H <input type="checkbox"/> <input type="checkbox"/> Brick I <input type="checkbox"/> <input type="checkbox"/> Gravel J <input type="checkbox"/> <input type="checkbox"/> Dirt K <input type="checkbox"/> <input type="checkbox"/> Other or Unknown	CONDITION OF DRIVER AND PEDESTRIAN (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> 1 2 PED B <input type="checkbox"/> <input type="checkbox"/> Apparently asleep C <input type="checkbox"/> <input type="checkbox"/> Inattentive or distracted D <input type="checkbox"/> <input type="checkbox"/> Illness E <input type="checkbox"/> <input type="checkbox"/> Eyesight defect F <input type="checkbox"/> <input type="checkbox"/> Fainting, blackout, etc. G <input type="checkbox"/> <input type="checkbox"/> Hearing defect H <input type="checkbox"/> <input type="checkbox"/> Fatigued I <input type="checkbox"/> <input type="checkbox"/> Other body defects J <input type="checkbox"/> <input type="checkbox"/> Drinking - Not impaired K <input type="checkbox"/> <input type="checkbox"/> Drinking - impaired L <input type="checkbox"/> <input type="checkbox"/> Drug impaired M <input type="checkbox"/> <input type="checkbox"/> Condition Unknown N <input checked="" type="checkbox"/> <input type="checkbox"/> Normal	PEDESTRIAN ACTIONS (Check One) A <input type="checkbox"/> <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> <input type="checkbox"/> Walking in road - with traffic D <input type="checkbox"/> <input type="checkbox"/> Walking in road - against traffic E <input type="checkbox"/> <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> <input type="checkbox"/> Pushing, working on vehicle in roadway I <input type="checkbox"/> <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> <input type="checkbox"/> Other in roadway L <input type="checkbox"/> <input type="checkbox"/> Not in roadway or unknown - explain M <input checked="" type="checkbox"/> <input type="checkbox"/> Not applicable	TRAFFIC CONTROL CONDITIONS (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> 1 2 Controls functioning B <input type="checkbox"/> <input type="checkbox"/> Controls not functioning C <input type="checkbox"/> <input type="checkbox"/> Controls obscured D <input type="checkbox"/> <input type="checkbox"/> Lane marking unclear or defective E <input type="checkbox"/> <input type="checkbox"/> No controls F <input type="checkbox"/> <input type="checkbox"/> Condition unknown
REASON FOR MOVEMENT (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> 1 2 To avoid other vehicle B <input type="checkbox"/> <input type="checkbox"/> To avoid pedestrian C <input type="checkbox"/> <input type="checkbox"/> To avoid animal D <input type="checkbox"/> <input type="checkbox"/> To avoid other object E <input type="checkbox"/> <input type="checkbox"/> Passing F <input type="checkbox"/> <input type="checkbox"/> Vehicle out of control, not passing G <input type="checkbox"/> <input type="checkbox"/> Vehicle out of control, passing H <input type="checkbox"/> <input type="checkbox"/> For traffic control I <input type="checkbox"/> <input type="checkbox"/> Due to congestion J <input type="checkbox"/> <input type="checkbox"/> Due to prior accident (collision) K <input type="checkbox"/> <input type="checkbox"/> Due to driver condition L <input type="checkbox"/> <input type="checkbox"/> Due to driver violation M <input type="checkbox"/> <input type="checkbox"/> Due to vehicle condition (failure) N <input type="checkbox"/> <input type="checkbox"/> Due to pavement condition O <input type="checkbox"/> <input type="checkbox"/> High wind P <input type="checkbox"/> <input type="checkbox"/> Normal movement Q <input type="checkbox"/> <input type="checkbox"/> Reason unknown R <input type="checkbox"/> <input type="checkbox"/> Other	ROAD SURFACE (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> Concrete B <input type="checkbox"/> <input type="checkbox"/> Blacktop C <input type="checkbox"/> <input type="checkbox"/> Brick D <input type="checkbox"/> <input type="checkbox"/> Gravel E <input type="checkbox"/> <input type="checkbox"/> Dirt F <input type="checkbox"/> <input type="checkbox"/> Other or Unknown	ROADWAY CONDITION (Check One) A <input type="checkbox"/> <input type="checkbox"/> Defective shoulders B <input type="checkbox"/> <input type="checkbox"/> Holes C <input type="checkbox"/> <input type="checkbox"/> Deep ruts D <input type="checkbox"/> <input type="checkbox"/> Bumps E <input type="checkbox"/> <input type="checkbox"/> Loose surface material F <input type="checkbox"/> <input type="checkbox"/> Construction, repair G <input type="checkbox"/> <input type="checkbox"/> Overhead clearance limited H <input type="checkbox"/> <input type="checkbox"/> Construction - no warning I <input type="checkbox"/> <input type="checkbox"/> Previous accident J <input type="checkbox"/> <input type="checkbox"/> Flooding K <input type="checkbox"/> <input type="checkbox"/> Water on roadway L <input type="checkbox"/> <input type="checkbox"/> Orthogonal fault in road surface M <input type="checkbox"/> <input type="checkbox"/> Parallel fault in road surface N <input type="checkbox"/> <input type="checkbox"/> Other or unknown defects O <input type="checkbox"/> <input type="checkbox"/> No defects P <input type="checkbox"/> <input type="checkbox"/> Animal in roadway	LIGHTING (Check One) A <input type="checkbox"/> <input type="checkbox"/> Daylight B <input type="checkbox"/> <input type="checkbox"/> Dark - no street lights C <input type="checkbox"/> <input type="checkbox"/> Dusk or dawn D <input type="checkbox"/> <input type="checkbox"/> Dark - Continuous street light E <input type="checkbox"/> <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> <input type="checkbox"/> Unknown	TRAFFIC CONTROL (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> 1 2 Stop sign B <input type="checkbox"/> <input type="checkbox"/> Yield sign C <input type="checkbox"/> <input type="checkbox"/> Red signal on D <input type="checkbox"/> <input type="checkbox"/> Yellow signal on E <input type="checkbox"/> <input type="checkbox"/> Green signal on F <input type="checkbox"/> <input type="checkbox"/> Green turn arrow on G <input type="checkbox"/> <input type="checkbox"/> Right turn on red H <input type="checkbox"/> <input type="checkbox"/> Light phase unknown I <input type="checkbox"/> <input type="checkbox"/> Flashing yellow J <input type="checkbox"/> <input type="checkbox"/> Flashing red K <input type="checkbox"/> <input type="checkbox"/> Officer, watchman L <input type="checkbox"/> <input type="checkbox"/> RR crossing, sign M <input type="checkbox"/> <input type="checkbox"/> RR crossing, signal N <input type="checkbox"/> <input type="checkbox"/> RR crossing, no control O <input type="checkbox"/> <input type="checkbox"/> Warning sign (school, etc.) P <input type="checkbox"/> <input type="checkbox"/> School flashing speed sign Q <input type="checkbox"/> <input type="checkbox"/> Yellow no passing line R <input type="checkbox"/> <input type="checkbox"/> White dashed line S <input type="checkbox"/> <input type="checkbox"/> No control T <input type="checkbox"/> <input type="checkbox"/> Other or unknown U <input type="checkbox"/> <input type="checkbox"/> Yellow dashed line V <input type="checkbox"/> <input type="checkbox"/> Bike lane	ALIGNMENT (Check One) A <input type="checkbox"/> <input type="checkbox"/> Straight-level B <input type="checkbox"/> <input type="checkbox"/> Curve-level C <input type="checkbox"/> <input type="checkbox"/> On grade-straight D <input type="checkbox"/> <input type="checkbox"/> On grade-curve E <input type="checkbox"/> <input type="checkbox"/> Hillcrest-straight F <input type="checkbox"/> <input type="checkbox"/> Hillcrest-curve G <input type="checkbox"/> <input type="checkbox"/> Dip, hump-straight H <input type="checkbox"/> <input type="checkbox"/> Dip, hump-curve I <input type="checkbox"/> <input type="checkbox"/> Other or unknown	TYPE OF ROADWAY (Check One) A <input type="checkbox"/> <input type="checkbox"/> One-way road or street B <input type="checkbox"/> <input type="checkbox"/> Two-way undivided road or street C <input type="checkbox"/> <input type="checkbox"/> Expressway or freeway D <input type="checkbox"/> <input type="checkbox"/> Other divided road or street E <input type="checkbox"/> <input type="checkbox"/> Other or unknown
	VEHICLE CONDITION (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> 1 2 Defective brakes B <input type="checkbox"/> <input type="checkbox"/> Defective headlights C <input type="checkbox"/> <input type="checkbox"/> Defective rear lights D <input type="checkbox"/> <input type="checkbox"/> Defective signal lights E <input type="checkbox"/> <input type="checkbox"/> All lights out F <input type="checkbox"/> <input type="checkbox"/> Defective steering G <input type="checkbox"/> <input type="checkbox"/> Tire failure H <input type="checkbox"/> <input type="checkbox"/> Worn or smooth tires I <input type="checkbox"/> <input type="checkbox"/> Engine failure J <input type="checkbox"/> <input type="checkbox"/> Defective suspension K <input checked="" type="checkbox"/> <input type="checkbox"/> No defects observed L <input type="checkbox"/> <input type="checkbox"/> Other or unknown defects	WEATHER (Check One) A <input type="checkbox"/> <input type="checkbox"/> Clear B <input type="checkbox"/> <input type="checkbox"/> Cloudy C <input type="checkbox"/> <input type="checkbox"/> Raining D <input type="checkbox"/> <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> <input type="checkbox"/> Fog F <input type="checkbox"/> <input type="checkbox"/> Smoke G <input type="checkbox"/> <input type="checkbox"/> Dust H <input type="checkbox"/> <input type="checkbox"/> Unknown	VEHICLE LIGHTING (Check One Per Column) A <input type="checkbox"/> <input type="checkbox"/> 1 2 Headlights on B <input checked="" type="checkbox"/> <input type="checkbox"/> Headlights off C <input type="checkbox"/> <input type="checkbox"/> Unknown	KIND OF LOCATION (Check One) A <input type="checkbox"/> <input type="checkbox"/> Manufacturing or industrial B <input type="checkbox"/> <input type="checkbox"/> Business continuous C <input type="checkbox"/> <input type="checkbox"/> Business, mixed residential D <input type="checkbox"/> <input type="checkbox"/> Residential district E <input type="checkbox"/> <input type="checkbox"/> Residential scattered F <input type="checkbox"/> <input type="checkbox"/> School or playground G <input type="checkbox"/> <input type="checkbox"/> Open country H <input type="checkbox"/> <input type="checkbox"/> Other or unknown	CONTRIBUTING FACTORS Place "1" by primary factor. Place "2" by secondary factor. G <input type="checkbox"/> <input type="checkbox"/> Road surface H <input type="checkbox"/> <input type="checkbox"/> Roadway condition I <input type="checkbox"/> <input type="checkbox"/> Lighting J <input type="checkbox"/> <input type="checkbox"/> Weather K <input type="checkbox"/> <input type="checkbox"/> Traffic control L <input type="checkbox"/> <input type="checkbox"/> Kind of location M <input type="checkbox"/> <input type="checkbox"/> Condition of pedestrians	



VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (BY VEHICLE)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED			SKID MARK DATA		
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	TR	RL	
1	WEST	METARIE RD	N		MOVED 200K	200K						
2	WEST	METARIE RD		A								

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)

DRIVER 1 STATED SHE DID NOT SEE VEHICLE 2 STOPPED AS SHE WAS CROSSING ROAD TRACKS. SHE STRUCK THE REAR OF VEHICLE 2.

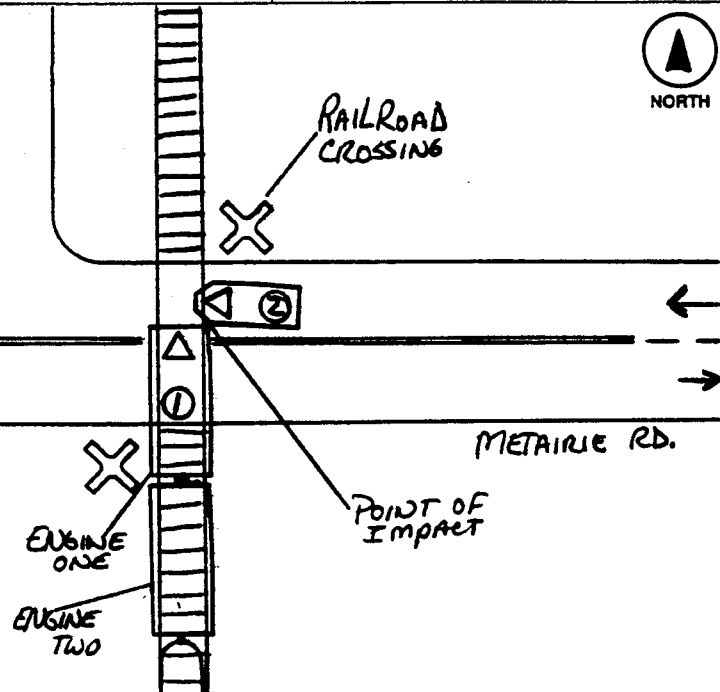
DRIVER 2 STATED HE WAS WEST BOUND ON METARIE RD CROSSING THE ROAD TRACKS. THE TRAFFIC CAME TO A COMPLETE STOP AND THEN HE WAS REAR END GETTING REAR ENDED HIS VEHICLE WAS PUSHED INTO ANOTHER VEHICLE WHICH STOPPED.

INVESTIGATION REVEALED DRIVER 1 IN VIOLATION OF RS 32: B1A FOLLOWING,

VIOLETIONS (Check One Per Column)	MOVEMENT PRIOR TO ACCIDENT (Check One Per Column)	VISION OBSCUREMENTS (Check One Per Column)	CONDITION OF DRIVERS AND PEDESTRIANS (Check One Per Column)	PEDESTRIAN ACTIONS (Check One)	TRAFFIC CONTROL CONDITIONS (Check One Per Column)
1 <input type="checkbox"/> Exceeding stated speed limit 2 <input type="checkbox"/> Exceeding safe speed limit A <input type="checkbox"/> Failure to yield B <input type="checkbox"/> Following too closely C <input type="checkbox"/> Driving left of center D <input type="checkbox"/> Cutting in, improper passing E <input type="checkbox"/> Failure to signal F <input type="checkbox"/> Made wide right turn G <input type="checkbox"/> Cut corner on left turn H <input type="checkbox"/> Turned from wrong lane I <input type="checkbox"/> Other improper turning J <input type="checkbox"/> Disregarded traffic control K <input type="checkbox"/> Improper starting L <input type="checkbox"/> Improper parking M <input type="checkbox"/> Failed to set out flags, flares N <input type="checkbox"/> Failed to dim headlights O <input type="checkbox"/> Vehicle condition P <input type="checkbox"/> Driver condition Q <input type="checkbox"/> Other (hazardous) or unknown violations R <input checked="" type="checkbox"/> No violations	1 <input type="checkbox"/> Stopped 2 <input type="checkbox"/> Proceeding straight ahead A <input type="checkbox"/> Traveling wrong way B <input type="checkbox"/> Backing C <input type="checkbox"/> Crossed median into opposing lane D <input type="checkbox"/> Crossed center line into opposing lane E <input type="checkbox"/> Ran off road (not while making turn at intersection) F <input type="checkbox"/> Changing lanes on multi-lane road G <input type="checkbox"/> Making left turn H <input type="checkbox"/> Making right turn I <input type="checkbox"/> Making U-turn J <input type="checkbox"/> Stopped preparing to, or making U-turn K <input type="checkbox"/> Making turn, direction unknown L <input type="checkbox"/> Stopped, preparing to turn left M <input type="checkbox"/> Stopped, preparing to turn right N <input type="checkbox"/> Slowing to make left turn O <input type="checkbox"/> Slowing to make right turn P <input type="checkbox"/> Slowing to stop Q <input type="checkbox"/> Properly parked R <input type="checkbox"/> Parking maneuver S <input type="checkbox"/> Entering traffic from shoulder T <input type="checkbox"/> Entering traffic from median U <input type="checkbox"/> Entering traffic from parking lane V <input type="checkbox"/> Entering traffic from private lane W <input type="checkbox"/> Entering freeway from on ramp X <input type="checkbox"/> Leaving freeway via off ramp Y <input type="checkbox"/> Other or unknown Z <input type="checkbox"/>	1 <input type="checkbox"/> Rain, snow, etc. on windshield 2 <input type="checkbox"/> Windshield otherwise obscured A <input type="checkbox"/> Vision obscured by load B <input type="checkbox"/> Trees, bushes, etc. C <input type="checkbox"/> Building D <input type="checkbox"/> Embankment E <input type="checkbox"/> Sign boards F <input type="checkbox"/> Hillcrest G <input type="checkbox"/> Parkeed vehicles H <input type="checkbox"/> Moving vehicles I <input type="checkbox"/> Blinded by headlights J <input type="checkbox"/> Blinded by sun glare K <input type="checkbox"/> Distracted by neon lights in field of view L <input type="checkbox"/> Other or unknown M <input type="checkbox"/> No obscurements	1 <input type="checkbox"/> Apparently asleep 2 <input type="checkbox"/> Inattentive or distracted A <input type="checkbox"/> Blindness B <input type="checkbox"/> Eyesight defect C <input type="checkbox"/> Fatigue, blackout, etc. D <input type="checkbox"/> Hearing defect E <input type="checkbox"/> Fatigued F <input type="checkbox"/> Other body defects G <input type="checkbox"/> Drinking - Not impaired H <input type="checkbox"/> Drinking - Impaired I <input type="checkbox"/> Drug impaired J <input type="checkbox"/> Condition Unknown K <input type="checkbox"/> Normal	A <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> Waiting in road - with traffic D <input type="checkbox"/> Waiting in road - against traffic E <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> Pushing, working on vehicle in road I <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> Other in roadway L <input type="checkbox"/> Not in roadway or unknown - explain M <input type="checkbox"/> Not applicable	1 <input type="checkbox"/> Controls functioning 2 <input type="checkbox"/> Controls not functioning A <input type="checkbox"/> Controls obscured B <input type="checkbox"/> Lane marking unclear or defective C <input type="checkbox"/> No controls D <input type="checkbox"/> Condition unknown
REASON FOR MOVEMENT (Check One Per Column)	ROAD SURFACE (Check One Per Column)	ROADWAY CONDITION (Check One)	LIGHTING (Check One)	TRAFFIC CONTROL (Check One Per Column)	ALIGNMENT (Check One)
1 <input type="checkbox"/> To avoid other vehicle 2 <input type="checkbox"/> To avoid pedestrian A <input type="checkbox"/> To avoid animal B <input type="checkbox"/> To avoid other object C <input type="checkbox"/> Passing D <input type="checkbox"/> Vehicle out of control, not passing E <input type="checkbox"/> Vehicle out of control, passing F <input type="checkbox"/> For traffic control G <input type="checkbox"/> Due to congestion H <input type="checkbox"/> Due to prior accident (collision) I <input type="checkbox"/> Due to driver condition J <input type="checkbox"/> Due to vehicle condition (failure) K <input type="checkbox"/> Due to pavement condition L <input type="checkbox"/> High wind M <input type="checkbox"/> Normal movement N <input type="checkbox"/> Reason unknown O <input type="checkbox"/> Other	A <input type="checkbox"/> Dry B <input type="checkbox"/> Wet C <input type="checkbox"/> Muddy D <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> Other or Unknown F <input type="checkbox"/> Unknown	A <input type="checkbox"/> Concrete B <input type="checkbox"/> Blacktop C <input type="checkbox"/> Brick D <input type="checkbox"/> Gravel E <input type="checkbox"/> Dirt F <input type="checkbox"/> Other or Unknown	A <input type="checkbox"/> Daylight B <input type="checkbox"/> Dark - no street lights C <input type="checkbox"/> Dark or dawn D <input type="checkbox"/> Dark - Continuous street light E <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> Unknown	1 <input type="checkbox"/> Stop sign 2 <input type="checkbox"/> Yield sign A <input type="checkbox"/> Red signal on B <input type="checkbox"/> Yellow signal on C <input type="checkbox"/> Green signal on D <input type="checkbox"/> Green turn arrow on E <input type="checkbox"/> Right turn on red F <input type="checkbox"/> Light phase unknown G <input type="checkbox"/> Flashing yellow H <input type="checkbox"/> Flashing red I <input type="checkbox"/> Offical, watchman J <input type="checkbox"/> All crossing, sign K <input type="checkbox"/> All crossing, signal L <input type="checkbox"/> RR crossing, no control M <input type="checkbox"/> Warning sign (school, etc.) N <input type="checkbox"/> School flashing speed sign O <input type="checkbox"/> Yellow no passing line P <input type="checkbox"/> White dashed line Q <input type="checkbox"/> No control R <input type="checkbox"/> Other or unknown S <input type="checkbox"/> Yellow dashed line T <input type="checkbox"/> Blue lane	A <input type="checkbox"/> Straight-level B <input type="checkbox"/> Curve-level C <input type="checkbox"/> On grade-straight D <input type="checkbox"/> On grade-curve E <input type="checkbox"/> Hillcrest-straight F <input type="checkbox"/> Hillcrest-curve G <input type="checkbox"/> Dip, hump-straight H <input type="checkbox"/> Dip, hump-curve I <input type="checkbox"/> Other or unknown
VEHICLE CONDITION (Check One Per Column)	WEATHER (Check One)	VEHICLE LIGHTING (Check One Per Column)	TYPE OF ROADWAY (Check One)	KIND OF LOCATION (Check One)	CONTRIBUTING FACTORS Place "1" by primary factor; Place "2" by secondary factor.
1 <input type="checkbox"/> Defective brakes 2 <input type="checkbox"/> Defective headlights A <input type="checkbox"/> Defective rear lights B <input type="checkbox"/> Defective signal lights C <input type="checkbox"/> All lights out D <input type="checkbox"/> Defective steering E <input type="checkbox"/> Tire failure F <input type="checkbox"/> Worn or smooth tire G <input type="checkbox"/> Engine failure H <input type="checkbox"/> Defective suspension I <input type="checkbox"/> No defects observed J <input type="checkbox"/> Other or unknown defects	A <input type="checkbox"/> Clear B <input type="checkbox"/> Cloudy C <input type="checkbox"/> Raining D <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> Fog F <input type="checkbox"/> Smoke G <input type="checkbox"/> Dust H <input type="checkbox"/> Unknown	1 <input type="checkbox"/> Headlights on 2 <input type="checkbox"/> Headlights off A <input type="checkbox"/> Unknown	A <input type="checkbox"/> One-way road or street B <input type="checkbox"/> Two-way undivided road or street C <input type="checkbox"/> Expressway or freeway D <input type="checkbox"/> Other divided road or street E <input type="checkbox"/> Other or unknown	A <input type="checkbox"/> Manufacturing or industrial B <input type="checkbox"/> Business continuous C <input type="checkbox"/> Business, mixed residential D <input type="checkbox"/> Residential district E <input type="checkbox"/> Residential scattered F <input type="checkbox"/> School or playground G <input type="checkbox"/> Open country H <input type="checkbox"/> Other or unknown	G <input type="checkbox"/> Road surface H <input type="checkbox"/> Roadway condition I <input type="checkbox"/> Lighting J <input type="checkbox"/> Weather K <input type="checkbox"/> Traffic control L <input type="checkbox"/> Kind of location M <input type="checkbox"/> Condition of pedestrians

E. 14669-95

NOT DRAWN TO SCALE
FRISCO AV.



Initial contact: 1st object struck, 2nd object struck
 LOCATION OF ACCIDENT - POINT OF IMPACT (Check One Per Column)
 A Main travel lane
 B Improved shoulder - left (including parking strip)
 C Improved shoulder - right (including parking strip)
 D Off roadway - left (Beyond shoulder, including sidewalk)
 E Off roadway - right (Beyond shoulder, including sidewalk)
 F Off roadway straight ahead (T-Intersection)
 G Off roadway, direction unknown
 H Marked pedestrian crosswalk
 I Left turn lane, non-freeways
 J Right turn lane, non-freeways
 K Median opening
 L Ramp nose
 M Curb return
 N Traffic island
 O Off ramp taper or deceleration lane
 P Off ramp roadway
 Q Off ramp terminal
 R On ramp taper or acceleration lane
 S On ramp roadway
 T Auxiliary lane or collector road
 U Freeway-to-freeway connection
 V Service road
 W Within construction zone
 X Other or unknown
 Y Impact attenuator
 Z Private property/parking lot

VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (NEXT TRACKS)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED		SKIDMARK DATA			
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	FL	RR	RL
1	NORTH	RAILWAY	N		ON SCENE	300 FEET	UNK	20 N	0	0	N	E
2	WEST	METAIRIE ROAD		A	ON SCENE	10 FEET	UNK	30 N	0	0	N	E

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)
 ON 05-14-95 AT ABOUT 02:33am Deputy Responded to a Traffic Accident at Metairie Rd. and Frisco Av. Involving Railroad Train. Upon Arrival Deputy Met with the Driver of Vehicle #2 ADVISED THAT SHE WENT AROUND THE RAILROAD CROSSING GATE AND WAS STRUCK BY ENGINE 3092 CAUSING MINOR DAMAGE. THE DRIVER OF VEHICLE #1 ADVISED THAT VEHICLE #2 DROVE AROUND THE RAILROAD CROSSING GATE AT WHICH TIME HE STRUCK THE VEHICLE #2 CAUSING MINOR DAMAGE. THE DRIVER OF VEHICLE #1 ADVISED THAT HE WAS PULLING 28 RAIL CARS. DEPUTY'S INVESTIGATION REVEALED THAT VEHICLE #2 DISOBEYED THE RAILROAD TRAFFIC CONTROL DEVICE AND WAS STRUCK BY THE RAILROAD TRAIN ENGINE 3092.

CITATION NO. 586 91678
 91699
 VEH. 1 A
 VEH. 2 B
 R.S. OR ORD. NO. 32:58
 32:505

STATE OF LOUISIANA
 INFORM MOTOR VEHICLE TRAFFIC ACCIDENT REPORT

Investigating Agency: State Police Sheriff
 City Police Other



Photographs Made: Yes No Hit and Run: Yes No

TIME DATE OF ACCIDENT 27 MAY 1991 DAY OF WEEK SAT HOUR 10:20
 P.O.T.D. Property Damage Yes

LOCATION Parish where accident occurred JEFFERSON City, Town METairie
 Accident occurred on 531 METairie St Troop Number or District and Zone 7214
 Name of St., Parish Rd., or Hwy. No. (U.S. or State) Milepost 10
 At its intersection with ~~Metairie Ave~~ On Interchange, Identify Quadrant NE SE NW SW
 Relative to its intersection with _____ feet N S E W of _____ Intersecting Street or Highway
 Not at intersection _____ tenths of mile N S E W of _____ Street or Highway

Investigative Agency Number E-33988-95
 DO NOT WRITE IN THIS BLANK
 SR-10 FURNISHED TO: YES NO
 DRIVER 1
 DRIVER 2
 OMV DRIVER REVIEW:
 YES NO
 DRIVER 1
 DRIVER 2

STATE COMPUTER NUMBER
 6668589

TOTAL NUMBER VEHICLES INVOLVED 2
 Year 88 Make OLDS Model/No. Doors 600 47 2SW No. Axles 2 Tires 16-70V51 V.I.N. 1G20V51C434307345
 Vehicle Disabled Yes No Removed By DRIVER License Plate 7C State LA Type PC Number KCP 73E
 Trailer Description N/A Year Make Type License Plate Year State Number
 Insurance Co. Name (NOT Agency Name) USA A Policy Number 005302619C Expiration Date 3/27/95 Points of Impact 6
 Owner's Name and Address PETER C. GLEYETT 1600 E. TEXAS DR. BENSACON LA Date of Birth Damage Scale 2
 Driver's Name and Address (Unless Same) KIM S. McNUSTY 934 1/2 ROVERLINE ST. NO LA 70118 POSITION EJECTION BELT HAR. SAF. DEV. RACE SEX AGE INJURY
 Dr. License State Class Number Date of Birth Number Injured
 LA E 653 12 15 10/20/72 1 1 1 6 7 F 22 6
 Occupant's Names and Addresses NONE
 822-4620

AREA DAMAGED	SCALE	POSITION	EJECTION	SEAT BELT/SH. HARNESS	SAFETY DEVICES	INJURY
	1 Light 2 Moderate 3 Heavy 4 Total 5 Fire 6 Submerged N Under-carriage	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 Occup. of Spec. Veh. 8 Unknown	1 Not Ejected 2 Partially Eject. 3 Totally Ejected 4 Unknown if Eject.	1 Belt/Harness Not Installed 2 Only Belt Installed, Not Used 3 Belt/Harness Installed, Not Used 4 Belt Used, Harness Not Installed 5 Belt Used, Harness Not Used 6 Belt/Harness Used 7 Belt use unknown, Harness not Inst 8 Belt/Harness Use Unknown 9 Belt and/or Harness Failed	1 Air Bags 2 Passive Restraints 3 Child Restraints 4 Helmet & Face Shield 5 Helmet Only 6 Eye Protection Only 7 None	1 Fatal 2 Critical Non-Fatal 3 Serious Non-Fatal 4 Severe 5 Moderate 6 Minor 7 No Injury

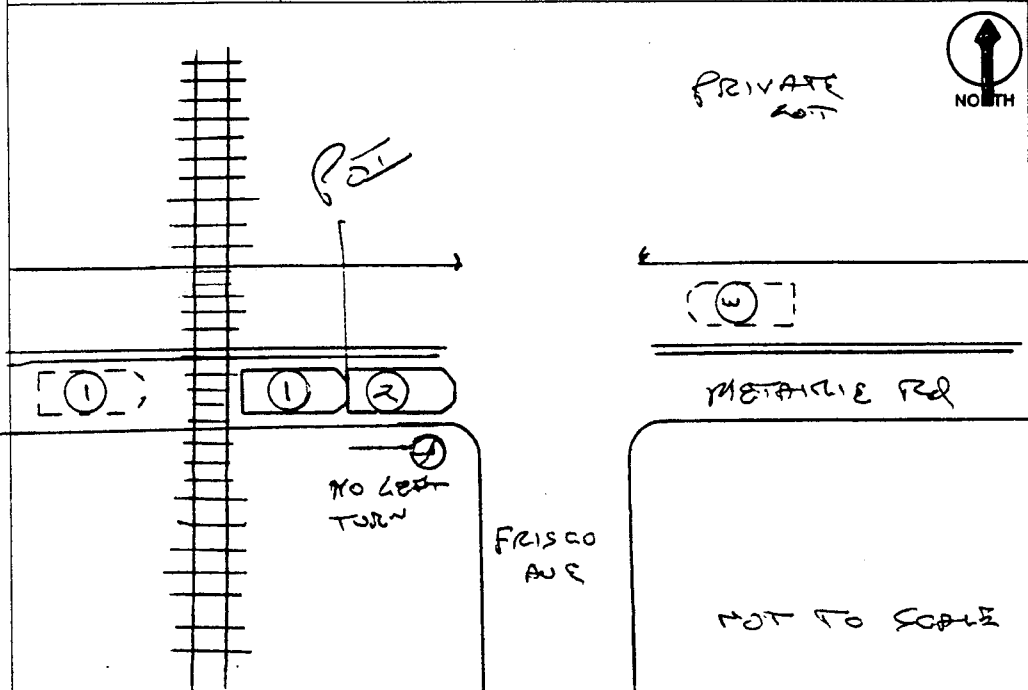
Year 88 Make OLDS Model/No. Doors 600 47 2SW No. Axles 2 Tires 16-70V51 V.I.N. 1G20V51C434307345
 Vehicle Disabled Yes No Removed By DRIVER License Plate 7C State LA Type PC Number KCP 73E
 Trailer Description N/A Year Make Type License Plate Year State Number
 Insurance Co. Name (NOT Agency Name) USA A Policy Number 005302619C Expiration Date 3/27/95 Points of Impact 6
 Owner's Name and Address PETER C. GLEYETT 1600 E. TEXAS DR. BENSACON LA Date of Birth Damage Scale 2
 Driver's Name and Address (Unless Same) KIM S. McNUSTY 934 1/2 ROVERLINE ST. NO LA 70118 POSITION EJECTION BELT HAR. SAF. DEV. RACE SEX AGE INJURY
 Dr. License State Class Number Date of Birth Number Injured
 LA E 653 12 15 10/20/72 1 1 1 6 7 F 22 6
 Occupant's Names and Addresses NONE
 905-1178

ENTERED 2
 SCAN 2

PEDESTRIAN Name and Address NONE Clothing: Light Dark Age Inj.
 EMERGENCY SERVICES
 Ambulance Called By At Arrived Departed Special Equipment Needed Available: Yes No
 Rescue Unit
 VEH. 1 VEH. 2 PED. 1 Refused Aid First Aid Given By NONE Injured Taken To/By SOURCE OF FIRST AID AVAILABLE 1 Dr. or Nurse 2 Cent. Pol. Ofc. 3 D.E.M.T. 4 Other 5 None
 VEH. 1 VEH. 2 PED. 1 Refused Aid First Aid Given By Injured Taken To/By

ALCOHOL TEST RESULTS PENDING No
 YES Dr. 1 Dr. 2 Ped.
 VIDEO TAPES Yes No
 TIME Notified of Accident 10:20 Arrived at Scene 10:40 Investigation Complete: Yes No
 INVESTIGATING OFFICER Rank & Name DEP. MENNY BONDS 9325 JPSO Dept. 5121195 Date
 Signature: [Signature]

VIOLATIONS (Check One Per Column)	MOVEMENT PRIOR TO ACCIDENT (Check One Per Column)	VISION OBSCUREMENTS (Check One Per Column)	CONDITION OF DRIVERS AND PEDEST (Check One Per Column)	PEDESTRIAN ACTIONS (Check One)	TRAFFIC CONTROL CONDITIONS (Check One Per Column)
A <input type="checkbox"/> 1 Exceeding stated speed limit B <input type="checkbox"/> 2 Exceeding rate speed limit C <input type="checkbox"/> Failure to yield D <input type="checkbox"/> Following too closely E <input type="checkbox"/> Driving left of center F <input type="checkbox"/> Cutting in, improper passing G <input type="checkbox"/> Failure to signal H <input type="checkbox"/> Made wide right turn I <input type="checkbox"/> Cut corner on left turn J <input type="checkbox"/> Turned from wrong lane K <input type="checkbox"/> Other improper turning L <input type="checkbox"/> Disregarded traffic control M <input type="checkbox"/> Improper starting N <input type="checkbox"/> Improper parking O <input type="checkbox"/> Failed to set out flags, flares P <input type="checkbox"/> Failed to dim headlights Q <input type="checkbox"/> Vehicle condition R <input type="checkbox"/> Driver condition S <input type="checkbox"/> Other (hazardous) or unknown violations T <input type="checkbox"/> No violations	A <input type="checkbox"/> 1 Stopped B <input type="checkbox"/> 2 Proceeding straight ahead C <input type="checkbox"/> Traveling wrong way D <input type="checkbox"/> Backing E <input type="checkbox"/> Crossed median into opposing lane F <input type="checkbox"/> Crossed center line into opposing lane G <input type="checkbox"/> Ran off road (not while making turn at intersection) H <input type="checkbox"/> Changing lanes on multi-lane road I <input type="checkbox"/> Making left turn J <input type="checkbox"/> Making right turn K <input type="checkbox"/> Stopped preparing to, or making U-turn L <input type="checkbox"/> Making turn, direction unknown M <input type="checkbox"/> Stopped, preparing to turn left N <input type="checkbox"/> Stopped, preparing to turn right O <input type="checkbox"/> Slowing to make left turn P <input type="checkbox"/> Slowing to make right turn Q <input type="checkbox"/> Slowing to stop R <input type="checkbox"/> Properly parked S <input type="checkbox"/> Parking maneuver T <input type="checkbox"/> Entering traffic from shoulder U <input type="checkbox"/> Entering traffic from median V <input type="checkbox"/> Entering traffic from parking lane W <input type="checkbox"/> Entering traffic from private lane X <input type="checkbox"/> Entering freeway from on ramp Y <input type="checkbox"/> Leaving freeway via off ramp Z <input type="checkbox"/> Other or unknown	A <input type="checkbox"/> 1 Rain, snow, etc. on windshield B <input type="checkbox"/> 2 Windshield otherwise obscured C <input type="checkbox"/> Vision obscured by load D <input type="checkbox"/> Trees, bushes, etc. E <input type="checkbox"/> Building F <input type="checkbox"/> Embankment G <input type="checkbox"/> Sign boards H <input type="checkbox"/> Mirrors I <input type="checkbox"/> Parked vehicles J <input type="checkbox"/> Moving vehicles K <input type="checkbox"/> Blinded by headlights L <input type="checkbox"/> Blinded by sun glare M <input type="checkbox"/> Distracted by neon lights in field of view N <input type="checkbox"/> Other or unknown O <input checked="" type="checkbox"/> No obscurements	A <input type="checkbox"/> 1 2 PED B <input type="checkbox"/> 1 2 Apparently asleep C <input type="checkbox"/> Inattentive or distracted D <input type="checkbox"/> Illness E <input type="checkbox"/> Eyesight defect F <input type="checkbox"/> Fainting, blackout, etc. G <input type="checkbox"/> Hearing defect H <input type="checkbox"/> Fatigued I <input type="checkbox"/> Other body defects J <input type="checkbox"/> Drinking - Not impaired K <input type="checkbox"/> Drinking - Impaired L <input type="checkbox"/> Drug impaired M <input type="checkbox"/> Condition Unknown N <input type="checkbox"/> Normal	A <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> Walking in road - with traffic D <input type="checkbox"/> Walking in road - against traffic E <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> Pushing, working on vehicle in road I <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> Other in roadway L <input type="checkbox"/> Not in roadway or unknown - explain M <input type="checkbox"/> Not applicable	A <input type="checkbox"/> 1 2 Controls functioning B <input type="checkbox"/> 1 2 Controls not functioning C <input type="checkbox"/> Controls obscured D <input type="checkbox"/> Lane marking unclear or defective E <input type="checkbox"/> No controls F <input type="checkbox"/> Condition unknown
REASON FOR MOVEMENT (Check One Per Column)	ROAD SURFACE (Check One Per Column)	ROADWAY CONDITION (Check One)	LIGHTING (Check One)	TRAFFIC CONTROL (Check One Per Column)	ALIGNMENT (Check One)
A <input type="checkbox"/> 1 To avoid other vehicle B <input type="checkbox"/> 2 To avoid pedestrian C <input type="checkbox"/> To avoid animal D <input type="checkbox"/> To avoid other object E <input type="checkbox"/> Passing F <input type="checkbox"/> Vehicle out of control, not passing G <input type="checkbox"/> Vehicle out of control, passing H <input type="checkbox"/> For traffic control I <input type="checkbox"/> Due to congestion J <input type="checkbox"/> Due to prior accident (collision) K <input type="checkbox"/> Due to driver violation L <input type="checkbox"/> Due to vehicle condition (failure) M <input type="checkbox"/> Due to pavement condition N <input type="checkbox"/> High wind O <input type="checkbox"/> Normal movement P <input type="checkbox"/> Reason unknown Q <input type="checkbox"/> Other	A <input type="checkbox"/> 1 Dry B <input type="checkbox"/> 2 Wet C <input type="checkbox"/> Muddy D <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> Other or Unknown F <input type="checkbox"/> Concrete G <input type="checkbox"/> Asphalt H <input type="checkbox"/> Brick I <input type="checkbox"/> Gravel J <input type="checkbox"/> Dirt K <input type="checkbox"/> Other or Unknown	A <input type="checkbox"/> Defective shoulders B <input type="checkbox"/> Holes C <input type="checkbox"/> Deep ruts D <input type="checkbox"/> Bumps E <input type="checkbox"/> Loose surface material F <input type="checkbox"/> Construction, repair G <input type="checkbox"/> Overhead clearance limited H <input type="checkbox"/> Construction - no warning I <input type="checkbox"/> Previous accident J <input type="checkbox"/> Flooding K <input type="checkbox"/> Water on roadway L <input type="checkbox"/> Orthogonal fault in road surface M <input type="checkbox"/> Parallel fault in road surface N <input type="checkbox"/> Other or unknown defects O <input type="checkbox"/> No defects P <input type="checkbox"/> Animal in roadway	A <input type="checkbox"/> 1 2 Daylight B <input type="checkbox"/> 1 2 Dark - no street lights C <input type="checkbox"/> Dark or dawn D <input type="checkbox"/> Dark - Continuous street light E <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Stop sign B <input type="checkbox"/> Yield sign C <input type="checkbox"/> Red signal on D <input type="checkbox"/> Yellow signal on E <input type="checkbox"/> Green signal on F <input type="checkbox"/> Green turn arrow on G <input type="checkbox"/> Right turn on red H <input type="checkbox"/> Light phase unknown I <input type="checkbox"/> Flashing yellow J <input type="checkbox"/> Flashing red K <input type="checkbox"/> Officer, watchman L <input type="checkbox"/> RR crossing, sign M <input type="checkbox"/> RR crossing, signal N <input type="checkbox"/> RR crossing, no control O <input type="checkbox"/> Warning sign (school, etc.) P <input type="checkbox"/> School flashing speed sign Q <input type="checkbox"/> Yellow no passing line R <input type="checkbox"/> White dashed line S <input type="checkbox"/> No control T <input type="checkbox"/> Other or unknown U <input type="checkbox"/> Yellow dashed line V <input type="checkbox"/> Bike lane	A <input type="checkbox"/> Straight-level B <input type="checkbox"/> Curve-level C <input type="checkbox"/> On grade-straight D <input type="checkbox"/> On grade-curve E <input type="checkbox"/> Hillcrest-straight F <input type="checkbox"/> Hillcrest-curve G <input type="checkbox"/> Dip, hump-straight H <input type="checkbox"/> Dip, hump-curve I <input type="checkbox"/> Other or unknown
TYPE OF ROADWAY (Check One)	WEATHER (Check One)	VEHICLE LIGHTING (Check One Per Column)	KIND OF LOCATION (Check One)	CONTRIBUTING FACTORS Place "1" by primary factor. Place "2" by secondary factor.	TYPE OF ROADWAY (Check One)
A <input type="checkbox"/> One-way road or street B <input type="checkbox"/> Two-way undivided road or street C <input type="checkbox"/> Expressway or freeway D <input type="checkbox"/> Other divided road or street E <input type="checkbox"/> Other or unknown	A <input type="checkbox"/> Clear B <input type="checkbox"/> Cloudy C <input type="checkbox"/> Raining D <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> Fog F <input type="checkbox"/> Smoke G <input type="checkbox"/> Dust H <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Headlights on B <input type="checkbox"/> 1 2 Headlights off C <input type="checkbox"/> Unknown	A <input type="checkbox"/> Manufacturing or industrial B <input type="checkbox"/> Business continuous C <input type="checkbox"/> Business, mixed residential D <input type="checkbox"/> Residential district E <input type="checkbox"/> Residential scattered F <input type="checkbox"/> School or playground G <input type="checkbox"/> Open country H <input type="checkbox"/> Other or unknown	G <input type="checkbox"/> Road surface H <input type="checkbox"/> Roadway condition I <input type="checkbox"/> Lighting J <input type="checkbox"/> Weather K <input type="checkbox"/> Traffic control L <input type="checkbox"/> Kind of location M <input type="checkbox"/> Condition of pedestrians	A <input type="checkbox"/> 1 2 Violations B <input type="checkbox"/> Movement prior to accident C <input type="checkbox"/> Vision obscurements D <input type="checkbox"/> Condition of drivers E <input type="checkbox"/> Pedestrian actions F <input type="checkbox"/> Vehicle conditions
LOCATION OF ACCIDENT - POINT OF IMPACT (Check One Per Column)	VEHICLE CONDITION (Check One Per Column)	VEHICLE LIGHTING (Check One Per Column)	VEHICLE LIGHTING (Check One Per Column)	VEHICLE LIGHTING (Check One Per Column)	VEHICLE LIGHTING (Check One Per Column)
A <input type="checkbox"/> 1 2 Defective brakes B <input type="checkbox"/> Defective headlights C <input type="checkbox"/> Defective rear lights D <input type="checkbox"/> Defective signal lights E <input type="checkbox"/> All lights out F <input type="checkbox"/> Defective steering G <input type="checkbox"/> Tire failure H <input type="checkbox"/> Worn or smooth tires I <input type="checkbox"/> Engine failure J <input type="checkbox"/> Defective suspension K <input type="checkbox"/> No defects observed L <input type="checkbox"/> Other or unknown defects	A <input type="checkbox"/> 1 2 Headlights on B <input type="checkbox"/> 1 2 Headlights off C <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Headlights on B <input type="checkbox"/> 1 2 Headlights off C <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Headlights on B <input type="checkbox"/> 1 2 Headlights off C <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Headlights on B <input type="checkbox"/> 1 2 Headlights off C <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Headlights on B <input type="checkbox"/> 1 2 Headlights off C <input type="checkbox"/> Unknown



LOCATION OF ACCIDENT - POINT OF IMPACT (Check One Per Column)
A <input type="checkbox"/> Main travel lane B <input type="checkbox"/> Improved shoulder - left (including parking strip) C <input type="checkbox"/> Improved shoulder - right (including parking strip) D <input type="checkbox"/> Off roadway - left (Beyond shoulder, including sidewalk) E <input type="checkbox"/> Off roadway - right (Beyond shoulder, including sidewalk) F <input type="checkbox"/> Off roadway straight ahead (T-intersection) G <input type="checkbox"/> Off roadway, direction unknown H <input type="checkbox"/> Marked pedestrian crosswalk I <input type="checkbox"/> Left turn lane, non-freeways J <input type="checkbox"/> Right turn lane, non-freeways K <input type="checkbox"/> Median opening L <input type="checkbox"/> Ramp nose M <input type="checkbox"/> Curb return N <input type="checkbox"/> Traffic island O <input type="checkbox"/> Off ramp taper or deceleration lane P <input type="checkbox"/> Off ramp roadway Q <input type="checkbox"/> Off ramp terminal R <input type="checkbox"/> On ramp taper or acceleration lane S <input type="checkbox"/> On ramp roadway T <input type="checkbox"/> Auxiliary lane or collector road U <input type="checkbox"/> Freeway-to-freeway connection V <input type="checkbox"/> Service road W <input type="checkbox"/> Within construction zone X <input type="checkbox"/> Other or unknown Y <input type="checkbox"/> Impact attenuator Z <input type="checkbox"/> Private property/parking lot

VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (NOT VEHICLE)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED		SKIDMARK DATA			
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	FL	RR	RL
1	EAST	METALLIC RED			MOVED	UNK	20					
2	EAST	METALLIC RED			MOVED	UNK	00	20				

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)

WITNESS: DEL RUIZ 4759 PAGE RD. MET. W. 455-0394 TOLD OFFICER SHE OBSERVED VEH #2 STOPPED WITH ITS LEFT TURN SIGNAL ON WAITING TO TURN LEFT AS ANOTHER VEHICLE TURNED RIGHT FROM THE OPPOSITE DIRECTION. VEH #2 WAS THEN HIT BY VEH #1.

DRIVER #1 STATED HE TOOK HIS EYES OFF THE ROAD AS HE CAME OVER THE RAILROAD TRACKS. HE THEN HIT THE REAR OF VEH #2 WHICH WAS STOPPED.

DRIVER #2 STATED SHE WAS STOPPED WAITING TO TURN LEFT INTO A PRIVATE DRIVEWAY WHEN HIT BY VEH #1, FOLLOWING IMPACT (CONT.)

STATE OF LOUISIANA
 UNIFORM MOTOR VEHICLE TRAFFIC ACCIDENT REPORT
 SUPPLEMENTAL REPORT

STATE COMPUTER NUMBER

Investigating Agency State Police Sheriff
 City Police Other

6662589
 Investigative Agency Number
 E-33888.25

TIME	DATE OF ACCIDENT	1985	DAY OF WEEK	HOUR	DO NOT WRITE IN THIS BLOCK
	27 MAY		SAT	1620	
L O C A T I O N	Parish where Accident occurred	JEFFERSON			City, Town
	Accident occurred on	521 METAIRIE RD			METAIRIE
	Name of St., Parish Ad., or Hwy. No. (U.S. or State)			Milepost	

DESCRIBE ANY UNUSUAL CIRCUMSTANCES ASSOCIATED WITH THE ACCIDENT, WITNESSES NAMES, ADDRESSES, ETC. (REFER TO EACH VEHICLE BY VEHICLE NUMBER)

SHE COMPLETED HER LEFT TURN INTO THE PARKING LOT. SHE WENT ON TO SAY SHE HAD A "WH. FLASH" WHEN ASKED IF SHE WAS INJURED AND THAT SHE WOULD SEEK MEDICAL TREATMENT ON HER OWN.

INVESTIGATION FINDS DRIVER #1 IN VIOLATION FOR RS 32:53 FOR P.O.M.J.

DRIVER #2 WAS ATTEMPTING A LEFT TURN ON THE BLIND SIDE OF THE RAILROAD TRACKS AGAINST A POSTED NO LEFT TURN SIGN IN VIOLATION OF RS 32:56 FOR NO LEFT TURN.

EACH DRIVER WAS CITED ACCORDINGLY.

SCAN 2

INVESTIGATING OFFICER'S SIGNATURE *[Signature]* DATE 5/27/85

CITATION NO. JPC 87575
 VEH. 1 3281A
 VEH. 2
 R.S. OR ORD. NO.

STATE OF LOUISIANA
 UNIFORM MOTOR VEHICLE TRAFFIC ACCIDENT REPORT

Investigating Agency: State Police Sheriff
 City Police Other



Photographs Made: Yes No Hit and Run: Yes No

TIME DATE OF ACCIDENT 15 JUNE 1995 DAY OF WEEK THURS HOUR 1800
 LOCATION Parish where accident occurred JEFFERSON City, Town METAIRIE
 Accident occurred on METAIRIE RD Troop Number or District and Zone 1208
 At its intersection with _____
 Relative to its intersection with 10 feet _____ of FRISCO AVE
 Not at intersection _____ tenths of mile _____ of _____

Investigative Agency Number F 16477-95
 DO NOT WRITE IN THIS BLANK
 SR-10 FURNISHED TO: YES NO
 DRIVER 1
 DRIVER 2
 O.M.V. DRIVER REVIEW:
 YES NO
 DRIVER 1
 DRIVER 2

STATE COMPUTER NUMBER
 6725359

TOTAL NUMBER VEHICLES INVOLVED 2
 Year 94 Make Chevy Model/No. TRAILER 2DR No. Axles 2 Tires 14 V.I.N. 2CNBE18U526908953
 Vehicle Disabled Yes No Removed By OWNER License Plate 96 LA Year 96 State LA Type PL Number BUE 438
 Trailer Description N/A Year _____ Make _____ Type _____ License Plate _____ Year _____ State _____ Number _____
 Insurance Co. Name (NOT Agency Name) GEICO INS Policy Number 7510846 Expiration Date 11/23/95 Points of Impact A
 Owner's Name and Address RAYMOND CULOTTA JR 4024 ZOTA ST Date of Birth 4-16-71 Damage Scale 1
 Driver's Name and Address SAM E MET LA 70001 Date of Birth _____
 Dr. License State LA Class 1E Number 5306301 Date of Birth 4-16-71 Number Injured 0
 Occupant's Names and Addresses NONE
833-8354 Green

AREA DAMAGED	SCALE	POSITION	EJECTION	SEAT BELT/SH. HARNESS	SAFETY DEVICES	INJURY
	1 Light 2 Moderate 3 Heavy 4 Total 5 Fire 6 Submerged N Under-carriage	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 Occup. of Spec. Veh. 8 Unknown	1 Not Ejected 2 Partially Eject. 3 Totally Ejected 4 Unknown if Eject.	1 Belt/Harness Not Installed 2 Only Belt Installed, Not Used 3 Belt/Harness Installed, Not Used 4 Belt Used, Harness Not Installed 5 Belt Used, Harness Not Used 6 Belt/Harness Used 7 Belt use unknown, Harness not inst 8 Belt/Harness Use Unknown 9 Belt and/or Harness Failed	1 Air Bags 2 Passive Restraints 3 Child Restraints 4 Helmet & Face Shield 5 Helmet Only 6 Eye Protection Only 7 None	1 Fatal 2 Critical Non-Fatal 3 Serious Non-Fatal 4 Severe 5 Moderate 6 Minor 7 No Injury

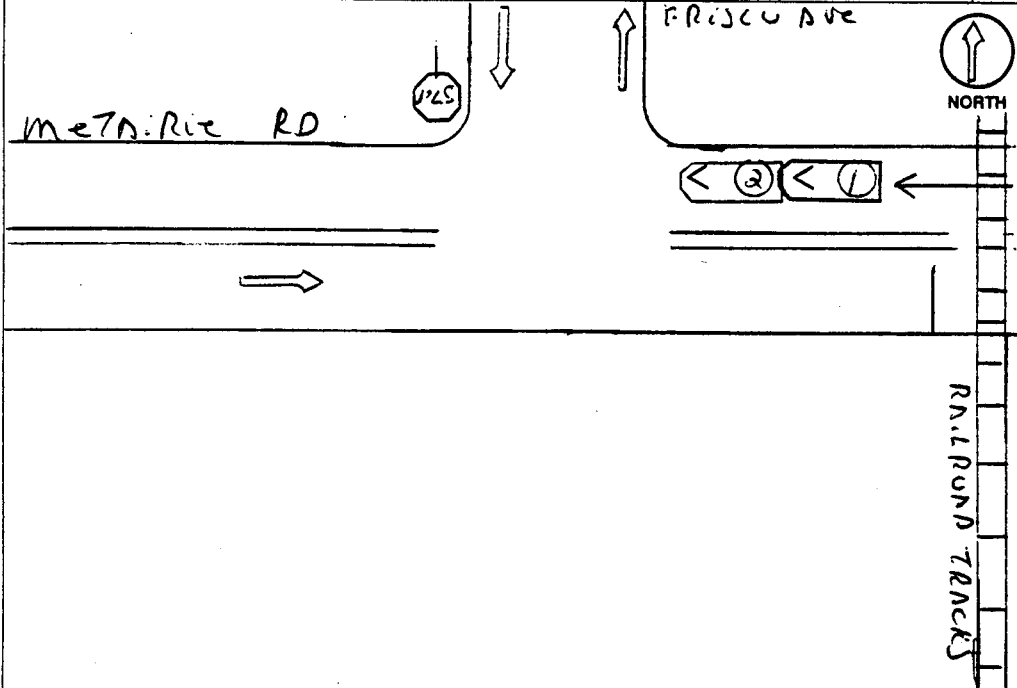
Year 93 Make HONDA Model/No. Civic 14DR No. Axles 2 Tires 14 V.I.N. 1HGEG8559P1031049
 Vehicle Disabled Yes No Removed By DRIVER License Plate 95 LA Year 95 State LA Type TEMP Number 4088299
 Trailer Description N/A Year _____ Make _____ Type _____ License Plate _____ Year _____ State _____ Number _____
 Insurance Co. Name (NOT Agency Name) USAA CAS INS Policy Number 006942410071019 Expiration Date 5/9/96 Points of Impact G
 Owner's Name and Address SARA HAMILTON 2821 OCTAVIA ST NO Date of Birth 4/23/70 Damage Scale 1
 Driver's Name and Address Kene ST PAUL 2704 AUDUBON TRAIL JEFF LA Date of Birth _____
 Dr. License State LA Class 1E Number 2966087 Date of Birth 7-1-62 Number Injured 0
 Occupant's Names and Addresses SARA HAMILTON 2821 OCTAVIA ST NO LA
833-5419 Red

PEDESTRIAN Name and Address ENTERED NONE Clothing: Light Dark

EMERGENCY SERVICES
 Ambulance Called By _____ Arrived _____ Departed _____ Special Equipment Needed _____ Available: Yes No
 Refused Aid First Aid Given By DNA Injured Taken To/By _____
 Refused Aid First Aid Given By _____ Injured Taken To/By _____
 SOURCE OF FIRST AID AVAILABLE: 1 Dr. or Nurse 2 Cert. Pol. Ofc. 3 EMT 4 Other 5 None

ALCOHOL TEST RESULTS PENDING NO
 Dr. 1
 Dr. 2
 Ped.
 VIDEO TAPES Yes No
 TIME Notified of Accident 1816 Officer's Signature [Signature]
 Arrived at Scene 1835 Rank & Name P. CANNATELLA Badge No. 675-95
 Investigation Complete: Yes No

VIOLATIONS <i>(Check One Per Column)</i>	MOVEMENT PRIOR TO ACCIDENT <i>(Check One Per Column)</i>	VISION OBSCUREMENTS <i>(Check One Per Column)</i>	CONDITION OF DRIVERS AND PED'IAN <i>(Check One Per Column)</i>	PEDESTRIAN ACTIONS <i>(Check One)</i>	TRAFFIC CONTROL CONDITIONS <i>(Check One Per Column)</i>
A <input type="checkbox"/> Exceeding stated speed limit B <input type="checkbox"/> Exceeding safe speed limit C <input type="checkbox"/> Failure to yield D <input type="checkbox"/> Following too closely E <input type="checkbox"/> Driving left of center F <input type="checkbox"/> Cutting in, improper passing G <input type="checkbox"/> Failure to signal H <input type="checkbox"/> Made wide right turn I <input type="checkbox"/> Cut corner on left turn J <input type="checkbox"/> Turned from wrong lane K <input type="checkbox"/> Other improper turning L <input type="checkbox"/> Disregarded traffic control M <input type="checkbox"/> Improper starting N <input type="checkbox"/> Improper parking O <input type="checkbox"/> Failed to set out flags, flares P <input type="checkbox"/> Failed to dim headlights Q <input type="checkbox"/> Vehicle condition R <input type="checkbox"/> Driver condition S <input type="checkbox"/> Other (hazardous) or unknown violations T <input checked="" type="checkbox"/> No violations	A <input type="checkbox"/> Stopped B <input checked="" type="checkbox"/> Proceeding straight ahead C <input type="checkbox"/> Traveling wrong way D <input type="checkbox"/> Backing E <input type="checkbox"/> Crossed median into opposing lane F <input type="checkbox"/> Crossed center line into opposing lane G <input type="checkbox"/> Ran off road (not while making turn at intersection) H <input type="checkbox"/> Making turn, direction unknown I <input type="checkbox"/> Stopped, preparing to turn left J <input type="checkbox"/> Stopped, preparing to turn right K <input type="checkbox"/> Slowing to make left turn L <input type="checkbox"/> Slowing to make right turn M <input type="checkbox"/> Slowing to stop N <input type="checkbox"/> Properly parked O <input type="checkbox"/> Parking maneuver P <input type="checkbox"/> Entering traffic from shoulder Q <input type="checkbox"/> Entering traffic from median R <input type="checkbox"/> Entering traffic from parking lane S <input type="checkbox"/> Entering freeway from private lane T <input type="checkbox"/> Leaving freeway via off ramp U <input type="checkbox"/> Other or unknown	A <input type="checkbox"/> Rain, snow, etc. on windshield B <input type="checkbox"/> Windshield otherwise obscured C <input type="checkbox"/> Vision obscured by load D <input type="checkbox"/> Trees, bushes, etc. E <input type="checkbox"/> Building F <input type="checkbox"/> Hillcrest G <input type="checkbox"/> Sign boards H <input type="checkbox"/> Hikeeas I <input type="checkbox"/> Parked vehicles J <input type="checkbox"/> Moving vehicles K <input type="checkbox"/> Blinded by headlights L <input type="checkbox"/> Blinded by sunglare M <input type="checkbox"/> Distracted by neon lights in field of view N <input type="checkbox"/> Other or unknown O <input checked="" type="checkbox"/> No obscurements	A <input type="checkbox"/> 1 2 PED B <input checked="" type="checkbox"/> Apparently asleep C <input type="checkbox"/> Inattentive or distracted D <input type="checkbox"/> Illness E <input type="checkbox"/> Eyesight defect F <input type="checkbox"/> Fainting, blackout, etc. G <input type="checkbox"/> Hearing defect H <input type="checkbox"/> Fatigued I <input type="checkbox"/> Other body defects J <input type="checkbox"/> Drinking - Not impaired K <input type="checkbox"/> Drug impaired L <input type="checkbox"/> Condition Unknown M <input checked="" type="checkbox"/> Normal	A <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> Walking in road - with traffic D <input type="checkbox"/> Walking in road - against traffic E <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> Pushing, working on vehicle in road I <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> Other in roadway L <input type="checkbox"/> Not in roadway or unknown - explain M <input checked="" type="checkbox"/> Not applicable	A <input type="checkbox"/> Controls functioning B <input type="checkbox"/> Controls not functioning C <input type="checkbox"/> Controls obscured D <input type="checkbox"/> Lane marking unclear or defective E <input type="checkbox"/> No controls F <input type="checkbox"/> Condition unknown
REASON FOR MOVEMENT <i>(Check One Per Column)</i>	VEHICLE CONDITION <i>(Check One Per Column)</i>	ROAD SURFACE <i>(Check One Per Column)</i>	ROADWAY CONDITION <i>(Check One)</i>	LIGHTING <i>(Check One)</i>	TRAFFIC CONTROL <i>(Check One Per Column)</i>
A <input type="checkbox"/> To avoid other vehicle B <input type="checkbox"/> To avoid pedestrian C <input type="checkbox"/> To avoid animal D <input type="checkbox"/> To avoid other object E <input type="checkbox"/> Passing F <input type="checkbox"/> Vehicle out of control, not passing G <input type="checkbox"/> Vehicle out of control, passing H <input type="checkbox"/> For traffic control I <input type="checkbox"/> Due to congestion J <input type="checkbox"/> Due to prior accident (collision) K <input type="checkbox"/> Due to driver condition L <input type="checkbox"/> Due to driver violation M <input type="checkbox"/> Due to vehicle condition (failure) N <input type="checkbox"/> Due to pavement condition O <input type="checkbox"/> High wind P <input type="checkbox"/> Normal movement Q <input type="checkbox"/> Reason unknown R <input type="checkbox"/> Other	A <input type="checkbox"/> Defective brakes B <input type="checkbox"/> Defective headlights C <input type="checkbox"/> Defective rear lights D <input type="checkbox"/> Defective signal lights E <input type="checkbox"/> All lights out F <input type="checkbox"/> Defective steering G <input type="checkbox"/> Tire failure H <input type="checkbox"/> Worn or smooth tires I <input type="checkbox"/> Engine failure J <input type="checkbox"/> Defective suspension K <input checked="" type="checkbox"/> No defects observed L <input type="checkbox"/> Other or unknown defects	A <input checked="" type="checkbox"/> Dry B <input type="checkbox"/> Wet C <input type="checkbox"/> Muddy D <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> Other or Unknown A <input checked="" type="checkbox"/> Concrete B <input type="checkbox"/> Blacktop C <input type="checkbox"/> Brick D <input type="checkbox"/> Gravel E <input type="checkbox"/> Dirt F <input type="checkbox"/> Other or Unknown	A <input type="checkbox"/> Defective shoulders B <input type="checkbox"/> Holes C <input type="checkbox"/> Deep ruts D <input type="checkbox"/> Bumps E <input type="checkbox"/> Loose surface material F <input type="checkbox"/> Construction, repair G <input type="checkbox"/> Overhead clearance limited H <input type="checkbox"/> Construction - no warning I <input type="checkbox"/> Previous accident J <input type="checkbox"/> Flooding K <input type="checkbox"/> Water on roadway L <input type="checkbox"/> Orthogonal fault in road surface M <input type="checkbox"/> Parallel fault in road surface N <input type="checkbox"/> Other or unknown defects O <input checked="" type="checkbox"/> No defects P <input type="checkbox"/> Animal in roadway	A <input checked="" type="checkbox"/> Daylight B <input type="checkbox"/> Dark - no street lights C <input type="checkbox"/> Dusk or dawn D <input type="checkbox"/> Dark - Continuous street light E <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Stop sign B <input type="checkbox"/> Yield sign C <input type="checkbox"/> Red signal on D <input type="checkbox"/> Yellow signal on E <input type="checkbox"/> Green signal on F <input type="checkbox"/> Green turn arrow on G <input type="checkbox"/> Right turn on red H <input type="checkbox"/> Light phase unknown I <input type="checkbox"/> Flashing yellow J <input type="checkbox"/> Flashing red K <input type="checkbox"/> Officer, watchman L <input type="checkbox"/> RR crossing, sign M <input type="checkbox"/> RR crossing, signal N <input type="checkbox"/> RR crossing, no control O <input type="checkbox"/> Warning sign (school, etc.) P <input type="checkbox"/> School flashing speed sign Q <input type="checkbox"/> Yellow no passing line R <input type="checkbox"/> White dashed line S <input type="checkbox"/> No control T <input type="checkbox"/> Other or unknown U <input type="checkbox"/> Yellow dashed line V <input type="checkbox"/> Bike lane
TYPE OF ROADWAY <i>(Check One)</i>	KIND OF LOCATION <i>(Check One)</i>	WEATHER <i>(Check One)</i>	VEHICLE LIGHTING <i>(Check One Per Column)</i>	CONTRIBUTING FACTORS <i>(Place "1" by primary factor; Place "2" by secondary factor.)</i>	
A <input checked="" type="checkbox"/> Straight-level B <input type="checkbox"/> Curve-level C <input type="checkbox"/> On grade-straight D <input type="checkbox"/> On grade-curve E <input type="checkbox"/> Hillcrest-straight F <input type="checkbox"/> Hillcrest-curve G <input type="checkbox"/> Dip, hump-straight H <input type="checkbox"/> Dip, hump-curve I <input type="checkbox"/> Other or unknown	A <input type="checkbox"/> Manufacturing or industrial B <input checked="" type="checkbox"/> Business continuous C <input type="checkbox"/> Business, mixed residential D <input type="checkbox"/> Residential district E <input type="checkbox"/> Residential scattered F <input type="checkbox"/> School or playground G <input type="checkbox"/> Open country H <input type="checkbox"/> Other or unknown	A <input type="checkbox"/> Clear B <input type="checkbox"/> Cloudy C <input type="checkbox"/> Raining D <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> Fog F <input type="checkbox"/> Smoke G <input type="checkbox"/> Dust H <input type="checkbox"/> Unknown	A <input type="checkbox"/> 1 2 Headlights on B <input checked="" type="checkbox"/> Headlights off C <input type="checkbox"/> Unknown	G <input type="checkbox"/> Road surface H <input type="checkbox"/> Roadway condition I <input type="checkbox"/> Lighting J <input type="checkbox"/> Weather K <input type="checkbox"/> Traffic control L <input type="checkbox"/> Kind of location M <input type="checkbox"/> Condition of pedestrians	



LOCATION OF ACCIDENT - POINT OF IMPACT <i>(Check One Per Column)</i>
A <input checked="" type="checkbox"/> Main travel lane B <input type="checkbox"/> Improved shoulder - left (including parking strip) C <input type="checkbox"/> Improved shoulder - right (including parking strip) D <input type="checkbox"/> Off roadway - left (Beyond shoulder, including sidewalk) E <input type="checkbox"/> Off roadway - right (Beyond shoulder, including sidewalk) F <input type="checkbox"/> Off roadway straight ahead (T-intersection) G <input type="checkbox"/> Off roadway, direction unknown H <input type="checkbox"/> Marked pedestrian crosswalk I <input type="checkbox"/> Left turn lane, non-freeways J <input type="checkbox"/> Right turn lane, non-freeways K <input type="checkbox"/> Median opening L <input type="checkbox"/> Ramp nose M <input type="checkbox"/> Curb return N <input type="checkbox"/> Traffic island O <input type="checkbox"/> Off ramp taper or deceleration lane P <input type="checkbox"/> Off ramp roadway Q <input type="checkbox"/> Off ramp terminal R <input type="checkbox"/> On ramp taper or acceleration lane S <input type="checkbox"/> On ramp roadway T <input type="checkbox"/> Auxiliary lane or collector road U <input type="checkbox"/> Freeway-to-freeway connection V <input type="checkbox"/> Service road W <input type="checkbox"/> Within construction zone X <input type="checkbox"/> Other or unknown Y <input type="checkbox"/> Impact attenuator Z <input type="checkbox"/> Private property/parking lot

VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (NOT VEHICLE)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED		SKIDMARK DATA			
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	FL	RR	RL
1	WEST	METARIE RD	NO	NE ROAD	UNK	15	30	0	0	0	0	0
2	WEST	METARIE RD	NO	NE ROAD	UNK	0	30	0	0	0	0	0

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)

Veh H2 WAS STOPPED W/O ON METARIE RD FOR THE CONGESTION.

Veh H1 WAS TRAVELING BEHIND Veh H2

DR H1 SAID THAT WHEN HE CROSSED THE RAILROAD TRACKS, HE NOTICED Veh H2 WAS STOPPED AND IT WAS TOO LATE HIS CAR RAN INTO Veh H2

DR H2 SAID THAT HE WAS STOPPED FOR THE CONGESTION WHEN Veh H1 RAN INTO HIS CAR.

DR H1 IS IN VIOLATION FOR FOLLOWING TOO CLOSELY AND WAS STOPPED

CITATION NO. 396-89352 VEH. 1 VEH. 2 R.S. OR ORD. NO. 32:58

STATE OF LOUISIANA
 MOTOR VEHICLE TRAFFIC ACCIDENT REPORT
 Investigating Agency: State Police Shen. City Police Other
 Photographs Made: Yes No Hit and Run: Yes No



STATE COMPUTER NUMBER
6724853

TIME DATE OF ACCIDENT 15-JUNE 1995 DAY OF WEEK THURSDAY HOUR 1600 HRS
 Parish where accident occurred JEFFERSON City, Town METAIRIE
 Accident occurred on CARROLLTON AV. Troop Number or District and Zone 1214
 At its intersection with _____
 Relative to its intersection with 100 feet N S E W of PINK ST
 Not at intersection _____ tenths of mile N S E W of _____ Street or Highway

Investigative Agency Number F-16374-95
 DO NOT WRITE IN THIS BLANK
 SR-10 FURNISHED TO: YES NO
 DRIVER 1
 DRIVER 2
 OMV DRIVER REVIEW:
 DRIVER 1
 DRIVER 2

TOTAL NUMBER OF VEHICLES INVOLVED 2
 Year 89 Make WHGM Model/No. Doors 5000/20/REG No. Axles 2 Tires 10 V.I.N. 4GDT9C4W4KUS00108
 Vehicle Disabled Yes No Removed By DRIVER License Plate 96 LA Year 96 State LA Type COM Number B-311666
 Trailer Description N/A Year _____ Make _____ Type _____ License Plate _____ Year _____ State _____ Number _____
 Insurance Co. Name (NOT Agency Name) TRANSPORTATION INS. CO. Policy Number A607368775 Expiration Date 8-1-95 Points of Impact 6
 Owner's Name and Address FLEMING CONSTRUCTION CO. 3925 FORD ST. MET. LA. 70003 Date of Birth _____ Damage Scale 1
 Driver's Name and Address (Unless Same) ISIDORE JONES 1743 LOUISA ST. N.O. LA. 70117 POS-EJEC-TION 0 BELT HAR. 1 SAF. DEV. 1 RACE/SEX B/M AGE 47 IN-JURY 7
 Dr. License State LA Class B Number 3312186 Date of Birth 10-18-47 Number Injured 0
 Occupant's Names and Addresses NONE
888-4052

AREA DAMAGED	SCALE	POSITION	EJECTION	SEAT BELT/SH. HARNESS	SAFETY DEVICES	INJURY
	1 Light 2 Moderate 3 Heavy 4 Total 5 Fire 6 Submerged N Under-carriage	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 Occup. of Spec. Veh. 8 Unknown	1 Not Ejected 2 Partially Eject. 3 Totally Ejected 4 Unknown if Eject.	1 Belt/Harness Not Installed 2 Only Belt Installed, Not Used 3 Belt/Harness Installed, Not Used 4 Belt Used, Harness Not Installed 5 Belt Used, Harness Not Used 6 Belt/Harness Used 7 Belt use unknown, Harness not inst 8 Belt/Harness Use Unknown 9 Belt and/or Harness Failed	1 Air Bags 2 Passive Restraints 3 Child Restraints 4 Helmet & Face Shield 5 Helmet Only 6 Eye Protection Only 7 None	1 Fatal 2 Critical Non-Fatal 3 Serious Non-Fatal 4 Severe 5 Moderate 6 Minor 7 No Injury

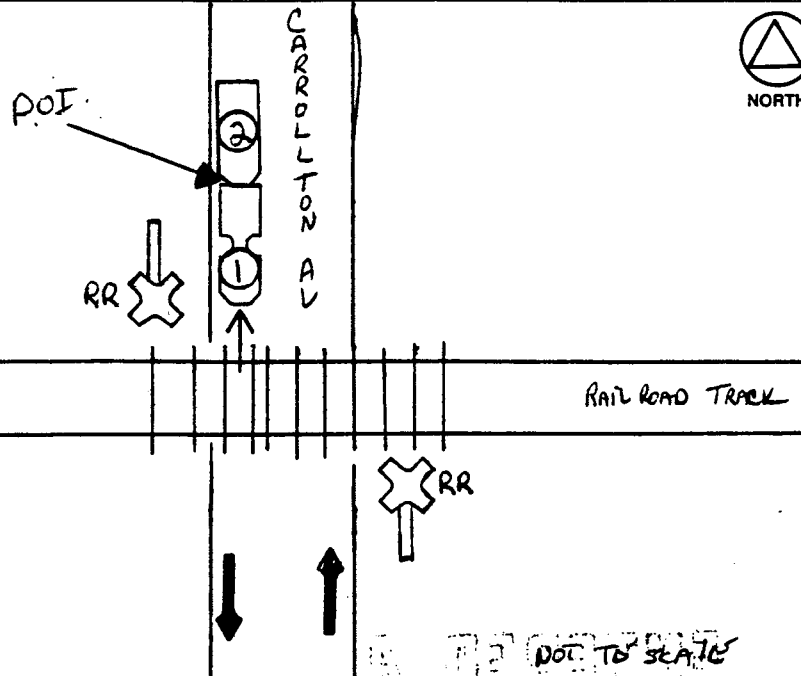
Year 94 Make MAZD Model/No. Doors 626/4OR/BLACK No. Axles 2 Tires 4 V.I.N. 1YUGE22C2R5122128
 Vehicle Disabled Yes No Removed By DRIVER License Plate 95 LA Year 95 State LA Type P.C. Number BTF-010
 Trailer Description N/A Year _____ Make _____ Type _____ License Plate _____ Year _____ State _____ Number _____
 Insurance Co. Name (NOT Agency Name) FIREMAN'S FUND INS CO. Policy Number VZA-9349678 Expiration Date 6-10-95 Points of Impact A
 Owner's Name and Address FRANK DELAHOUSAYE, 200 BELLAIRE DR. NO. LA 70124 Date of Birth _____ Damage Scale 1
 Driver's Name and Address (Unless Same) SAME POS-EJEC-TION 0 BELT HAR. 1 SAF. DEV. 1 RACE/SEX W/M AGE 62 IN-JURY 7
 Dr. License State LA Class F Number 601186 Date of Birth 7-8-33 Number Injured 0
 Occupant's Names and Addresses NONE
504-585-3926 ENTERED 4 SCAN 2

PEDESTRIAN Name and Address NONE Clothing: Light Dark Age 62 Inj. 7

EMERGENCY SERVICES Called By N/A At _____ Arrived _____ Departed _____ Special Equipment Needed _____ Available: Yes No
 VEH. 1 VEH. 2 PED. 1 VEH. 1 VEH. 2 PED. 2
 Refused Aid First Aid Given By N/A Injured Taken To/By N/A
 Refused Aid First Aid Given By N/A Injured Taken To/By N/A
 SOURCE OF FIRST AID AVAILABLE: 1 Dr. or Nurse 2 Cert. Pol. Ofc. 3 EMT 4 Other 5 None

ALCOHOL TEST RESULTS PENDING NO YES NO VIDEO TAPES Yes No TIME Notified of Accident 1609 Officer's Signature Det. Stallings Arrived at Scene 1620 Bank & Name DET. FRANK STALLINGS Badge No. 93846 Dept. J.P.S.O. Date 6-15-95 Investigation Complete: Yes No

VIOLATIONS (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Exceeding stated speed limit C <input type="checkbox"/> Exceeding safe speed limit D <input type="checkbox"/> Failure to yield E <input type="checkbox"/> Following too closely F <input type="checkbox"/> Driving left of center G <input type="checkbox"/> Cutting in, improper passing H <input type="checkbox"/> Failure to signal I <input type="checkbox"/> Made wide right turn J <input type="checkbox"/> Cut corner on left turn K <input type="checkbox"/> Turned from wrong lane L <input type="checkbox"/> Other improper turning M <input type="checkbox"/> Disregarded traffic control N <input type="checkbox"/> Improper starting O <input type="checkbox"/> Improper parking P <input type="checkbox"/> Failed to set out flags, flares Q <input type="checkbox"/> Failed to dim headlights R <input type="checkbox"/> Vehicle condition S <input type="checkbox"/> Driver condition T <input checked="" type="checkbox"/> Other (hazardous) or unknown violations U <input type="checkbox"/> No violations	MOVEMENT PRIOR TO ACCIDENT (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Stopped C <input type="checkbox"/> Proceeding straight ahead D <input type="checkbox"/> Traveling wrong way E <input type="checkbox"/> Backing F <input type="checkbox"/> Crossed median into opposing lane G <input type="checkbox"/> Crossed center line into opposing lane H <input type="checkbox"/> Ran off road (not while making turn at intersection) I <input type="checkbox"/> Changing lanes on multi-lane road J <input type="checkbox"/> Making left turn K <input type="checkbox"/> Making right turn L <input type="checkbox"/> Stopped, preparing to, or making U-turn M <input type="checkbox"/> Making turn, direction unknown N <input type="checkbox"/> Stopped, preparing to turn right O <input type="checkbox"/> Slowing to make left turn P <input type="checkbox"/> Slowing to make right turn Q <input type="checkbox"/> Slowing to stop R <input type="checkbox"/> Properly parked S <input type="checkbox"/> Parking maneuver T <input type="checkbox"/> Entering traffic from shoulder U <input type="checkbox"/> Entering traffic from median V <input type="checkbox"/> Entering traffic from parking lane W <input type="checkbox"/> Entering traffic from private lane X <input type="checkbox"/> Entering freeway from on ramp Y <input type="checkbox"/> Leaving freeway via off ramp Z <input type="checkbox"/> Other or unknown	VISION OBSCUREMENTS (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Rain, snow, etc. on windshield C <input type="checkbox"/> Windshield otherwise obscured D <input type="checkbox"/> Vision obscured by load E <input type="checkbox"/> Trees, bushes, etc. F <input type="checkbox"/> Building G <input type="checkbox"/> Embankment H <input type="checkbox"/> Sign boards I <input type="checkbox"/> Hillcrest J <input type="checkbox"/> Parked vehicles K <input type="checkbox"/> Moving vehicles L <input type="checkbox"/> Blinded by headlights M <input type="checkbox"/> Blinded by sun glare N <input type="checkbox"/> Distracted by neon lights in field of view O <input type="checkbox"/> Other or unknown P <input checked="" type="checkbox"/> No obscurements	CONDITION OF DRIVERS AND PEDESTRIAN (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Apparently asleep C <input type="checkbox"/> Inattentive or distracted D <input type="checkbox"/> Illness E <input type="checkbox"/> Eyesight defect F <input type="checkbox"/> Fainting, blackout, etc. G <input type="checkbox"/> Hearing defect H <input type="checkbox"/> Fatigued I <input type="checkbox"/> Other body defects J <input type="checkbox"/> Drinking - Not impaired K <input type="checkbox"/> Drinking - Impaired L <input type="checkbox"/> Drug impaired M <input type="checkbox"/> Condition Unknown N <input checked="" type="checkbox"/> Normal	PEDESTRIAN ACTIONS (Check One) A <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> Walking in road - with traffic D <input type="checkbox"/> Walking in road - against traffic E <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> Pushing, working on vehicle in road I <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> Other in roadway L <input type="checkbox"/> Not in roadway or unknown - explain M <input checked="" type="checkbox"/> Not applicable	TRAFFIC CONTROL CONDITIONS (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Controls functioning C <input type="checkbox"/> Controls not functioning D <input type="checkbox"/> Controls obscured E <input type="checkbox"/> Lane marking unclear or defective F <input type="checkbox"/> No controls G <input type="checkbox"/> Condition unknown	
REASON FOR MOVEMENT (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> To avoid other vehicle C <input type="checkbox"/> To avoid pedestrian D <input type="checkbox"/> To avoid animal E <input type="checkbox"/> To avoid other object F <input type="checkbox"/> Passing G <input type="checkbox"/> Vehicle out of control, not passing H <input type="checkbox"/> Vehicle out of control, passing I <input type="checkbox"/> For traffic control J <input type="checkbox"/> Due to congestion K <input type="checkbox"/> Due to prior accident (collision) L <input type="checkbox"/> Due to driver condition M <input type="checkbox"/> Due to vehicle condition (failure) N <input type="checkbox"/> Due to pavement condition O <input type="checkbox"/> High wind P <input type="checkbox"/> Normal movement Q <input type="checkbox"/> Reason unknown R <input checked="" type="checkbox"/> Other	ROAD SURFACE (Check One Per Column) A <input checked="" type="checkbox"/> Dry B <input type="checkbox"/> Wet C <input type="checkbox"/> Muddy D <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> Other or Unknown F <input type="checkbox"/> Concrete G <input type="checkbox"/> Asphalt H <input type="checkbox"/> Brick I <input type="checkbox"/> Gravel J <input type="checkbox"/> Dirt K <input type="checkbox"/> Other or Unknown	ROADWAY CONDITION (Check One) A <input type="checkbox"/> Defective shoulders B <input type="checkbox"/> Holes C <input type="checkbox"/> Deep ruts D <input type="checkbox"/> Bumps E <input type="checkbox"/> Loose surface material F <input type="checkbox"/> Construction, repair G <input type="checkbox"/> Overhead clearance limited H <input type="checkbox"/> Construction - no warning I <input type="checkbox"/> Previous accident J <input type="checkbox"/> Flooding K <input type="checkbox"/> Water on roadway L <input type="checkbox"/> Orthogonal fault in road surface M <input type="checkbox"/> Parallel fault in road surface N <input type="checkbox"/> Other or unknown defects O <input checked="" type="checkbox"/> No defects P <input type="checkbox"/> Animal in roadway	LIGHTING (Check One) A <input checked="" type="checkbox"/> Daylight B <input type="checkbox"/> Dark - no street lights C <input type="checkbox"/> Dusk or dawn D <input type="checkbox"/> Light E <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> Unknown	WEATHER (Check One) A <input checked="" type="checkbox"/> Clear B <input type="checkbox"/> Cloudy C <input type="checkbox"/> Raining D <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> Fog F <input type="checkbox"/> Smoke G <input type="checkbox"/> Dust H <input type="checkbox"/> Unknown	TRAFFIC CONTROL (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Stop sign C <input type="checkbox"/> Yield sign D <input type="checkbox"/> Red signal on E <input type="checkbox"/> Yellow signal on F <input type="checkbox"/> Green turn arrow on G <input type="checkbox"/> Right turn on red H <input type="checkbox"/> Light phase unknown I <input type="checkbox"/> Flashing yellow J <input type="checkbox"/> Flashing red K <input type="checkbox"/> RR crossing, sign L <input checked="" type="checkbox"/> RR crossing, signal M <input type="checkbox"/> RR crossing, no control N <input type="checkbox"/> Warning sign (school, etc.) O <input type="checkbox"/> School flashing speed sign P <input type="checkbox"/> Yellow no passing line Q <input type="checkbox"/> White dashed line R <input type="checkbox"/> No control S <input type="checkbox"/> Other or unknown T <input type="checkbox"/> Yellow dashed line U <input type="checkbox"/> Yellow dashed line V <input type="checkbox"/> Bike lane	TYPE OF ROADWAY (Check One) A <input type="checkbox"/> One-way road or street B <input checked="" type="checkbox"/> Two-way undivided road or street C <input type="checkbox"/> Expressway or freeway D <input type="checkbox"/> Other divided road or street E <input type="checkbox"/> Other or unknown
	VEHICLE CONDITION (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Defective brakes C <input type="checkbox"/> Defective headlights D <input type="checkbox"/> Defective rear lights E <input type="checkbox"/> Defective signal lights F <input type="checkbox"/> All lights out G <input type="checkbox"/> Defective steering H <input type="checkbox"/> Tire failure I <input type="checkbox"/> Worn or smooth tires J <input type="checkbox"/> Engine failure K <input checked="" type="checkbox"/> Defective suspension L <input type="checkbox"/> No defects observed M <input type="checkbox"/> Other or unknown defects	VEHICLE LIGHTING (Check One Per Column) A <input type="checkbox"/> 1 <input type="checkbox"/> 2 B <input type="checkbox"/> Headlights on C <input checked="" type="checkbox"/> Headlights off D <input type="checkbox"/> Unknown	KIND OF LOCATION (Check One) A <input type="checkbox"/> Manufacturing or industrial B <input type="checkbox"/> Business continuous C <input type="checkbox"/> Business, mixed residential D <input type="checkbox"/> Residential district E <input type="checkbox"/> Residential scattered F <input type="checkbox"/> School or playground G <input type="checkbox"/> Open country H <input type="checkbox"/> Other or unknown	CONTRIBUTING FACTORS Place "1" by primary factor. Place "2" by secondary factor. G _____ Road surface H _____ Roadway condition I _____ Lighting J _____ Weather K _____ Traffic control L _____ Kind of location M _____ Condition of pedestrians		



Violations A <input checked="" type="checkbox"/> 1 B <input checked="" type="checkbox"/> 2 C _____ D _____ E _____ F _____	Movement prior to accident C _____ D _____ E _____ F _____	Vision obscurements O _____ P _____	Condition of drivers N _____ O _____	Pedestrian actions L _____ M _____	Traffic control conditions F _____
Initial contact A <input checked="" type="checkbox"/> Main travel lane B <input type="checkbox"/> Improved shoulder - left (including parking strip) C <input type="checkbox"/> Improved shoulder - right (including parking strip) D <input type="checkbox"/> Off roadway - left (Beyond shoulder, including sidewalk) E <input type="checkbox"/> Off roadway - right (Beyond shoulder, including sidewalk) F <input type="checkbox"/> Off roadway straight ahead (T-intersection) G <input type="checkbox"/> Off roadway, direction unknown H <input type="checkbox"/> Marked pedestrian crosswalk I <input type="checkbox"/> Left turn lane, non-freeways J <input type="checkbox"/> Right turn lane, non-freeways K <input type="checkbox"/> Median opening L <input type="checkbox"/> Ramp nose M <input type="checkbox"/> Curb return N <input type="checkbox"/> Traffic island O <input type="checkbox"/> Off ramp taper or deceleration lane P <input type="checkbox"/> Off ramp roadway Q <input type="checkbox"/> Off ramp terminal R <input type="checkbox"/> On ramp taper or acceleration lane S <input type="checkbox"/> On ramp roadway T <input type="checkbox"/> Auxiliary lane or collector road U <input type="checkbox"/> Freeway-to-freeway connection V <input type="checkbox"/> Service road W <input type="checkbox"/> Within construction zone X <input type="checkbox"/> Other or unknown Y <input type="checkbox"/> Impact attenuator Z <input type="checkbox"/> Private property/parking lot					

VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (NOT VEHICLE)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED		SKIDMARK DATA			
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	FL	RR	RL
1	SOUTH	CARROLITON AV.	---	---	ROAD	UNK	UNK	20	N	D	N	E
2	"	"	---	---	ROAD	UNK	0	20				

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)

DRIVER ONE STATED HE WAS ATTEMPTING TO BACK OFF THE RAILROAD TRACKS AND DID NOT SEE VEHICLE TWO BEHIND HIM. DRIVER TWO STATED HE WAS STOPPED WHEN HE HEARD VEHICLE ONE SHIFTING GEARS AND THEN ROLL BACK AND STRIKE HIS VEHICLE. DRIVER ONE IS IN VIOLATION OF RSA 32:58 CARELESS OPERATION AND CITED FOR SAME.

CITATION NO. B5251980 VEH. 1 VEH. 2 R.S. OR ORD. NO. 3258

STATE OF LOUISIANA
 .IFORM MOTOR VEHICLE TRAFFIC ACCIDENT REPORT

Investigating Agency: State Police Sheriff
 City Police Other

Photographs Made: Yes No Hit and Run: Yes No



STATE COURT REPORT NUMBER
6777609

TIME DATE OF ACCIDENT OCTOBER 5, 1995 DAY OF WEEK THURSDAY HOUR 1350

Parish where accident occurred JEFFERSON (E-B) City, Town _____

Accident occurred on LA 611-4 (FIB) Troop Number or District and Zone B

At its intersection with Manley On Interchange, Identify Quadrant NE SE NW SW

Relative to its intersection with 100 feet N S E W of MANLEY Intersecting Street or Highway

Not at intersection 1 tenths of mile N S E W of U.S. 61 Street or Highway

Investigative Agency Number A-48

DO NOT WRITE IN THIS BLANK

SR-10 FURNISHED TO: YES NO
 DRIVER 1
 DRIVER 2

OMV DRIVER REVIEW:
 YES NO
 DRIVER 1
 DRIVER 2

TOTAL NUMBER VEHICLES INVOLVED 2

Year 92 Make PLYM. Model/No. Doors VAL 4D No. Axles 2 Tires 4 V.I.N. VL41BZR188144

Vehicle Yes No Removed By DRIVER License Plate 97 LA State LA Type PRIVATE Number DFY 462

Trailer Description 94 Year 94 Make CRONKHITE Type PUBLIC License Plate LA State LA Number 122193

Insurance Co. Name (NOT Agency Name) STATE FARM Policy Number 339299-A17-18B Expiration Date 1-17-96 Points of Impact A - -

Owner's Name and Address BERNICE HUDSON, 289 BROOKLYN AVE. JEFFERSON LA 70121 Date of Birth 2-16-18 Damage Scale 1 - -

Driver's Name and Address (Unless Same) SAME.

Dr. License State LA Class E Number 4071806 Date of Birth 2-16-18 Number Injured 2

Occupant's Names and Addresses NONE.

POS-TION	EJEC-TION	BELT HAR.	SAF. DEV.	RACE/SEX	AGE	IN-JURY
<u>1</u>	<u>1</u>	<u>6</u>	<u>2</u>	<u>W/F</u>	<u>77</u>	<u>7</u>

AREA DAMAGED	SCALE	POSITION	EJECTION	SEAT BELT/SH. HARNESS	SAFETY DEVICES	INJURY
	1 Light 2 Moderate 3 Heavy 4 Total 5 Fire 6 Submerged N Under-carriage	1 Front Left 2 Front Center 3 Front Right 4 Rear Left 5 Rear Center 6 Rear Right 7 Occup. of Spec. Veh. 8 Unknown	1 Not Ejected 2 Partially Eject. 3 Totally Ejected 4 Unknown if Eject.	1 Belt/Harness Not Installed 2 Only Belt Installed, Not Used 3 Belt/Harness Installed, Not Used 4 Belt Used, Harness Not Installed 5 Belt Used, Harness Not Used 6 Belt/Harness Used 7 Belt use unknown, Harness not Inst 8 Belt/Harness Use Unknown 9 Belt and/or Harness Failed	1 Air Bags 2 Passive Restraints 3 Child Restraints 4 Helmet & Face Shield 5 Helmet Only 6 Eye Protection Only 7 None	1 Fatal 2 Critical Non-Fatal 3 Serious Non-Fatal 4 Severe 5 Moderate 6 Minor 7 No injury

Year 94 Make CHEV. Model/No. Doors PK. UP 2D No. Axles 2 Tires 14 V.I.N. 16BHC34MZR E308833

Vehicle Yes No Removed By DRIVER License Plate LA State LA Type PUBLIC Number 122142

Trailer Description 94 Year 94 Make CRONKHITE Type PUBLIC License Plate LA State LA Number 122193

Insurance Co. Name (NOT Agency Name) SELF INSURED Policy Number N/A Expiration Date N/A Points of Impact 6 - -

Owner's Name and Address JEFFERSON PARISH PARKWAY DEPT. 5800 ONE PERKINS Date of Birth N/A Damage Scale 1 - -

Driver's Name and Address (Unless Same) DORIS RICHARDSON 3020 MONTFORD ST. JEFF. LA. 70121

Dr. License State LA Class B Number 4265293 Date of Birth 12-17-42 Number Injured 2

Occupant's Names and Addresses ANGELA PACE 1457 MEADOW ST. MET LA. 70003

POS-TION	EJEC-TION	BELT HAR.	SAF. DEV.	RACE/SEX	AGE	IN-JURY
<u>3</u>	<u>1</u>	<u>6</u>	<u>2</u>	<u>B/F</u>	<u>37</u>	<u>6</u>

PEDESIAN Name and Address NONE. Clothing: Light Dark Age 37 Inj. 6

EMERGENCY SERVICES

Ambulance Called By NONE At N Arrived N Departed _____ Special Equipment Needed NONE Available: Yes No

VEH. 1 VEH. 2 PED. Refused Aid First Aid Given By A Injured Taken To/By _____

VEH. 1 VEH. 2 PED. Refused Aid First Aid Given By _____ Injured Taken To/By _____

SOURCE OF FIRST AID AVAILABLE: 1 Dr. or Nurse, 2 Cert. Pol. Ofc., 3 EMT, 4 Other, 5 None

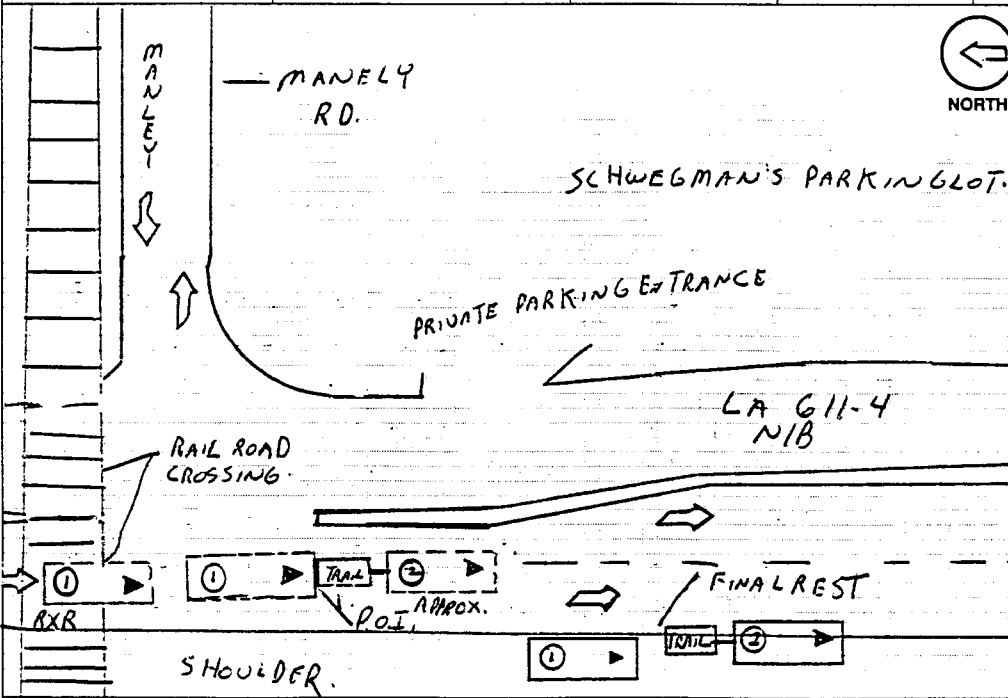
ALCOHOL TEST RESULTS: Dr. 1 YES NO, Dr. 2 YES NO, Ped. YES NO

VIDEO TAPES: Yes No

TIME: Notified of Accident 1355, Arrived at Scene 1409, Investigation Complete: Yes No

INVESTIGATING OFFICER: Officer's Signature William Blackwell, Rank & Name TPR WILLIAM BLACKWELL, Badge No. 1553, Dept. LSP-B, Date 10-5-95

VIOLATIONS (Check One Per Column) 1 2 A <input type="checkbox"/> Exceeding stated speed limit B <input type="checkbox"/> Exceeding safe speed limit C <input type="checkbox"/> Failure to yield D <input type="checkbox"/> Following too closely E <input type="checkbox"/> Driving left of center F <input type="checkbox"/> Cutting in, improper passing G <input type="checkbox"/> Failure to signal H <input type="checkbox"/> Made wide right turn I <input type="checkbox"/> Cut corner on left turn J <input type="checkbox"/> Turned from wrong lane K <input type="checkbox"/> Other improper turning L <input type="checkbox"/> Disregarded traffic control M <input type="checkbox"/> Improper starting N <input type="checkbox"/> Improper parking O <input type="checkbox"/> Failed to set out flags, flares P <input type="checkbox"/> Failed to dim headlights Q <input type="checkbox"/> Vehicle condition R <input type="checkbox"/> Driver condition S <input type="checkbox"/> Other (hazardous) or unknown violations T <input checked="" type="checkbox"/> No violations	MOVEMENT PRIOR TO ACCIDENT (Check One Per Column) 1 2 A <input type="checkbox"/> Stopped B <input checked="" type="checkbox"/> Proceeding straight ahead C <input type="checkbox"/> Traveling wrong way D <input type="checkbox"/> Backing E <input type="checkbox"/> Crossed median into opposing lane F <input type="checkbox"/> Crossed center line into opposing lane G <input type="checkbox"/> Ran off road (not while making turn at intersection) H <input type="checkbox"/> Changing lanes on multi-lane road I <input type="checkbox"/> Making left turn J <input type="checkbox"/> Making right turn K <input type="checkbox"/> Stopped preparing to, or making U-turn L <input type="checkbox"/> Making turn, direction unknown M <input type="checkbox"/> Stopped, preparing to turn left N <input type="checkbox"/> Stopped, preparing to turn right O <input type="checkbox"/> Slowing to make left turn P <input type="checkbox"/> Slowing to make right turn Q <input type="checkbox"/> Slowing to stop R <input type="checkbox"/> Properly parked S <input type="checkbox"/> Parking maneuver T <input type="checkbox"/> Entering traffic from shoulder U <input type="checkbox"/> Entering traffic from median V <input type="checkbox"/> Entering traffic from parking lane W <input type="checkbox"/> Entering traffic from private lane X <input type="checkbox"/> Entering freeway from on ramp Y <input type="checkbox"/> Leaving freeway via off ramp Z <input type="checkbox"/> Other or unknown	VISION OBSCUREMENTS (Check One Per Column) 1 2 A <input type="checkbox"/> Rain, snow, etc. on windshield B <input type="checkbox"/> Windshield otherwise obscured C <input type="checkbox"/> Vision obscured by load D <input type="checkbox"/> Trees, bushes, etc. E <input type="checkbox"/> Building F <input type="checkbox"/> Embankment G <input type="checkbox"/> Sign boards H <input type="checkbox"/> Hillcrest I <input type="checkbox"/> Parked vehicles J <input type="checkbox"/> Moving vehicles K <input type="checkbox"/> Blinded by headlights L <input type="checkbox"/> Blinded by sunglare M <input type="checkbox"/> Distracted by neon lights in field of view N <input type="checkbox"/> Other or unknown O <input checked="" type="checkbox"/> No obscurements	CONDITION AND PEDESTRIAN (Check One Per Column) 1 2 A <input type="checkbox"/> Apparently asleep B <input type="checkbox"/> Inattentive or distracted C <input type="checkbox"/> Illness D <input type="checkbox"/> Eyesight defect E <input type="checkbox"/> Fainting, blackout, etc. F <input type="checkbox"/> Hearing defect G <input type="checkbox"/> Fatigued H <input type="checkbox"/> Other body defects I <input type="checkbox"/> Drinking - Not impaired J <input type="checkbox"/> Drinking - impaired K <input type="checkbox"/> Drug impaired L <input type="checkbox"/> Condition Unknown M <input checked="" type="checkbox"/> Normal	PEDESTRIAN ACTIONS (Check One) A <input type="checkbox"/> Crossing, entering road at intersection B <input type="checkbox"/> Crossing, entering road not at intersection C <input type="checkbox"/> Walking in road - with traffic D <input type="checkbox"/> Walking in road - against traffic E <input type="checkbox"/> Sleeping in roadway F <input type="checkbox"/> Standing in roadway G <input type="checkbox"/> Getting on or off other vehicle H <input type="checkbox"/> Pushing, working on vehicle in road I <input type="checkbox"/> Other working in roadway J <input type="checkbox"/> Playing in roadway K <input type="checkbox"/> Other in roadway L <input type="checkbox"/> Not in roadway or unknown - explain M <input checked="" type="checkbox"/> Not applicable	TRAFFIC CONTROL CONDITIONS (Check One Per Column) 1 2 A <input checked="" type="checkbox"/> Controls functioning B <input type="checkbox"/> Controls not functioning C <input type="checkbox"/> Controls obscured D <input type="checkbox"/> Lane marking unclear or defective E <input type="checkbox"/> No controls F <input type="checkbox"/> Condition unknown						
REASON FOR MOVEMENT (Check One Per Column) 1 2 A <input type="checkbox"/> To avoid other vehicle B <input type="checkbox"/> To avoid pedestrian C <input type="checkbox"/> To avoid animal D <input type="checkbox"/> To avoid other object E <input type="checkbox"/> Passing F <input type="checkbox"/> Vehicle out of control, not passing G <input type="checkbox"/> Vehicle out of control, passing H <input type="checkbox"/> For traffic control I <input type="checkbox"/> Due to congestion J <input type="checkbox"/> Due to prior accident (collision) K <input type="checkbox"/> Due to driver condition L <input checked="" type="checkbox"/> Due to driver violation M <input type="checkbox"/> Due to vehicle condition (failure) N <input type="checkbox"/> Due to pavement condition O <input type="checkbox"/> High wind P <input type="checkbox"/> Normal movement Q <input type="checkbox"/> Reason unknown R <input checked="" type="checkbox"/> Other	VEHICLE CONDITION (Check One Per Column) 1 2 A <input type="checkbox"/> Defective brakes B <input type="checkbox"/> Defective headlights C <input type="checkbox"/> Defective rear lights D <input type="checkbox"/> Defective signal lights E <input type="checkbox"/> All lights out F <input type="checkbox"/> Defective steering G <input type="checkbox"/> Tire failure H <input type="checkbox"/> Worn or smooth tires I <input type="checkbox"/> Engine failure J <input type="checkbox"/> Defective suspension K <input checked="" type="checkbox"/> No defects observed L <input type="checkbox"/> Other or unknown defects	ROAD SURFACE (Check One Per Column) A <input checked="" type="checkbox"/> Dry B <input type="checkbox"/> Wet C <input type="checkbox"/> Muddy D <input type="checkbox"/> Snowy, icy E <input type="checkbox"/> Other or Unknown F <input type="checkbox"/> Concrete G <input type="checkbox"/> Blacktop H <input type="checkbox"/> Brick I <input type="checkbox"/> Gravel J <input type="checkbox"/> Dirt K <input type="checkbox"/> Other or Unknown	ROADWAY CONDITION (Check One) A <input type="checkbox"/> Defective shoulders B <input type="checkbox"/> Holes C <input type="checkbox"/> Deep ruts D <input type="checkbox"/> Bumps E <input type="checkbox"/> Loose surface material F <input type="checkbox"/> Construction, repair G <input type="checkbox"/> Overhead clearance limited H <input type="checkbox"/> Construction - no warning I <input type="checkbox"/> Previous accident J <input type="checkbox"/> Flooding K <input type="checkbox"/> Water on roadway L <input type="checkbox"/> Orthogonal fault in road surface M <input type="checkbox"/> Parallel fault in road surface N <input type="checkbox"/> Other or unknown defects O <input checked="" type="checkbox"/> No defects P <input type="checkbox"/> Animal in roadway	LIGHTING (Check One) A <input checked="" type="checkbox"/> Daylight B <input type="checkbox"/> Dark - no street lights C <input type="checkbox"/> Dark - street lights at intersection only D <input type="checkbox"/> Dark - Continuous street light E <input type="checkbox"/> Dark - street lights at intersection only F <input type="checkbox"/> Unknown	WEATHER (Check One) A <input checked="" type="checkbox"/> Clear B <input type="checkbox"/> Cloudy C <input type="checkbox"/> Raining D <input type="checkbox"/> Snowing/sleeting E <input type="checkbox"/> Fog F <input type="checkbox"/> Smoke G <input type="checkbox"/> Dust H <input type="checkbox"/> Unknown	VEHICLE LIGHTING (Check One Per Column) 1 2 A <input type="checkbox"/> Headlights on B <input checked="" type="checkbox"/> Headlights off C <input type="checkbox"/> Unknown	TRAFFIC CONTROL (Check One Per Column) 1 2 A <input type="checkbox"/> Stop sign B <input type="checkbox"/> Yield sign C <input type="checkbox"/> Red signal on D <input type="checkbox"/> Yellow signal on E <input type="checkbox"/> Green signal on F <input type="checkbox"/> Green turn arrow on G <input type="checkbox"/> Right turn on red H <input type="checkbox"/> Light phase unknown I <input type="checkbox"/> Flashing yellow J <input type="checkbox"/> Flashing red K <input type="checkbox"/> Officer, watchman L <input type="checkbox"/> RR crossing, sign M <input type="checkbox"/> RR crossing, signal N <input type="checkbox"/> RR crossing, no control O <input type="checkbox"/> Warning sign (school, etc.) P <input type="checkbox"/> School flashing speed sign Q <input checked="" type="checkbox"/> Yellow no passing line R <input type="checkbox"/> White dashed line S <input type="checkbox"/> No control T <input type="checkbox"/> Other or unknown U <input type="checkbox"/> Yellow dashed line V <input type="checkbox"/> Bike lane	ALIGNMENT (Check One) A <input type="checkbox"/> Straight-level B <input type="checkbox"/> Curve-level C <input type="checkbox"/> On grade-straight D <input type="checkbox"/> On grade-curve E <input type="checkbox"/> Hillcrest-straight F <input type="checkbox"/> Hillcrest-curve G <input type="checkbox"/> Dip, hump-straight H <input type="checkbox"/> Dip, hump-curve I <input type="checkbox"/> Other or unknown	TYPE OF ROADWAY (Check One) A <input type="checkbox"/> One-way road or street B <input type="checkbox"/> Two-way undivided road or street C <input type="checkbox"/> Expressway or freeway D <input type="checkbox"/> Other divided road or street E <input checked="" type="checkbox"/> Other or unknown	KIND OF LOCATION (Check One) A <input type="checkbox"/> Manufacturing or industrial B <input type="checkbox"/> Business continuous C <input checked="" type="checkbox"/> Business, mixed residential D <input type="checkbox"/> Residential district E <input type="checkbox"/> Residential scattered F <input type="checkbox"/> School or playground G <input type="checkbox"/> Open country H <input type="checkbox"/> Other or unknown	CONTRIBUTING FACTORS Place "1" by primary factor; Place "2" by secondary factor G <input type="checkbox"/> Road surface H <input type="checkbox"/> Roadway condition I <input type="checkbox"/> Lighting J <input type="checkbox"/> Weather K <input type="checkbox"/> Traffic control L <input type="checkbox"/> Kind of location M <input type="checkbox"/> Condition of pedestrians



LOCATION OF ACCIDENT - POINT OF IMPACT (Check One Per Column) 1 2 A <input checked="" type="checkbox"/> Main travel lane B <input type="checkbox"/> Improved shoulder - left (including parking strip) C <input type="checkbox"/> Improved shoulder - right (including parking strip) D <input type="checkbox"/> Off roadway - left (Beyond shoulder, including sidewalk) E <input type="checkbox"/> Off roadway - right (Beyond shoulder, including sidewalk) F <input type="checkbox"/> Off roadway straight ahead (T-intersection) G <input type="checkbox"/> Off roadway, direction unknown H <input type="checkbox"/> Marked pedestrian crosswalk I <input type="checkbox"/> Left turn lane, non-freeways J <input type="checkbox"/> Right turn lane, non-freeways K <input type="checkbox"/> Median opening L <input type="checkbox"/> Ramp nose M <input type="checkbox"/> Curb return N <input type="checkbox"/> Traffic island O <input type="checkbox"/> Off ramp taper or deceleration lane P <input type="checkbox"/> Off ramp roadway Q <input type="checkbox"/> Off ramp terminal R <input type="checkbox"/> On ramp taper or acceleration lane S <input type="checkbox"/> On ramp roadway T <input type="checkbox"/> Auxiliary lane or collector road U <input type="checkbox"/> Freeway-to-freeway connection V <input type="checkbox"/> Service road W <input type="checkbox"/> Within construction zone X <input type="checkbox"/> Other or unknown Y <input type="checkbox"/> Impact attenuator Z <input type="checkbox"/> Private property/parking lot

VEH	DIRECTION BEFORE ACCIDENT		OBJECT STRUCK (NOT VEHICLE)		FINAL LOCATION OF VEHICLES	DISTANCE TRAVELED AFTER IMPACT	SPEED		SKIDMARK DATA			
	Headed	On Street or Highway	1st	2nd			EST.	POSTED	FR	FL	RR	RL
1	SOUTH	LA 611-4	NONE	NONE	OFF ROAD	5 FT	15	25	-	-	-	-
2	SOUTH	LA 611-4	NONE	NONE	OFF ROAD	10 FT	0	25	-	-	-	-

Describe any unusual circumstances associated with the accident, contributing factors not otherwise noted, witnesses names, addresses, etc. (Refer to each vehicle by no.)

VEH #1 WAS S/B ON LA 611-4. VEH #2 WAS S/B ON LA 611-4 WAITING TO TURN LT. INTO A PRIVATE PARKING LOT. VEH #1 DID NOT SEE VEHICLE #2 AND STRUCK IT IN THE REAR OF ITS TRAILER. DRIVER #1 WAS ISSUED (1) CITATION FOR CARELESS OPERATION (CIT # B5251980). NO FURTHER INSURANCE INFORMATION WAS AVAILABLE.

Appendix K: Jefferson and Orleans Parish Hazardous Material
Spill Emergency Response Preparedness

K.1 Jefferson Parish

Background:

There are 19 Fire Departments in Jefferson Parish. The Eastbank Consolidated Fire Department consists of Stations 11 through 19, the Fire Prevention Bureau, and the Arson Squad. It is the only paid fire department in the parish. The 18 other fire departments in Jefferson Parish are volunteer departments. Station 14, at 1714 Edinburg Street, and Station 15 at 402 Aurora Street, are the two stations that are relevant to the Metairie situation. The Edinburg Station is near the Atherton/Hollywood grade crossing south of the tracks. The Aurora station is north of the tracks. If a train is blocking the tracks during an emergency response, the emergency vehicle will cross into Orleans Parish by going east over the 17th Street Canal, on Airline Boulevard, then using a street that parallels the canal (Orpheum, and Monticello), and then going back into Jefferson Parish via Palm Street (or in reverse order). This alternative route, used in the event of a grade crossing blockage, adds three to four minutes to response time.

First Response:

The current emergency response procedure generally begins with a call to 911. The dispatcher contacts the fire department nearest to the accident scene. Upon arrival the fire department will make an initial assessment. At that time someone would be named the "on site commander" (it could be someone from the police department, sheriff's office, or fire department; circumstances dictate who it is). If it is a hazardous materials release, the fire department contacts the Jefferson Parish HazMat Unit.

Responders to a release or accident involving hazardous materials include:

- 1) The fire department.
- 2) Hazmat Officer and HM1 vehicle (currently not in use).
- 3) Hazmat Technicians (2) and HM10 vehicle.
- 4) State Hazmat Officer (out of Baton Rouge, part of the state police department). There are two officers assigned to the southeast region. Response time varies with their location upon receiving the call. If they are not available due to another incident in another area, then a state hazmat officer is brought in from another region.
- 5) Railroad containment crews .

- 6) Thompson Environmental, a private company contracted by the Parish for remediation services.

The hazmat officer is responsible for isolating the area, calling the State Hazmat Officer (the Baton Rouge Hotline), the Louisiana Department of Environmental Quality (DEQ) officer, and the appropriate police department.

Hazardous Materials Unit:

The Jefferson Parish HazMat Unit consists of one Hazardous Materials Officer (Dave Savello held the office but is on extended sick leave; Frank Tournier was the most recent HazMat officer, holding the position for two weeks; currently, Sam Lazarro, the Fire and Emergency Services Coordinator, is the interim Hazmat Officer.) There are six paid hazardous materials technicians in the parish, and 20-30 volunteer firefighters trained to the hazmat technician level. If the Hazmat Officer is not available due to an emergency elsewhere, the Orleans Parish Hazmat Unit is automatically called. Response time is reported to be between 3 and 20 minutes.

The hazmat unit currently has one hazmat truck (HM10) stationed at the Eastbank fire department. The HM10 truck is a two person vehicle and it is equipped with Level A and Level B suits, breathing equipment, and an electronic monitor (gas meter measuring parts per million). HM1 is an equipped van for use by the Chief Hazmat Officer; it is not in use at this time.

Training for hazardous materials response was last conducted about one year ago involving a simulated hazardous materials release from a railcar. Superintendent Bock stated that training is also provided by Shell Oil, Texas A&M and at a training site in Colorado.

Identification of Hazardous Material:

The Jefferson Parish Fire Department relies upon the railroad company involved to identify the type of hazardous material.

The Office of Environmental Planning:

The role of the Environmental Planning Office in emergency response to a hazardous materials incident involves making a determination on potential environmental impacts. In the event of adverse environmental impacts, the office will determine if the problem will dissipate or make a recommendation on remedial action. Thompson Environmental Services is a private firm under contract with Jefferson Parish to provide remediation services for Jefferson Parish. Other parish resources include a lab where soil analysis and water analysis is conducted to assess impacts.

The Parish had organized an advisory group called the Local Emergency Planning Committee. Participants were citizens, corporations, and emergency services personnel, among others. The chairperson was Jim Dutcher, an employee of Cytex Corporation. The committee was eventually dissolved because of poor attendance and a lack of support.

Containment:

The Fire Department and the Hazmat Unit rely on the railroad or the company responsible for the incident to contain the hazardous material release. The Hazmat Unit and Fire Department will contain the release to the degree that their equipment can manage the incident. Generally, the railroad will have their train master present and hazmat crews on the scene in under 20 minutes.

Both the Orleans Parish Fire Department and HazMat Unit, and the Alvin Callander Field Navy Fire Department, have assisted in containment in at least two accidents. There are also written cooperative agreements among the departments within Jefferson Parish, and among St. Charles, St. Tammany, Plaquemines, and the airport.

Community Alert System and Evacuation:

The current system to alert the community of an emergency and/or evacuation involves using megaphones, the PA systems on sheriff's and state police cars, and radio and television emergency broadcasting. The fire department is not involved in evacuation. The Emergency Management Office provides behind-the-scenes support, organizing Red Cross shelters and supplies, data resources, and other supplemental resources.

Community Outreach:

The Jefferson Parish Office of Emergency Management is currently producing an informational pamphlet, "All Hazard Awareness Guide," for distribution to residents of Jefferson Parish. An area of focus in the pamphlet is to educate the public on guidelines for "sheltering in" in the event of a hazardous materials accident.

Community/Rail Areas of Concern:

The Metairie Road grade crossing is one of the most serious situations.

Another potentially dangerous problem is the Huey P. Long Bridge. Its design makes it inaccessible to emergency crews in the event of an accident or hazardous materials release. Also, two to three years ago, a train lost power on the bridge and slid backwards until it reached level track. There was no release, however, the incident exposed a potential threat to the safety of the community.

Most of the accidents involving railcars and hazardous materials occur in rail yards. Both the Avondale Yard and Mays Yard have had numerous incidents involving ammonia and other chemical odors, and actual releases.

Areas of greatest need according to the Office of Emergency Preparedness and the Jefferson Parish Fire Department, regarding emergency response preparedness include:

1. Funding for additional trained HazMat technicians.
2. Someone to work with the local government on risk and vulnerability studies.
3. Funding for planning and modeling of contingencies and risks.
4. Funding for the establishment of another Fire Station near the lake.
5. Additional staff and planners.

Costs Incurred Due to Hazardous Materials Accident:

There is a parish ordinance requiring that costs be passed onto the perpetrator responsible for the release. This includes any materials or equipment used (level A and B suits must be replaced each time they are exposed to hazardous materials. Level A suits cost \$3,800.) The cost of remedial action performed by Thompson Environmental is also passed on to the perpetrator. If the perpetrator is unknown, the parish fire department and Emergency Management Office will absorb the cost.

Other Issues:

The Office of Emergency Management in Jefferson Parish does not believe evacuation by rail is a feasible alternative use for the rail lines. Any evacuation would undoubtedly take a long time; there would only be a limited number of people that could be evacuated this way; and there is no feasible way to transport the people to an area to board a train.

There have been no evacuations for incidents involving hazardous materials release within the last four years. However, about four and a half years ago there was an evacuation because of a tank truck release of chlorine. Emergency crews were able to efficiently contain the release.

There was a release in Mays Yard about three years ago (substance unknown). A command post was set up four to five blocks from the spill. The accident was due to a defective tanker car.

K.2 Orleans Parish

Background:

Before 1983 - 1984, residents in the French Quarter complained of odors (ammonia and other chemicals). The source of the odors were tank cars traveling along the New Orleans Public Belt (NOPB). An agreement was signed to eliminate hazardous materials transport on the NOPB during the Worlds Fair. The railroad found it more economical and efficient to run the hazardous materials through the Back Belt and never returned the traffic to the NOPB. Since then, the Public Belt has given up some of its lines. To return the hazmat traffic to the NOPB through French Quarter would shift the burden of exposure to a residential area that is as densely populated as Metairie. The route along the Back Belt is the only "through" route; 60 to 70 percent of the railcars traveling this route are hazardous materials carriers.

The majority of the hazardous materials releases occur in the rail yards, especially the Norfolk-Southern yard, which is in the midst of a residential area.

First Response:

The current emergency response procedure for Orleans Parish generally begins with a call to 911. Dispatchers will then contact the Orleans Parish Fire Department. Upon arrival at the scene the fire department makes an initial assessment of the situation. If the incident involved hazardous materials, the Fire Department will contact the Orleans Parish Hazmat Unit.

Hazardous Materials Unit:

The Orleans Parish Hazmat Unit is well staffed. The HazMat unit is comprised of 65 Hazardous Materials Technicians of which 20 are available on any given day. HazMat Technicians are trained in responding to, identifying, and containing hazardous materials releases.

Identification of Hazardous Material:

The type of hazardous material is generally identified by the placard or shipping paper. If neither the placard nor the shipping papers are identified nor located, then one of the following sources for identification is used:

- 1) The Parish uses Operation Respond that connects to the railroads mainframe and aids in identifying the hazardous material, however, the identity of the railroad must be known.

- 2) In incidents involving CSX or NS, the railroad identifies the hazardous material. Emergency crews, upon arrival at the scene, are met by railroad personnel who provide the information.
- 3) Identification of the material can also be determined by the serial number on the car and by calling CHEMTREC.

After the first assessment, the appropriate emergency response personnel are notified (i.e., police, emergency services, the Office of Emergency Management).

Containment:

The Fire Department and HazMat Unit are responsible for containment. The fire department contracts with seven or eight private companies who provide remediation services.

Community Alert System and Evacuation:

The Office of Emergency Preparedness coordinates the evacuation of residents in the event of a natural disaster or release of hazardous material that results in a chemical plume or otherwise poses a threat to the surrounding community. The Parish operates Computer Aided Management of Emergency Operations (CAMEO), and "ARCHIE," computer programs that model chemical plume movement along with identifying the precise areas to be evacuated. Police, fire department personnel, and other emergency services personnel will then alert the community and begin evacuation, if necessary.

A major problem is that Orleans Parish does not have a siren system to warn residents. The current system of alerting the community using megaphones, PA systems on police cars, radio and television emergency broadcasting, is considered to be antiquated and inadequate for the needs of the parish. The Office of Emergency Management is currently looking into implementing a ring down system (every resident in a geographic area is systematically telephoned). Once an area is identified as "at risk" by CAMEO, the computer will automatically begin a "ring down" with voice recorded instructions for that area.

Community Outreach:

The Office of Emergency Management and the fire department hazmat unit is actively involved in community outreach and communication. Educational talks are given to corporations, residents, schools, and hotels. During these educational outreaches such topics as evacuation and "sheltering in-house" are covered. The Office of Emergency Management believes that residents are well informed, however, they receive very little feedback or response from its outreaches.

Community/Rail Areas of Concern:

- 1) Speed of train. A train, passing through a lower speed zone into a higher speed zone, will at times accelerate at the point when the locomotive passes the posted speed limit. This increases the speed of the remainder of the train as it travels through the lower speed zone.
- 2) The Parish residents believe that parked railcars carrying hazardous materials pose a threat to the community.
- 3) Hazardous materials incidents occur most frequently in the Gentilly and Norfolk Southern yards. The residential area surrounding the NS yard is a densely populated low income community and is vulnerable to even a minor hazardous material release.
- 4) There have been numerous complaints of chemical odors (ammonia, chlorine) as the rail traffic passes through the City Park and surrounding areas.

The department receives about 500-600 calls a year concerning hazardous materials and has also responded, when requested, to hazardous materials incidents in the SP yard within Jefferson Parish.

Other Issues:

There are approximately 100,000 residents of Orleans Parish who have no transportation. These residents would have no recourse to evacuate in the event of a full scale emergency.

The Office of Emergency Management has been looking into the use of trains, both passenger and freight, for evacuation during hurricane season. Hurricane levees can withstand level 1, 2 and fast-moving 3 hurricane, but will not be able to withstand a level 3 (slow moving), 4, or 5.

Two possibilities discussed were: 1) Storing freight cars near the area; and/or 2) reaching an agreement with Amtrak to store passenger cars (normally stored in Chicago) in an area further south, nearer to the New Orleans area, during the hurricane season.

Appendix L: Focus Groups: Interview Data and Interpretation

HANDOUTS USED AT FOCUS GROUPS

Consensus Issues

1.

Regional Goals and Transportation

Quotation

source: "New Orleans, Louisiana Regional Railroad Planning Demonstration Study." USDOT-FRA, April, 1975 (DOT-FR-4-3016 June, 1974) pp. 80-81.

Quotation:

Recommendations

Determination of Regional Goals and Objectives. Prior to the formulation of alternative rail system operating strategies, information on regional goals and objectives for the New Orleans area should be collected, identified, and documented. The goals related to transportation and land use are of particular significance and should be incorporated to the greatest extent possible in the formulation of alternative rail system concepts.

Determination of Railroad Needs. Concurrently with the determination of regional goals and objectives, the future needs and plans of the railroads operating in the New Orleans area should be determined. This element of work should be conducted in conjunction with a policy-making steering committee to be established by the railroads since rail operating philosophies with respect to unit trains, run-through trains, pre-blocked trains, best routes, cooperative use of rail facilities, institutional mechanisms, regulatory restrictions, and financing possibilities are involved.

Identify Economic and Social Aspects of Rail Transportation. The objectives of this task are to determine the effect of the rail system on employment in the New Orleans area, on economic growth, and on the environment. Included also are the effects of the rail system on community well-being and safety.

Develop Alternative Rail System Operating Strategies. The basic objective of this task is to formulate alternative rail system operating strategies as a first step in determining the best plan for meeting area objectives. The work involved would include, for each alternative, the preparation of community benefit, environmental, and site evaluations; the determination of costs and benefits to the individual railroads; a cataloging of the available lands that might be released for development, and an analysis of institutional alternatives, possible methods of financing, and legislative requirements for implementation.

Focus questions:

1. What divergence, or commonality, do you feel exists between your parish's and other parishes' goals?
2. What are appropriate goals involving transportation?

Consensus Issues

2.

Policy Issues in Transportation

Quotation

source: "Louisiana Statewide Intermodal Plan: Working Paper on Water, Rail, and Intermodal Freight Transportation."
LSU National Ports and Waterways Institute, February, 1995, p. VII-1.

Quotation:

Freight railroads have a significant impact on the strength of the state's industrial and agricultural sectors, in the success of Louisiana's public ports, and on the utilization of highways. In the future, the state's freight railroads may play a role in intercity passenger transportation.

The public is also poorly informed about freight railroads, and this has contributed to the absence of supportive public policies. While benefits for freight railroads are limited, the ISTEA does provide opportunity for railroads to improve their standing with the public and in public resource allocation. However, the railroads must communicate their interests. An effective partnership will require that agency initiatives be complemented with contributions from rail carriers and users. Railroads should designate representatives to actively participate in agency planning, program development and capital investment decisions. Finally, railroads should improve coordination among themselves to improve efficiency on shared facilities and interchange operations.

Focus questions:

1. Do you feel the public is informed on transportation issues, and on regional issues in general?
2. How should public knowledge be improved?
3. How should community leaders and officials be educated and kept current on goals and policy issues?

Consensus Issues

3.

Policy Issues in Environmental Protection

Quotation

source: "Louisiana Statewide Intermodal Plan: Working Paper on Water, Rail, and Intermodal Freight Transportation."
LSU National Ports and Waterways Institute, February, 1995, p. I-5.

Quotation:

The Illinois Central provides rail service to most of Louisiana's industrial plants and grain elevators along the east bank of the Lower Mississippi River. The IC has recently applied for authority to abandon a route between Talisheek (south of Bogalusa) and Slidell, Louisiana. It has also commenced planning and feasibility analysis for construction of a new concrete viaduct across the Bonnet Carre Spillway. This new bridge will carry its own riverfront (formerly Mississippi & Yazoo Valley) and lakefront (mainline to Chicago) lines and the Kansas City Southern mainline, so that all three existing wooden trestles could potentially be abandoned. This project would allow its lakefront line to be removed, allowing room for a new north-south runway at New Orleans International Airport.

Focus questions:

1. How much technical knowledge does the public need to have in order to participate in environmental decision-making?
2. What are appropriate environmental goals for your parish and surrounding parishes?

Consensus Issues

4.

Railroad Relocation and Multi-objective Planning

Quotation

source: "Guidebook for Planning to Alleviate Urban Railroad Problems." DOR-FRA/FHA (DOT FR 20037 - June 1972) vol. 3, August, 1974, p. I-3.

Quotation:

Relocation of the railroads in urban areas--which in some cities include consolidation of railroad trackage--offers the potential for combining several kinds of benefits from one project: improved highway safety and mobility, improved environment, improved use of land in the community, and improved railroad efficiency. The tangible and intangible benefits from all these improvements could justify relocating the railroad, whereas any one of the benefits would not necessarily, by itself, make the relatively high cost worthwhile. Therefore, railroad relocation and consolidation should be added to the arsenal of weapons at the disposal of transportation and land use planners as they cope with the problems of the city.

Focus questions:

1. How should multi-objective projects be assessed with respect to community and regional goals?
2. How can citizens be appraised of the trade-off and compromise aspects of multi-objective projects?

Regional Consensus Issues

5.

The Back Belt: Implications for Community/Regional Goals

Quotation

source: "Louisiana Statewide Intermodal Plan: Working Paper on Water, Rail, and Intermodal Freight Transportation."
LSU National Ports and Waterways Institute, February, 1995, p. IX-49.

Quotation:

Joint Intermodal Corridor

The Back Belt was already mentioned as a constraint for consolidation of intermodal activity in Gentilly. In fact, the Back Belt and its west side access through East Bridge Junction is already a bottleneck for the present rail traffic (intermodal and non-intermodal), resulting in frequent delays. It seems that major improvements of the East Bridge Junction and the Metairie segment of the Back Belt are required to improve east-west access between NS/CSX and SP/UP, respectively. A program to improve the Back Belt is beyond the ability of any single railroad. It requires active involvement by all railroads, the Port, the City, and the State.

Several other U.S. ports are currently involved in developing similar joint corridors, most notable of which is the Alameda Corridor serving the Los Angeles/Long Beach complex. This 20-mile corridor is being developed by a special Joint Power Authority representing 15 regional municipalities and agencies with the two regional ports at its center. About 40% of the traffic of the two regional ports consists of bridge containers. This traffic is presently served by 15 trains/day, but is expected to reach 95 trans/day in the year 2020. The investment is \$1.8 billion, including \$600 million generated by user fees of \$15 per TEU, \$650 million expected from Federal and State contributions, and the rest by the local ports.

Focus questions:

1. Discuss the following statement: New Orleans is not like Alameda.
2. Is the concept of "consolidation of intermodal activity" relevant to broad community/regional goals? Which goals?
3. If all the railroads, the Port, City, and State became involved in east-west access, should they necessarily choose to improve the Back Belt? Why?

Regional Consensus Issues

6.

Short-Range and Long-Range Goals for Railroad Operations

Quotation

source: "New Orleans, Louisiana Regional Railroad Planning Demonstration Study." USDOT-FRA, April, 1975 (DOT-FR-4-3016 June, 1974) pp. 80-81.

Quotation:

The areas of concern are segregated into two categories, short range and long range, and are discussed within each category without regard to an order of priority. They are to be considered, rather, as a listing of areas of concern that should receive attention.

Items falling within the short range category are generally characterized as those which, if implemented, are beneficial to the railroads and are traditionally handled by them within the framework of their own planning and decision-making process. They normally do not require major public decisions nor significant changes in railroad institutional arrangements or operational procedures. In addition, they are capable of being implemented within a relatively short time -- about five years.

The analyses of throughput time, service reliability, and railroad operations suggest the following items for inclusion in the short range category:

1. Trackage Rights - to permit the use of the best routes from origin to destination.
2. Pre-Blocked and Run Through Trains - to be explored for increasing the number of such trains in order to improve transit time and service reliability.
3. Interchange Procedures - to be reviewed with the objective of reducing the number of transfer runs.
4. Huey P. Long Bridge - to be reviewed from the standpoint of maintenance procedures.

...

7. Grade Crossings - to continue current efforts for creating a single railroad corridor between Williams Boulevard and Causeway Boulevard.

Items falling within the long range category are generally characterized as those which, if implemented, would have the potential of providing significant benefits to the railroads in terms of operating economies and efficiency, while providing major social and economic benefits to the New Orleans region as a whole. To reach these potentials, however, a disciplined and cooperative effort, as well as a real commitment to long range planning, is required on the part of both the private and public sectors. Major public decisions may be involved as well as changes in railroad institutional arrangements and operating procedures. For these reasons, implementation of long range areas of concern may take between 5 and 15 years.

The analysis of railroad operations, coupled with a review of the concerns expressed by the communities and the shipping public, suggest the following items for inclusion in the long range category:

1. Multimodal Rights-of-Way - combined rail, highway, and rapid transit operations within common corridors.
2. Unified Rail System - unification of rail operations within the New Orleans region.
3. Railroad Consolidation and Relocation - within a regional context, consideration to be given to the potential advantages of railroad consolidation and relocation in the light of the following areas of concern:
 - a. Railroad Interfaces - reduced transfer runs.
 - b. Metairie - alternative solutions to grade crossing hazards and socioeconomic issues
 - c. Florida-Desire - alternative solutions to grade crossing hazards and socioeconomic issues.
 - d. Grade Crossings - the potential opportunity of eliminating some of these hazards.

Focus questions:

1. Do people generally think of railroads as being well-managed, well-maintained, and deserving of public support?
2. How do people decide whether their community/region is progressing or declining?
3. How do people usually view public investment in projects which improve private sector revenues (e.g., the HPL Bridge)?

Regional Consensus Issues

7.

Community/Regional Goals Related to Hazardous Materials

Quotation

sources: "Flows of Selected Hazardous Materials by Rail" by F. Beier, et al., Research and Special Progress Administration (DOT-VNTSC-RSPA-90-1) May, 1991, pp.9-10;

and: "Louisiana Statewide Intermodal Plan: Working Paper on Water, Rail, and Intermodal Freight Transportation." LSU National Ports and Waterways Institute, February, 1995, p. IX-49.

Table I.3
1991 Top Commodities--Rail Tonnage Originated Within State/Percent of Total

Commodity	Tonnage Originated	Percentage of Total
Chemicals	17,494,612	52
Pulp and Paper	4,029,048	12
Lumber, Wood Products	2,644,756	8
Petroleum	2,414,664	7
Mixed Freight	2,386,200	7

Source: Association of American Railroads

Focus questions:

1. How do people view hazardous materials with respect to the goal of industrial progress?
2. How do people view the needs of industry in relation to community/regional goals of employment and public safety?
3. How do people view claims by industry that environmental safety is costly?

**RESULTS OF FOCUS
GROUP SURVEYS**

(OCTOBER 13, 1995)

QUESTIONNAIRE ON REGIONAL GOALS

No. 1

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. "Transportation" should NOT be thought of as a regional goal.	14 82%	3 18%	0	0	0
2. The most important regional goal for us is environmental improvement.	1 6%	5 29%	8 47%	3 18%	0
3. The parishes are in agreement as to which issues are a priority.	1 6%	13 77%	1 6%	2 12%	0
4. Responding to neighborhood activists takes an excessive amount of time.	2 12%	6 35%	2 12%	5 29%	2 12%
5. Crime reduction as a regional goal is overemphasized by political leaders.	4 24%	8 47%	2 12%	1 6%	2 12%
6. Most people in our region don't want to be bothered with "regional goals" exercises.	0	6 35%	3 18%	8 47%	0
7. Most elected officials sincerely care about improving the quality of life for their region.	0	0.5 3%	2.5 15%	11 65%	3 18%
8. The of industrial growth as a regional goal requires government intervention in the economy.	0	1.5 9%	5.5 32%	10 59%	0
9. Relieving highway traffic congestion is hopeless in this region.	6 35%	11 65%	0	0	0
10. Inadequate attention and resources are being given to the needs of the parishes.	0	5 29%	4 24%	8 47%	0
11. Public forum meetings are a useful tool for developing regional goals.	0	0	3 18%	11 65%	3 18%
12. For most people not having to wait at a grade crossing is a regional goal.	1 6%	7 41%	0	7 41%	2 12%

QUESTIONNAIRE ON REGIONAL GOALS

No. 2

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. People in our region generally view railroads as a crucial component of our industrial economy.	1 6%	12 75%	1 6%	2 13%	0
2. Generally speaking, public sector involvement with railroads has been meddlesome and interfering.	0	9 56%	3 19%	4 25%	0
3. The railroad will do what is in the best interest of the railroad, regardless of community concerns.	0	3 19%	1.5 9%	9.5 59%	2 13%
4. Railroads really want state and local government involvement in making necessary improvements.	3 19%	4 25%	4 25%	4 25%	1 6%
5. Typically, state and local agency staff, including planners, have little knowledge of whether railroads contribute to achieving regional goals.	1 6%	3 19%	0	11 69%	1 6%
6. Railroads don't really care what goes on in planning agencies in our region.	0	5 31%	4 25%	6 38%	1 6%
7. A good transportation company is one which seeks public involvement in its policy matters.	0	2.5 16%	2.5 16%	6 38%	5 31%
8. Public involvement in policy decisions produce too many opinions and ineffectual policies.	2 13%	8 50%	3 19%	3 19%	0
9. The people in our region really don't want to be involved in public policy decisions.	2 13%	10 63%	2 13%	2 13%	0
10. The best thing for a region is for all of its transportation companies to be private, profit-making companies.	1 6%	10.5 66%	1.5 9%	3 19%	0
11. The public sector can maintain objectivity where transportation policy issues are concerned.	1 6%	5 31%	6 38%	4 25%	0
12. Policies involving railroad or transportation is generally made to benefit commerce in general, not individual communities.	1 6%	5 31%	0	9 56%	1 6%

QUESTIONNAIRE ON REGIONAL GOALS

No. 3

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. Our region has too many wetlands for our own good.	6 38%	4 25%	4 25%	1 6%	1 6%
2. We don't need any new transportation corridors.	8 50%	6 38%	1 6%	1 6%	0
3. The public does not understand the economic benefit inherent in any new transportation corridor	2 13%	5 31%	1.5 9%	7.5 47%	0
4. The state legislature should provide corridors for private transportation companies wherever the companies need them.	3 19%	10 63%	1 6%	2 13%	0
5. Environmentalists are against development of any kind, not just transportation corridors.	3 19%	8 50%	2 13%	3 19%	0
6. Even if we had a public referendum on corridors across wetlands, people wouldn't care enough to vote in it.	4 25%	9 56%	0	3 19%	0
7. People are knowledgeable about the importance of preserving wetlands.	0	2 13%	2 13%	10 63%	2 13%
8. Just putting a bunch of corridors across wetlands won't solve our economic problems.	0	2 13%	2 13%	10 63%	2 13%
9. The public should decide on matters concerning any new transportation corridors in the region.	1 6%	3 19%	2 13%	8 50%	2 13%
10. The state should provide alternative corridors for multimodal transportation.	1 6%	1 6%	2 13%	11 69%	1 6%
11. Putting a complete multimodal corridor across the Bonnet Carre is probably the best solution to a lot of our transportation problems.	0	4 25%	7 44%	4 25%	1 6%
12. There is too much concern for environmental issues and not enough concern for the economic problems in our region.	1 6%	4.5 28%	8.5 53%	2 13%	0

QUESTIONNAIRE ON REGIONAL GOALS

No. 4

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. Our region suffers occasionally from divisiveness among parishes and other jurisdictions.	0	0	1 6%	11 69%	4 25%
2. Any project -- even a multi objective project -- would produce alternatives with trade-offs that are objectionable.	0	1 6%	3 19%	10 63%	2 13%
3. The railroads will never see relocation as benefitting their efficiency.	1 6%	15 94%	0	0	0
4. It is possible to find solutions that all parties will endorse.	0	4 25%	3 19%	8 50%	1 6%
5. No one would be willing to put up the money to plan a truly multi-objective transportation project.	0	12 75%	4 25%	0	0
6. People aren't informed enough to be objective, they are aware only of what directly affects them.	1 6%	4 25%	0.5 3%	9.5 59%	1 6%
7. Even if there were numerous benefits from any given project, there would be little satisfaction with out relocation of the railroad.	2 13%	9 56%	2 13%	3 19%	0
8. People are usually smart enough to see right away when a project will benefit their part of the region.	0	6.5 41%	1.5 9%	8 50%	0
9. If the concept of regional goals is too complicated for people, they are never going to comprehend multi-objective planning.	2 13%	5 31%	3 19%	5 31%	1 6%
10. It just doesn't make sense that the same project could improve transportation efficiency and the environment also.	5 31%	8 50%	1 6%	1 6%	1 6%
11. If we would let them, the railroads would do a good job of planning our entire region.	5 31%	9 56%	1 6%	1 6%	0
12. The parishes in our region have a strong desire to work with each other towards realizing regional goals.	1 6%	5 31%	3 19%	6 38%	1 6%

QUESTIONNAIRE ON REGIONAL GOALS

No. 5

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. A little piece of railroad like the back belt has nothing to do with achieving our regional goals.	6 38%	9 56%	1 6%	0	0
2. The residents of Old Metairie are willing to consider alternatives apart from relocation	0	5 31%	6.5 41%	4.5 28%	0
3. The back belt is the optimal corridor for through train routing.	2 13%	5 31%	6 38%	3 19%	0
4. The Norfolk-Southern would be crazy to give up the back belt route.	0	5 31%	6 38%	5 31%	0
5. A simple solution would be to reroute the back belt to the I-10 corridor.	3 19%	4 25%	4 25%	5 31%	0
6. Generally speaking, the residents of Old Metairie are simply not interested in regional goals.	1 6%	10 63%	1 6%	3 19%	1 6%
7. Someone ought to suggest making the back belt a multimodal corridor.	3 19%	7 44%	6 38%	0	0
8. In some ways, the conflict over the back belt reflects our regional inability to know who we are and what our goals are.	2 13%	3 19%	3 19%	7 44%	1 6%
9. As presently operated, the back belt is fully capable of handling all of the demands placed on it.	2 13%	12 75%	2 13%	0	0
10. The residents of Metairie will not be satisfied with alternatives, only relocation of the railroad.	0	3 19%	3 19%	8 50%	2 13%
11. Even now, there are regional benefits from the present operations of the railroad.	1 6%	0	2 13%	11 69%	2 13%
12. Quality of life issues are of primary importance to the parishes in the region.	1 6%	0	0	13 81%	2 13%

QUESTIONNAIRE ON REGIONAL GOALS

No. 6

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. One of our regional goals ought to be the increase of recreational open space in Orleans and Jefferson Parishes.	0	4 25%	2 13%	9 56%	1 6%
2. There is absolutely no reason why any government agency in our region should become involved in consolidating and relocating railroads.	6 38%	10 63%	0	0	0
3. Anyone can see that railroads could be run more efficiently.	0	2 13%	6 38%	7 44%	1 6%
4. Short term goals are used to mollify situations, not resolve them.	1 6%	7 44%	2 13%	5 31%	1 6%
5. As long as railroads are allowed to compete freely they will be run in the most efficient manner possible.	2 13%	7 44%	1 6%	6 38%	0
6. Defining something as a long-term goal often means doing nothing about it.	2 13%	10 63%	1 6%	3 19%	0
7. If the railroads really wanted a unified rail operating entity in the region, they have had plenty of time to organize it and implement it.	1 6%	3 19%	3 19%	8 50%	1 6%
8. We cannot allow achievement of our regional goals to be deferred while we are waiting for the railroads to take action.	0	2 13%	2 13%	10 63%	2 13%
9. One of our IMMEDIATE regional goals should be the location of more basic industry in Orleans and Jefferson parishes.	0	0	6 38%	9 56%	1 6%
10. Short term goals are the steps necessary to fulfillment of the long term goals and not an end in and of itself.	0	3 19%	0	10 63%	3 19%
11. The railroad is an inconvenience but the alternatives would do more harm than good.	0	6 38%	4 25%	4 25%	2 13%
12. An actual time scale is less important when continual visible progress is made towards fulfilling long-term regional goals.	1 6%	4 25%	2 13%	8 50%	1 6%

QUESTIONNAIRE ON REGIONAL GOALS

No. 7

for focus group meeting
13 October 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
1. There is reason to believe that a hazardous materials incident could occur at any time.	1 7%	1 7%	0	9 64%	3 21%
2. One of our regional goals should be to reduce the amount of hazardous materials shipped from our region.	1 7%	5 36%	2 14%	3 21%	3 21%
3. One of our regional goals should be to increase the amount of hazardous materials shipped from our region.	1 7%	10 71%	3 21%	0	0
4. The fear of a hazardous material incident is greater than the actual risk.	1 7%	3 21%	1 7%	8 57%	1 7%
5. The railroad demonstrates a high degree of safety precautions in transporting hazardous materials.	1 7%	4 29%	1 7%	7 50%	1 7%
6. The community is prepared to respond to emergencies involving hazardous materials incidents.	0	3 21%	2 14%	9 64%	0
7. Deflecting hazardous material traffic away for the community will only succeed in exposing other communities to the same risk.	0	6 43%	2 14%	6 43%	0
8. Carrying hazardous materials by truck is safer than carrying them by train.	3 21%	9 64%	1 7%	1 7%	0
9. A lot of the materials which DOT calls hazardous are really perfectly safe.	1 7%	5 36%	6 43%	2 14%	0
10. One type of new industry we should try to attract to our region is hazardous waste disposal facilities.	7 50%	7 50%	0	0	0
11. There is no chance that a train could ever derail here.	8 57%	6 43%	0	0	0
12. The <u>actual</u> risks associated with hazardous materials transport are clearly identified and understood by the public.	3 21%	9 64%	0	2 14%	0

**RESULTS OF FOCUS
GROUP SURVEYS
(NOVEMBER 6-8, 1995)**

QUESTIONNAIRE ON REGIONAL GOALS

No. 1

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. "Transportation" should NOT be thought of as a regional goal.	5 41.7%	3 25.0%	0	2 16.7%	2 16.7%	
2. The residents in our region are in agreement as to which issues are a high priority.	0	3 25.0%	0	2 16.7%	6 50.0%	1 8.3%
3. The railroads consider the objectives of the surrounding neighborhoods when forming railroad operating strategies.	8 66.7%	0	2 16.7%	2 16.7%	0	
4. Crime reduction as a regional goal is overemphasized by political leaders.	5 41.7%	4 33.3%	0	1 8.3%	2 16.7%	
5. The railroad/community issues in Old Metairie have nothing to do with regional goals.	4 33.3%	5 41.7%	0	1 8.3%	1 8.3%	1 8.3%
6. Most elected officials sincerely care about improving the quality of life for their constituents.	0	1 8.3%	2 16.7%	9 75.0%	0	
7. Public forum meetings are a useful tool for developing regional goals.	0	0	5 41.7%	6 50.0%	1 8.3%	
8. Relieving highway traffic congestion is hopeless in this region.	3 25.0%	7 58.3%	0	2 16.7%	0	
9. Public officials provide inadequate attention and resources to the needs of the neighborhoods.	0	6 50.0%	3 25.0%	1 8.3%	1 8.3%	1 8.3%
10. Community issues will be resolved if <u>regional</u> planning objectives are met.	2 16.7%	1 8.3%	2 16.7%	7 58.3%	0	
11. For most people, not having to wait at a railroad grade crossing is a regional goal.	3 25.0%	1 8.3%	0	7 58.3%	1 8.3%	

QUESTIONNAIRE ON POLICY ISSUES IN TRANSPORTATION

No. 2

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. Railroads are a crucial component of our industrial economy.	0	2½ 10%	½ 2%	9 36%	13 52%	
2. Generally speaking, community involvement with railroads has been regarded as meddling and interfering.	2 8%	2 8%	2 8%	7½ 30%	11½ 46%	
3. The railroad should do what is in the best interest of the railroad, regardless of community concerns.	16 64%	7 28%	1 4%	1 4%	0	
4. The best solution for grade crossing delays is to build a grade separation (overpass/underpass) for highway traffic.	3 12%	4 16%	6 24%	7½ 30%	4½ 18%	
5. The most pressing issue is improving the safety at highway/rail grade crossings.	2 8%	3 12%	6 24%	7 28%	6 24%	1 4%
6. The community is not knowledgeable about freight railroad operations and their impact on the economy.	1 4%	3 12%	2 8%	11 44%	8 32%	
7. The government should dictate the routes which private railroads use for carrying hazardous materials.	6 24%	4 16%	2 8%	7 28%	6 24%	
8. Community involvement in policy decisions produces too many opinions and ineffectual policies.	5 20%	13 52%	4 16%	1 4%	2 8%	
9. The people in our region really don't want to be involved in public policy decisions.	8 32%	11 44%	2 8%	3 12%	1 4%	
10. The best thing for a region is for its transportation companies to be private, profit-making companies.	1 4%	5 20%	6 24%	7 28%	6 24%	
11. Policies involving the railroads, or transportation more broadly, should be made to benefit commerce in general and not individual communities.	8 32%	8½ 34%	1½ 6%	2 8%	5 20%	

QUESTIONNAIRE ON BONNET CARRE SPILLWAY AND OTHER WETLANDS

No. 3

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. Our region has too many wetlands.	9 36%	3 12%	5 20%	5 20%	3 12%	
2. We don't need any new transportation corridors.	7 28%	11 44%	4 16%	1 4%	2 8%	
3. There is some economic benefit inherent in any new transportation corridor.	1 4%	5 20%	2 8%	10 40%	7 28%	
4. The state legislature should provide corridors for private transportation companies wherever the companies need them.	9 36%	11 44%	3 12%	1 4%	1 4%	
5. Environmentalists are against development of any kind.	6 24%	11 44%	4 16%	1 4%	2 8%	1 4%
6. Even if we had a public referendum on transportation corridors across wetlands, people wouldn't care enough to vote for it.	4 16%	13 52%	0	5 20%	3 12%	
7. People are too emotional about preserving wetlands.	8 32%	8 32%	2 8%	5 20%	2 8%	
8. The construction of a new viaduct over the Bonnet Carre Spillway is of no concern to my community.	7 28%	8 32%	5 20%	1 4%	4 16%	
9. The public should decide on any new transportation corridors in the region.	0	7 28%	5 20%	6 24%	6 24%	1 4%
10. Creation of new coastal wetlands is important to Louisiana's economy.	0	4 16%	4 16%	8 32%	9 36%	
11. The state should provide alternative corridors for rail and highway transportation.	5 20%	1 4%	6½ 26%	7½ 30%	5 20%	
12. There is too much concern for environmental issues and not enough concern for the economic problems in our region.	7 28%	8 32%	2½ 10%	3½ 14%	4 16%	

QUESTIONNAIRE ON MULTI-OBJECTIVE PLANNING

No. 4

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. Our region suffers occasionally from divisiveness among parishes and other jurisdictions.	0	1 8.3%	0	6 50.0%	5 41.7%	
2. Any project would produce trade-offs that are objectionable to some.	0	0	0	10 83.3%	2 16.7%	
3. The railroads will never see relocation as benefitting the efficiency of their operations.	0	6 50.0%	2 16.7%	2 16.7%	2 16.7%	
4. It is possible to find solutions to the railroad/community conflicts that all parties will endorse.	0	4 33.3%	4 33.3%	3 25.0%	1 8.3%	
5. No one would be willing to put up the money to plan a truly multi-objective transportation project.	0	2 16.7%	2 16.7%	6 50.0%	2 16.7%	
6. People are usually smart enough to see right away when a project will benefit their part of the region.	0	5 41.7%	0	4 33.3%	3 25.0%	
7. Multi-objective planning would require communities to compromise their objectives for the <u>regional</u> good.	0	1 8.3%	2 16.7%	8 66.7%	1 8.3%	
8. It is highly unlikely that the same project could improve transportation efficiency and the environment also.	0	7 58.3%	1 8.3%	3 25.0%	1 8.3%	
9. If we would let them, the railroads would do a good job of planning our entire region.	5 41.7%	6 50.0%	0	1 8.3%	0	
10. The parishes in our region have a strong desire to work with each other towards realizing regional goals.	1 8.3%	7 58.3%	1 8.3%	3 25.0%	0	

QUESTIONNAIRE ON THE BACK BELT AND REGIONAL GOALS

No. 5

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. A little piece of railroad like the Back Belt has nothing to do with achieving our regional goals.	3 16%	10 53%	2 11%	1 5%	3 16%	
2. The residents of Old Metairie are willing to consider alternatives apart from relocation of the railroad tracks.	3½ 18%	3 16%	7½ 39%	4 21%	1 5%	
3. The Back Belt is the best possible corridor routing train traffic through the region.	6 32%	2 11%	7 37%	3 16%	1 5%	
4. The Norfolk-Southern would be foolish to give up the Back Belt route.	2 11%	2 11%	9 47%	4 21%	2 11%	
5. A simple solution would be to reroute railroad traffic on the Back Belt to some other corridor.	1 5%	2 11%	5 26%	7 37%	4 21%	
6. Generally speaking, the residents of Old Metairie are simply not interested in regional goals.	5 26%	5 26%	4 21%	2 11%	2 11%	1 5%
7. By eliminating railway congestion and bottlenecks on the Back Belt, grade crossing delays would be vastly improved.	0	0	6 32%	10 53%	3 16%	
8. In some ways, the conflict over the Back Belt reflects our regional inability to know who we are and what our goals are.	3 16%	5 26%	6 32%	3 16%	2 11%	
9. As presently operated, the Back Belt is fully capable of handling all of the demands placed on it.	2 11%	6 32%	6 32%	4 21%	1 5%	
10. The residents of Metairie will not be satisfied with any alternatives that do not include relocation of the railroad.	1 5%	6½ 34%	3½ 18%	5 26%	3 16%	
11. There are regional no benefits from the passage of through trains.	2 11%	9 47%	3 16%	3 16%	1 5%	1 5%
12. Rail/highway grade crossing delays are a highway traffic routing problem.	5 26%	6 32%	4 21%	2 11%	2 11%	

QUESTIONNAIRE ON TIME TABLES AND REGIONAL GOALS

No. 6

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. One of our regional goals ought to be the increase of recreational open space in Orleans and Jefferson Parishes.	1 4%	0	5 20%	7 28%	11 44%	1 4%
2. There is absolutely no reason why any government agency in our region should become involved in consolidating and relocating railroads.	6 24%	9½ 38%	½ 2%	5½ 22%	3½ 14%	
3. Anyone can see that railroads could be run more efficiently.	1 4%	0	5½ 22%	9½ 38%	9 36%	
4. As long as railroads are allowed to compete freely they will be run in the most efficient manner possible.	4 16%	8 32%	4 16%	6 24%	3 12%	
5. Defining something as a long-term goal often means doing nothing about it.	2 8%	6 24%	2 8%	8 32%	7 28%	
6. If the railroads really wanted a unified rail operating entity in the region, they have had plenty of time to organize it and implement it.	1 4%	3 12%	2 8%	12 48%	7 28%	
7. We cannot allow achievement of our community goals to be deferred while we are waiting for the railroads to take action.	1 4%	3 12%	0	11 44%	9 36%	1 4%
8. One of our IMMEDIATE regional goals should be the location of more basic industry in Orleans and Jefferson parishes.	0	3 12%	5 20%	8½ 34%	8½ 34%	
9. Temporary solutions are necessary to the fulfillment of long term goals.	3 12%	4 16%	1 4%	14 56%	2 8%	1 4%
10. Short term goals should address the immediate health and safety issues of our communities.	1 4%	0	1 4%	13 52%	10 40%	
11. An actual time table is less important when continual visible progress is being made towards fulfilling long-term regional goals.	2 8%	6 24%	4 16%	12 48%	1 4%	

QUESTIONNAIRE ON REGIONAL GOALS AND HAZARDOUS MATERIALS

No. 7

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. There is reason to believe that a hazardous materials incident could occur at any time.	1 4%	2 8%	0	5 20%	17 68%	
2. One of our regional goals should be to reduce the amount of hazardous materials carried in our region.	1 4%	1 4%	3 12%	7 28%	13 52%	
3. The transport of hazardous materials is acceptable if routed through unpopulated areas of our region.	0	1 4%	3 12%	14 56%	7 28%	
4. The fear of a hazardous material incident is greater than the actual risk.	2 8%	8 32%	2 8%	6 24%	7 28%	
5. The railroad demonstrates a high degree of safety in transporting hazardous materials.	4 16%	1 4%	5 20%	9 36%	6 24%	
6. The community is prepared to respond to emergencies involving hazardous materials incidents.	5 20%	5 20%	5 20%	7 28%	3 12%	
7. Deflecting hazardous materials traffic away from one community will only succeed in exposing other communities to the same risk.	3 12%	8 32%	0	9 36%	5 20%	
8. Carrying hazardous materials by truck is safer than carrying them by train.	5 20%	13 52%	7 28%	0	0	
9. A lot of the materials which DOT calls hazardous are really perfectly safe.	5 20%	10 40%	6 24%	3 12%	0	1 4%
10. One type of new industry we should try to attract to our region is hazardous waste disposal facilities.	10 40%	6 24%	4 16%	5 20%	0	
11. The <u>actual</u> risks associated with hazardous materials transport are clearly identified and understood by the public.	10 40%	15 60%	0	0	0	

QUESTIONNAIRE ON COMMUNITY/RAILROAD ISSUES

No. 8

for focus group meetings
Nov. 6-8, 1995

INSTRUCTIONS: This is a five-point rating scale questionnaire. Please don't put your name on the questionnaire, but please do put the name of the parish where you live. Give your first impressions or reactions.

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
1. Our community wants to remain residential; we are not interested in economic development.	6 25%	10 42%	2 8%	4 17%	1 4%	1 4%
2. I sometimes travel miles out of my way to avoid the congestion of a highway/rail grade crossing.	7 29%	6 25%	2 8%	8 33%	1 4%	
3. There would be less likelihood of accidents at grade crossings if the trains would sound their horns.	4 17%	8 33%	6 25%	5 21%	1 4%	1 4%
4. The railroads are contributing to the progress and economic well-being of our community.	0	2 8%	4 17%	11 46%	7 29%	
5. People have grown accustomed to the sounds of the train; sometimes they don't even realize that they are passing.	6 25%	5 21%	1 4%	8 33%	3 13%	1 4%
6. No matter how many times you tell them, kids will likely continue to walk on the tracks.	0	2 8%	2 8%	15 63%	5 21%	
7. Vandalism of the rail tracks is a potentially serious problem in our community.	3 13%	7 29%	4 17%	7 29%	3 13%	
8. The railroad should not mind if people walk along the tracks when trains are not passing through.	7 29%	10 42%	5 21%	1 4%	1 4%	
9. A derailment does not usually result in any release of hazardous materials.	3 13%	2 8%	7 29%	9 38%	3 13%	
10. There is too much highway through-traffic in our community.	1 4%	4 17%	10 42%	6 25%	3 13%	
11. People would rather exercise greater caution at a grade crossing than hear the train whistle blow each time a train passed through our neighborhood.	0	6 25%	5 21%	10 42%	3 13%	
12. The problem of traffic congestion at rail crossings could be easily solved if railroads scheduled trains appropriately.	2 8%	2 8%	3 13%	12 50%	5 21%	

Questions:	Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree	Left Blank
13. Railroads are a serious safety hazard in our region.	3 13%	3 13%	3 13%	8 33%	6 25%	1 4%
14. We are never going to have nice communities unless we can eliminate the railroads.	7 29%	10 42%	2 8%	4 17%	1 4%	
15. Reducing the amount of railroad tracks here would be the best thing we could do for our region.	3 13%	5 21%	7 29%	4 17%	4 17%	1 4%
16. The most important goal for our region is the development of more tourism.	3 13%	8 33%	8 33%	1 4%	3 13%	1 4%
17. I am never bothered by waiting at grade crossings for trains to pass.	7 29%	8 33%	3 13%	2 8%	3 13%	1 4%
18. Trains passing near a neighborhood are bound to cause disruption of community life.	0	3 13%	1 4%	12 50%	7 29%	1 4%
19. Barrier gates at railroad crossings are unnecessary.	13 54%	8 33%	2 8%	0	0	1 4%
20. I am often concerned that trains passing through the neighborhood will inhibit police, fire, ambulance, and other rescue vehicles from responding promptly to emergencies when summoned.	2 8%	2 8%	1 4%	9 38%	9 38%	1 4%

**INTERPRETATION OF
FOCUS GROUP RESPONSES**

(NOVEMBER 6-8, 1995)

The community focus groups were on November 6, 7 and 8, 1995. Participants consisted of community leaders and residents.

November 6	Jefferson and Orleans Parish
November 7	St Bernard Parish
November 8	Jefferson, Orleans, Plaquemines, and St. Charles Parish

The topics covered during the focus groups were:

1. Regional Goals
2. Policy Issues in Transportation
3. Bonnet Carre Spillway and Other Wetlands
4. Multi-Objective Planning
5. Regional Goals and the Back Belt
6. Time Tables and Regional Goals
7. Regional Goals and Hazardous Materials
8. Railroad/Community Issues

The focus group participants provided input during the discussion of the topics and by answering the questionnaires that were distributed after each topic was discussed. The participants answers to these questionnaires were consistent with the views expressed in the discussions in the following areas:

- Trains should be rerouted to reduce risk -- participants differentiated between reduced risk and safety. Trains should be routed through rural areas with lower population densities. Participants agree that the transport of hazardous materials is acceptable if routed through unpopulated areas.
- Participants agree that railroads are a crucial component of our economy. No one wants the railroads entirely removed. They believe there is regional economic benefit in the passage of through trains and that the railroads are contributing to the progress and economic well-being of communities; however,
- Participants strongly agree that the railroads could be run more efficiently, and that the problem of traffic congestion at rail crossings could be easily solved if railroads scheduled trains properly.
- Focus group participants from the community agree that, generally speaking, community involvement with railroads has been regarded as meddlesome and interfering. Participants stated several times in the discussions that letters are not answered, phone calls are not returned, and that the railroad will not address any problems that the community brings to their attention. "The biggest problem with the railroad is that they don't communicate, particularly with the community.

If they [railroad] worked with regional, state and local people, many of these problems could be solved." "At the local level.. it feels like the railroad does not give a damn about us one way or another." "The railroad needs to take a first step to smooth these problems...have neighborhood meetings....education is the key."

- There is consensus (participants strongly agree) among all focus groups that one of our regional goals ought to be the increase of recreational open space in Orleans and Jefferson Parish. Some expressed concern with what they are going to put there [if the rail lines are abandoned].
- Railroads are considered to be a serious safety hazard in the region. Of major concern is the transportation of hazardous materials. The participants agree that the railroad demonstrates a high degree of safety in transporting hazardous materials; however, they strongly agree that a hazardous materials incident could occur at any time. In all focus groups participants expressed a lack of confidence in their Parishes ability to respond to emergencies involving hazardous materials [with the exception of 2 participants from St. Charles Parish].
- Participants believe that the actual risks associate with the hazardous materials transport are **not** clearly identified and understood by the public. The community is not knowledgeable about freight railroad operations and their impact on the economy. Many comments were made throughout the focus group sessions that the public in general is not informed about the topics covered. Comments include:
 - "The public is not able to answer these questions. There is a need for a non-political committee to address the problem."
 - "Community awareness? The average person is not informed enough to be involved."
 - "The public is ignorant as to public investment in private enterprise."
 - "There is a general ignorance about what travels through the region, what to do, and what all of this means."
 - "This is to technical to decide on degree of hazard [types of hazardous materials and the danger associated with them]."
 - "Regional aspects? Never thought of it."
- The participants are interested and concerned about their region and community. Participants strongly **disagreed** with the statements that "Old Metairie residents are simply not interested in regional goals", "the people in our region really don't want to be involved in public policy decisions", and "community involvement in policy decisions produces too many opinions and ineffectual policies."

- Regarding government involvement, during the discussions, participants stated that "they would like to see the government spend less money," and "I would rather see the government do other things with the money, and the railroad won't spend the money." However, questionnaire responses indicated that participants strongly **disagreed** with the following statements:

- "The best thing for a region is for its transportation companies to be private, profit-making companies", and
- "There is absolutely no reason why any government agency in our region should become involved in consolidating and relocating railroads".

Participants representing Jefferson Parish **agreed** with the following statement:

- "The State should provide alternative corridors for rail and highway transportation."

Participants representing Jefferson Parish **strongly agreed** with the following statement:

- "The government should dictate the routes which private railroads use for carrying hazardous materials."

Appendix M: Carrollton Curve Relocation Alternative

This appendix contains the detailed drawings describing the required construction modifications to the Carrollton - I-10 interchange ramps to allow a new section of track to be built connecting the NS tracks with the IC mainline tracks using the New Orleans Union Passenger Terminal (NOUPT) corridor. The work requires the dismantling, demolishing, and removal of certain portions of the interchange's existing ramps to allow clearance for a new ground level rail corridor. The attached drawings illustrate the work which would need to be done. Several important assumptions have been made that affect the costs for reconstructing this highway interchange (presented in Section 6.1.1 of this report). These include the following:

1. It was assumed that the current Central Avenue and LaBarre Road crew interchange change points would be changed so that all future interchanges would be yard to yard interchanges. Train schedules would be developed to insure continuous train movement from the time of yard departure to the time of yard arrival.
2. It was assumed that the New Orleans Public Belt (NOPB) trackage would be double tracked from the foot of the Huey P. Long Bridge through East Bridge Junction. A second or additional crossover track would be constructed to allow trains to run from the NOPB tracks onto the IC tracks (see attached drawing). From the East Bridge Junction, a double tracked main line operation over IC tracks would be

established to the IC- NOUPT Southport Junction, a distance of approximately 2.2 miles. This will require some upgrading of IC trackage and the installation of an additional power switch. By using the Illinois Central track corridor between East Bridge Junction and their Southport Interchange with the NOUPT (instead of the KCS Corridor), potential congestion in the KCS's West Side Yard is avoided.

3. From Southport Junction it was assumed that an additional 2.4 miles of track would be constructed in the NOUPT corridor to a switch point just west of the Carrollton - I-10 interchange. This will provide a double tracked main line corridor extending from the Avondale Yards on the West Bank to the Carrollton Interchange, allowing for multiple train passage and an increase in temporary train holding/storage capacity. While a single track operation is possible, discussions with the IC's East Bridge Junction tower operators revealed that loss of one of the Huey P. Long Bridge tracks for programmed maintenance during daylight hours has the effect of concentrating trains movements in the second shift starting around 3:00 PM. Thus, train movements over the Back Belt are concentrated during those hours having the highest grade crossing traffic volumes with the end result that grade crossing blockage is maximized.
4. It was assumed that a single 8 degree 30 minute curved track would be built to serve as an interconnection between the NOUPT tracks that currently branch east and west underneath the interchange. While a sharper double tracked curve is also

- possible, it was felt that the shallower single track curve would slightly reduce track maintenance and wheel squeal. As trains would be moving through the curve (at a maximum speed limit of 20 mph), which would be equipped with automatic oilers to reduce friction, super elevation would be minimal.
5. In order to avoid/clear one of the I-10 supporting columns, the track curvature would be compounded to 8 degrees 57 minutes on the southwestern side of interchange (see attached drawings).
 6. The conceptual design and alignment of the ramps, as shown in the attached drawings, was completed to verify the engineering feasibility of rebuilding the interchange so as to provide a ground level rail connection and to establish a basis for providing order of magnitude estimates for the reconstruction costs. Prior to any actual reconstruction of this highway interchange, detailed engineering designs would have to be completed based on accurate field surveys.
 7. The ramp layout reflected in the attached drawing makes maximum use of the existing highway corridor footprint. While it does preclude having to acquire additional property, it assumes that the alignment of the tracks entering and existing the curved section would make maximum use of the existing corridor width. To the extent to which the rail corridor width can be cost effectively widened at the entry and exit points to the curved track section by acquisition of adjoining strips of land, then it may be possible to further decrease track curvature and/or allow for a double tracking through the

curve. As an example, there is a long warehouse lying adjacent to the NOUPT tracks at 701 South Alexander Street that is owned by John Hazard Drayage and Construction Company. This warehouse is leased by AT&T Systems Group for equipment storage. There is a KCS siding adjacent to the warehouse and this property could be used to augment the land available for constructing a slightly shallower curve. Hazard also owns the yard property directly across Ulloa Street. North of this warehouse is the Careauth Lumber warehouse building which fronts on S. Olympia Street and across the street is an office/warehouse rental property. All of these properties could probably be utilized through lease or purchase to provide additional land to widen the rail corridor and reduce track curvature.

8. The minimum sight stopping distances are violated by the reverse curve on Ramp M. Given the shallow angle at which Ramp M crosses back over I-10 on this layout, the length of the span will require deep supporting bridge girders.
9. The gradients on Ramp D as shown are at seven percent, which may or may not be acceptable to LADOTD.
10. In addition, there are several other problems that will need to be addressed in the detailed design and planning stages. Since the southbound approach of Airline Highway will need to be lengthened, bypass lanes will have to be provided during the construction period in order to maintain the flow of traffic on Airline Highway and traffic using these ramps will be slowed down in their movements. The alignment,

construction, sequencing and timing of construction events clearly exceeds the scope of this project. Suffice it to say that these matters will be complex to develop, but not impossible. The costs of traffic delays during construction have not been included in the total cost estimates for rebuilding the Carrollton Interchange (these, however, are estimated to be minimal on the main I-10 overpass).

Appendix N: North of Lake Pontchartrain
Relocation Alternatives

This appendix contains maps showing the routing for the several North of the Lake corridor relocation alternatives. These routings were used in the estimation of land acquisition and construction costs for each alternative.



 Southern Pacific

NORTH OF THE LAKE ALTERNATIVES

ModST from Esri
 New Orleans [LA]
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Appendix O: Relocation of the Kansas City
Southern (KCS) Interchange

The KCS currently interchanges trains with Norfolk Southern at LaBarre Road. The siding between LaBarre Road and Atherton is used for the interchange. Depending on the length of the train, the cars can block Atherton.

Four trains a day are interchanged at this point. Crews will break the train at Atherton to keep the crossing from being blocked. One of the eastbound trains is destined to CSX and one is destined to Norfolk Southern, but CSX pays NS \$22 per car to have NS haul their train to them, so the movements from LaBarre to Oliver and Gentilly are handled by NS. The issue here is reducing the amount of time the grade crossings are blocked. By relocating the KCS interchange, the grade crossing blockage time will be reduced by virtue of the trains passing through the crossings at higher speeds.

There is room in the Mays Yard to construct an additional track either on the north side of the yard between the northbound main and the property edge, from 906.4 to 904.3, providing approximately 2.1 miles for track (some of this land has been sold for the construction of a drainage canal); or on the south side of the yard between the south side property line and the southbound main, from 905.4 to 904.4, which would provide one mile of track. There is also the possibility of extending a 60 car capacity track at Shrewsbury to 100 cars to provide for this interchange.

Appendix P: Metairie Corridor: Alternative Land Uses,
and Street Housing Estimates

Below is a description of the residential and commercial construction allowed by removal of the Back Belt tracks between LaBarre Avenue and the 17th Street Canal.

1. LaBarre Road to Arlington Drive -

General Description:

Loumor Avenue on north side of tracks
Backs of houses fronting on Manley and Varden on south
side of tracks
Arlington would be made a through street

A. LaBarre to (far side of) Charlton Lane

North side of tracks: Loumor Avenue
South side of tracks: backs of houses fronting on Manley
and Varden

There appears to be enough room for 4 to 5 houses
fronting on Loumor.

B. (far side of) Charlton Lane to (far side of) Beverly
Drive

North side of tracks: Loumor Avenue
South side of tracks: backs of houses fronting on Varden

There appears to be enough room for 4 houses fronting on
Loumor.

C. (far side of) Beverly Drive to (near side of) Glendale
Drive

North side of tracks: Loumor Avenue
South side of tracks: backs of houses fronting on Varden

There appears to be enough room for 5 houses fronting on
Loumor.

D. (near side of) Glendale Drive to (near side of) Arlington
Drive

North side of tracks: Loumor Avenue
South side of tracks: backs of houses fronting on Varden

There appears to be enough room for 5 houses fronting on Loumor.

Summary for Section 1, parts A - D: 18 - 19 houses

2. Arlington Drive to Jefferson Avenue -

General Description:

Loumor Avenue on both sides of tracks
Arlington would be made a through street (see Section 1)
A crossing currently exists at Atherton
Jefferson Avenue would be made a through street

There appears to be enough room for 11 houses fronting on (N) Loumor

A. (far side of) Arlington Drive to (far side of) Dorington Drive

Loumor Avenue on both sides of tracks

There appears to be enough room for 5 houses fronting on (N) Loumor

B. (far side of) Dorington Drive to (near side of) Atherton Drive

Loumor Avenue on both sides of the tracks

There appears to be enough room for 3 houses fronting on (N) Loumor

C. (far side of) Atherton Drive to (near side of) Jefferson Avenue

Loumor Avenue on both sides of the tracks

There appears to be enough room for 3 houses fronting on (N) Loumor

Summary for Section 2, parts A - C: 11 houses

3. Jefferson Avenue - Livingston Place E.

General Description:

Loumor Avenue on both sides of tracks
Jefferson would be made a through street (see Section 2)
Livingston Place E. would be made a through street

- A. (far side of) Jefferson Avenue to (far side of) Livingston Place W.

Loumor Avenue on both sides of tracks

There appears to be enough room for 3 houses fronting on (N) Loumor

There appears to be enough room for 3 houses fronting on (S) Loumor

- B. (far side of) Livingston Place W. to (near side of) Livingston Place E.

Loumor Avenue on both sides of tracks

There appears to be enough room for 2 houses fronting on (N) Loumor

There appears to be enough room for 2 houses fronting on (S) Loumor

Summary for Section 3, parts A - B: 10 houses

4. Livingston Place E. - Ridgewood Drive

General Description:

North side of tracks:

Loumor Avenue stops on the north side of the tracks at Livingston Place E.

There is no street on the north side of the tracks for one block (from Livingston Place E. to Glenwood Drive). Fairmont Avenue picks up on the north side at Glenwood Drive. (It runs three blocks to Ridgewood Drive).

South side of tracks:

Loumour Avenue stops on the south side of the tracks at Hollywood Drive.

There is no street on the south side of the tracks for two blocks (from Hollywood to Ridgewood.)

Glenwood Drive would be made a through street.

Hollywood already crosses the tracks.

Ridgewood would be made a through street.

- A. (far side of) Livingston Place E. to (near side of) Glenwood Drive:

There appears to be enough room for connecting (N) Loumor to Fairmont Ave.

There appears to be enough room for 2 houses fronting on (N) Loumor/Fairmont Ave.

There appears to be enough room for 2 houses fronting on (S) Loumor

- B. (far side of) Glenwood Drive to (near side of) Hollywood Drive

There appears to be enough room for 2 houses fronting on Fairmont Ave.

There appears to be enough room for 2 houses fronting on (S) Loumor

- C. (far side of) Hollywood Drive to (near side of) Rosewood Drive.

There appears to be enough room for 3 houses fronting on Fairmont Ave.

There appears to be enough room for extending (S) Loumor through to Rosewood Drive.

There appears to be enough room for 3 houses fronting on an extended (S) Loumor

- D. (near side of) Rosewood Drive to (near side of) Ridgewood Drive

There appears to be enough room for 4 houses fronting on Fairmont Ave.

There appears to be enough room for extending (S) Loumor through to Ridgewood Drive.

There appears to be enough room for 3 houses fronting on an extended Loumor Ave.

Summary for Section 4, parts A - D: 23 houses

5. Ridgewood Drive - Mulberry Drive

General Description:

No street on north side of tracks from Ridgewood Drive for one block to Park Lane. Fairmont Avenue runs on north side from Park Lane to Mulberry Drive.

No street on south side of tracks for entire length of section (from Ridgewood Drive to Mulberry Drive).

- A. (far side of) Ridgewood Drive to (near side of) Park Lane:

There appears to be enough room for extending Fairmont through (on north side of tracks) from Ridgewood to Park Lane.

There appears to be enough room for extending (S) Loumor through (on south side of tracks) from Ridgewood to Park Lane.

Park Lane would be extended across the tracks to an extended (S) Loumor.

There appears to be enough room for 2 houses fronting on an extended Fairmont Ave.

There appears to be enough room for 2 houses fronting on an extended (S) Loumor Ave.

- B. (far side of) Park Lane to (near side of) Cedar Drive.

There appears to be enough room for extending (S) Loumor through (on south side of tracks) from Park Lane to Cedar Drive.

Cedar Drive would be extended across the tracks to an extended (S) Loumor.

There appears to be enough room for 1 houses fronting on Fairmont Ave.

There appears to be enough room for 1 houses fronting on an extended Loumor Ave.

- C. (far side of) Cedar Drive to (near side of) Magnolia Drive.

There appears to be enough room for extending (S) Loumor through (on south side of tracks) from Cedar Drive to Magnolia Drive.

Magnolia Drive would be extended across the tracks to an extended (S) Loumor.

There appears to be enough room for 2 houses fronting on Fairmont Ave.

There appears to be enough room for 2 houses fronting on an extended Loumor Ave.

- D. (far side of) Magnolia Drive to (near side of) Sycamore Drive.

There appears to be enough room for extending (S) Loumor through (on south side of tracks) from Magnolia Drive to Sycamore Drive.

Sycamore Drive would be extended across the tracks to an extended (S) Loumor.

There appears to be enough room for 2 houses fronting on Fairmont Ave.

There appears to be enough room for 2 houses fronting on an extended Loumor Ave.

- E. (far side of) Sycamore Drive to (near side of) Mulberry Drive

There appears to be enough room for extending (S) Loumor through (on south side of tracks) from Sycamore Drive to Mulberry Drive.
Mulberry Drive would be extended across the tracks to an extended (S) Loumor.

There appears to be enough room for 2 houses fronting on Fairmont Ave.
There appears to be enough room for 2 houses fronting on an extended Loumor Ave.

Summary for Section 5, parts A - E: 18 houses.

6. Mulberry Drive - Woodvine Avenue

General Description:

No street on north side of tracks from Mulberry Drive to Woodvine Avenue.
No street on south side of tracks for one block from Mulberry Drive to Farnham Place.
Frisco picks up at Farnham Place and runs through to Woodvine.

A. (far side of) Mulberry Drive to (near side of) Farnham Place:

There appears to be enough room for extending Fairmont Avenue through (on the north side of the tracks) from Mulberry to Farnham Place.
There appears to be enough room for extending (S) Loumor / Frisco through (on the south side of the tracks) from Mulberry to Farnham Place.
Farnham Place would be extended across the tracks to Bella Drive.

There appears to be enough room for 2 houses fronting on an extended Fairmont Ave.
There appears to be enough room for 2 houses fronting on an extended (S) Loumor / Frisco Ave.

B. (far side of) Farnham Place to (near side of) West Oakridge Avenue.

There appears to be enough room for extending Fairmont Avenue through (on the north side of the tracks) from Farnham Place to West Oakridge.
Frisco picks up on the south side of the tracks.
Farnham Place would be extended across the tracks to Bella Drive.
West Oakridge would be extended across the tracks to Cuddihy.

There appears to be enough room for 2 houses fronting on an extended Fairmont Ave.

There appears to be enough room for 2 houses fronting on Frisco Ave.

- C. (far side of) West Oakridge Avenue to (far side of) Woodvine Avenue.

There does not appear to be enough room for extending Fairmont Avenue through (on the north side of the tracks) from West Oakridge to Woodvine.

Frisco continues on the south side of the tracks.

There appears to be enough room for 3 houses fronting on Frisco Ave.

Summary for Section 6, parts A - C: 11 houses.

7. Woodvine Avenue - Metairie Road

General Description:

No street on north side of tracks from Woodvine Avenue to Metairie Road.

No street on south side of tracks for one block from Woodvine to Iona Street.

Frisco picks up at Iona and runs through to Metairie Road.

- A. Woodvine Avenue to Iona Street:

There does not appear to be enough room for extending a street through on the north side of the tracks.

There appears to be enough room for extending Frisco through (on the south side of the tracks) from Woodvine to Iona Street.

There appears to be enough room for 5 houses fronting on Frisco Ave.

- B. Iona Street to Metairie Road:

There does not appear to be enough room for extending a street through on the north side of the tracks.

Frisco runs (on the south side of the tracks).

There appears to be enough room for 5 houses fronting on Frisco Ave.

Summary for Section 7, parts A - B: 10 houses.

8. Metairie Road to Orpheum Avenue (next to 17th Street Canal)

General Description:

Frisco (switches to) run on north side of tracks from Metairie Road to Carrollton Avenue.

There is no street on south side of tracks for the entire section.

Metairie Road to Carrollton Avenue:

There does not appear to be enough room for extending a street through on the south side of the tracks.

There appears to be enough room for 12 houses fronting on Frisco Ave. (Perhaps townhouses oriented sideways to the street or a high-rise apartment building with in-building parking.)

B. Carrollton Avenue to Lake Avenue:

There appears to be enough room for extending a street through on both the north and south sides of the tracks.

There appears to be enough room for 2 houses fronting on the north street.

There appears to be enough room for 2 houses fronting on the south street.

C. Lake Avenue to Orpheum Avenue (next to 17th Street Canal):

The area might be sold to the industrial interests on both sides of the tracks. (There is a warehouse on the north side and the NOPSI Sewage and Water Board on the south side).

Summary for Section 8, parts A - C: 16 houses.

Summary for entire area from LaBarre Road to Orpheum Avenue: 117-118 houses.

Average value: approximately \$ 130,000 per lot, \$250,000 with houses.

Appendix Q: Project Respondents and Key Contacts List

Q.1 Project Team Personnel

- RailLease, Inc.

Ralph G. Kennedy, Project Director, 713-444-2958; Fax/Home: 713-893-2138, 13700 Veterans Memorial Dr., Houston, TX 77014. E-mail: RGKIII@aol.com.

Roger Gary, Railroad Operations, 210-732-5692. E-Mail: RVGARY@aol.com.

Robert Bredburg, Railroad Engineering, 601-388-4189, 504-885-0595, Fax: 504-885-0595, NYC Associates.

Frank Nicoladis, 504-885-0500, Fax: 504-885-0595, 2750 Lake Villa Drive, Metairie, LA 50002.

Jim Simmons, Michael Nicoladis, and Ronald Stromeyer. Days Inn 504-467-6772

- CONSAD Research Corporation

Wilbur A. Steger, Ph.D., Officer-In-Charge, 800-321-5509, 412-363-5500, Fax: 412-363-5509, 121 N. Highland Avenue, Pittsburgh, PA 15206. E-mail: crc@nauticom.net, or CONSAD@aol.com.

Robert A. Lowrey, Ph.D., Deputy Project Director, 423-983-5724, 3030 Rambling Rd., Maryville, TN 37801-9511. E-mail: honey1@use.usit.net.

Alan Bernstein, Project Coordinator-Pittsburgh Office.

Mark A. Joensen, Ph.D., Traffic Analysis.

Paula Pongratz, Hazardous Materials/Emergency Response Analysis.

Ken Robb, Traffic Analysis and Community Impacts.

Chuck Wartenberg, On-site data collection, 504-834-6333.

Chris Shefler, Word Processing and Document Control.

Mike Shefler, Data Analysis.

Mary Reiter Layport, Billing.

Q.2 Federal Railroad Administration

Jolene Molotoris, FRA Administrator.

James T. McQueen, Associate Administrator for Railroad Development.

Arrigo P. Mongini, Deputy Associate Administrator for Railroad Development, 202-366-9660.

Richard J. Crisafulli, Contract Officer's Technical Representative (COTR), Office of Railroad Development - Telephone: 202-632-3268; Fax: 202-632-3853.

Bruce M. Fine, Associate Administrator for Safety.

Grady C. Cothen, Jr., Deputy Associate Administrator for Safety Standards Program Development

Edward R. English, Director of Safety Enforcement.

Edward W. Pritchard, Chief, Hazardous Materials Division.

Robert Finkelstein, Chief, System Support Division.

Douglas H. Taylor, Chief, Accident Investigations and Analysis Branch.

Bruce F. George, Chief, Highway-Railroad Crossing and Trespasser Division.

Thomas P. Woll, Highway-Railroad Crossing and Trespasser Division.

Fenice Moore, Highway-Railroad Crossing and Trespasser Division.

Raphael Kedar, Deputy Associate Administrator for Policy Systems.

Dr. James W. Boone, Emergency Response and Industry Cooperative Projects Staff.

Carl J. Fisher, Analytical Systems Staff.

Peter Kerr, Office of Policy Systems.

Robert L. Carpenter, Chief, Contracts Division.

Jill Shohet, Contracting Officer.

Q.3 Contract Technical Evaluation Committee

Richard J. Crisafulli, Project Manager, FRA Office of Railroad Development.

Gene O. Cox, Operating Practices Specialist, FRA Office of Safety.

David W. Jamieson, Track Engineer, FRA Office of Safety.

Nancy S. Strine, Community Planner, Federal Transit Administration.

Robert Winans, Engineer, Federal Highway Administration, 202-366-4656.

Q.4 Research and Special Programs Administration

David L. Sargeant, Director of Hazardous Materials Initiatives and Training.

Q.5 FRA Field Safety Offices

Tom Patton, Regional Director, Hurst, TX (Ft. Worth), 817-284-8142.

Leon Sapp, Deputy Regional Director, Hurst, TX, 817-284-8142, FRA Operating Practices Inspector, New Orleans Office.

Roy Tullier, 504-589-6127.

Jimmy E. Duncan, Hazardous Materials.

Sellers, Motive Power & Equipment.

W.G. (Skip) Roder, Track Inspector.

David Visney, Region Five Manager, 817-284-8142.

Ralph Elston, **William Coleman**, Operating Practices.

Melford Byrd, Resident in Mississippi.

Q.6 U.S. Department of Transportation

Dick Hannon, Director of Policy and Programs, Hazardous Materials Officer, 202-366-4484.

Bob Walter and Paul Zebe, John A. Volpe National Transportation Systems Center, DTS 72, Kendall Square, Cambridge, MA 02142, 617-494-2626 and 617-494-3271. Worked on the "Flows of Hazardous Materials" study, 1991.

Steven O. Palmer, Assistant Secretary for Governmental Affairs.

Q.7 Key Legislative Contacts

Robert L. Livingston, U.S. House of Representatives (R LA-1), Chairman, House Appropriations Committee, Room 2368 Rayburn House Office Building, Washington DC 20515, Telephone: 202-225-3015, Fax: 202-225-0739.

Rick Legendre, 504-589-2753, Cong. Asst. to Congressman Livingston, Fax: 504-589-2607, 111 Veterans Memorial Blvd, Suite 700, Metairie, LA 70005, former Jefferson Parish staff.

Q.8 Federal Highway Administration

David Foster, Area Engineer, Louisiana Division, Region 6, PO Box 3929, Baton Rouge, LA 70821, 504-389-0584.

Geneva Grille, District Engineer, Bridge City Location, 504-437-3100.

Michael Stack, **Connie Standisch**, and **Eric Jeansonne**, Aerial Photos, 504-379-1106.

William A. Sussman, Division Administrator.

Q.9 National Transportation Safety Board

National Transportation Safety Board General Number: 202-382-6600

Q.10 State of Louisiana

General Info: 504-379-1100; Department of Transportation and Development Personnel: 504-379-1259.

Ron J. Landry, Louisiana Senator, 504-652-2379, La Place Office. Secretary: Nancy Campanella, 504-342-6192, 504-568-7405-Baton Rouge. Chairman, Senate Committee on Transportation Highways, Public Works; member, High Speed Rail Transportation Advisory Council.

David Vitter, Louisiana State Representative (District 81), 504-832-3709, Fax: 504-838-5094.

Carol Cranshaw, Louisiana Public Transportation Administrator 504-379-1436.

Ed Morris, Louisiana Department of Transportation and Development Rail Program Manager, 504-379-1436, Fax: 504-379-1648, Section 81, Room 400, PO Box 94245, Capital Station, Baton Rouge, LA 70803-9245.

Dan Magri, Director, Louisiana State Highway Safety Commission-Police reports 504-925-3928.

Honorable Revius D. Ortique, 504-465-2389, Box 20007, New Orleans, LA 70014. Chairman, New Orleans Aviation Board, Retired Justice, Louisiana Supreme Court. His advisor: David J. Saizan, Saizan & Associates, 504-522-5224, Beeper 504-527-8358.

Bill Shrewsbury, Louisiana Road Maintenance Engineer, 504-379-1543. Responsible for rail-highway grade crossings-Baton Rouge, involved with attorneys/lawsuits, knows condition of grade crossings (Four Quadrant Gates Demonstration). His supervisor: Tom Payment, Room 504, Maintenance System Administrator.

Steve Strength, Louisiana District Traffic Engineer, 504-437-3100, residence: 504-365-1438.

Chris Morvant, Assistant District Traffic Engineer, Bridge City, 504-437-3101.

Mike Schiro, LADOTD Highway Program Administrator, 504-379-1208, and **Bill Hickey**, Design & Contracts Management, 504-379-1300, on Louisiana highway program projects/budgets, **Geometrics-Nick Calivida-Debbie Guest** 504-379-1380.

Dan Magri, Louisiana State Highway Safety Commission, 504-925-3928 -- grade crossing accident reports.

Tom Smith, ex-FRA Louisiana Track Inspector, 10 years KCS, 504-627-5530.

Eric Kalivoda, Intermodal Manager - Room 504, LADOTD Bldg. Baton Rouge. Louisiana Highway Department, 504-379-1925.

Frank Denton, Secretary, LADOTD, 504-379-1201.

Lacey A. Glascock, Deputy Secretary, LADOTD and staff developed Statewide Intermodal Transportation Plan 504-379-1200.

Ray Munfree, LADOTD Engineering, 504-379-1309. Other contacts: Wayne Amon Bridge Design Engineering Administrator, 504-379-1302, Bill Conway Majestki & Masters Engineers, 504-524-4344 (working on design/plan to widen Huey P. Long Bridge).

Norville Knapp, 504-379-1248, Chief of Design, LADOTD, former Chief of Bridge Design.

Wayne Amon, Bridge Design Engineer Administrator, 504-379-1302.

Coen Bueche Chief Highway Planning Division, LADOTD, 504-358-9131.

David Treen, 504-845-4750 former Louisiana Governor-Congressman, practicing attorney. Mandeville.

Q.11 Regional Planning Commission
(Jefferson, Orleans, St. Bernard
and St. Tammany Parishes)

John La Bourgeois, Planning Director, 504-568-6633, Fax: 504-568-6643, 333
St. Charles St., Suite 1100, New Orleans, LA 70130.

Walter Brooks, Manager of Railroad Planning, 504-568-6621

Jim Harvey, 504-568-6622.

Tom Hunter.

James Singleton, Chairman Council Member, City of New Orleans.

Ed Bayer, Regional Transit Authority.

Q.12 Southern Rapid Rail Transit Association

A.B. Sonny Woodall, Chairman, Southern Rapid Rail Transit Association,
504-261-3823, 6713 Dennybrook Avenue, Greenwell Springs, LA 70739, 504-
383-5741.

Q.13 Jefferson Parish Administration

Tim Coulon, 504-736-6400. Newly elected Jefferson Parish President.
During past eight years was the Administrative Assistant to Parish
President Mike Yenni (now deceased).

Nick Giambelluca, 504-736-6600, Yenni Building, 1221 Elmwood Park Blvd.,
Suite 1014. Councilman for Old Metairie, one of six newly organized
council districts in Jefferson Parish (Dr. Loria's old position).
Ed Votilina is his assistant.

Lloyd Geardina, 1-504-367-0968. Newly elected Councilman for Shrewsbury
area, lives on West Bank.

Aaron Broussard, 504-736-6615, Fax: 504-468-6085, 1801 Williams Blvd.,
Kenner, LA 70062, Newly elected Councilman at Large, Jefferson Parish.
Former Mayor of Kenner.

Ed Durabb, Director of Planning, 504-736-6354.

Bill Sneed, Director of Public Works, 504-736-6784.

Department of Public Works: **Mike Lavell**, 504/736-6784, **Lee Daspit**, 504-
736-6783, **Chris Morvant**, 504-437-3100.

Joe Perret, Parish Planner, Project Coordinator, 504-736-6330, 504-736-
6343, Management Planning/Computer Analyses. Secretary: Wanda.

Doug Robert, 1-504-736-6530, Jefferson Parish Traffic Engineer, discussed overpass at Carrollton Avenue. Doug's secretary is Carol Lateff.

Captain Talley, Jefferson Parish Central Records, 100 H. P. Long Avenue, Gretna, 504-363-5590, 504-363-5574.

Penny Anderson, Jefferson Parish Treasurer, 504-364-2767, for bond referenda, taxing districts, and amounts.

Terri Rodrigue, Parish Council Clerk, 504-364-2626, has data base/record on all bond and tax votes.

Hugh Ford, 504-888-0020, retired Former Director, Planning-Jefferson Parish.

Harry Lee, Sheriff, Jefferson Parish, 504-832-2301; **Betty Adams**, 504-363-5701, **Colonel John Fortunato**, Public Information Officer - TV Tapes of Crossings, **Colonel Mike Dema**, 504-832-2480, 504-832-2301, **Major Accardo**, 504/832-2554, **Gene Fields** 504-364-5300, Jefferson Parish Traffic Accident Data.

Sandelyn Brunet, 504-363-5549, Louisiana State Police Traffic Accident Reports, 504-925-6095.

John Manoulides District Attorney, Jefferson Parish, 504-368-1020.

Alvin J. Dupre, Jr., Attorney 504-454-1061, Fax: 504-454-1064, 2701 Houma Boulevard, Metairie, Louisiana.

Q.14 Orleans Parish

Elmer Darwin, Orleans Parish, Traffic Engineer, 504-565-6840.

Rick Raines, 504-565-6840, Assistant Traffic Engineer, Orleans Parish.

Q.15 Saint Tammany Parish

Felicia Sanders, 504-898-2529.

Q.16 Environmental and Emergency Response Contacts

Marnie Winter, 504-736-6440, Director, Jefferson Parish Environmental and Development Control.

Donald Box, 504-736-6201, Chief, Jefferson Parish Fire Department.

Carolyn Wilcox and **Samuel Lazzara**, 504-349-5360, Fire and Emergency Services Coordinators.

Bob Eichorn and **Bob Dorcey**, 504-565-7200, Orleans Parish Emergency Response Team.

Dan Savella, formerly a Jefferson Parish employee hazardous materials officer.

Karl Finley, a local attorney.

Jim Dutcher, Ctec, Chairman of Jefferson Parish Emergency Planning Commission.

Frank Tournier, Hazardous Materials Officer.

Joe Alvarez, contact for commuter rail from Lake Front to the airport.

Tommy Stone and **Bob Rockamanis**, 504-278-4267, contacts for St. Bernard Parish.

Q.17 Railroads

● NS

F. David Fowler, Term. Superintendent, 504-942-3217, or his assistant, Mr. Dabney, 504-942-3216.

David R. Goode, Chief Executive Officer, 804-629-2610.

Mark Manion, AVP Transportation, assigned by Goode's as primary contact on TAC, 404-529-1734.

Carl Bruce Sterzing, Director, Strategic Planning, 804-629-2609, Fax: 804-533-4884. Carl reports to Jim McClellan.

Jim McClellan, Vice President, Strategic Planning.

Jeffrey Yates, 205-951-4734, Southern Division Superintendent, Birmingham -- replaced.

Tim Hellig, **Paul Gibson**, Assistant Superintendent, Birmingham.

Kevin Grigsby, 205-951-4735, Tower Operator, Oliver Yard.

Jodie Colanado, 504-942-3245, Train Master.

Danny Gilbert, 703-981-4053, Manager, Grade Crossing Safety, Roanoke.

Gary Henderson, 540-981-4350, Western Region Manager, Grade Crossing Safety .

Don Cleland, former Track Supervisor, 615-697-1108 or 1131.

Phil Merelli, 205-951-4827, Assistant Division Engineer for NS - Birmingham.

Dave Orrison, 404-529-1450, Assistant Chief Engineer, Design & Construction - Special Projects, Atlanta - drew plans for KCS Yard/Interchange Relocation.

● IC

Archie Phipps, 504-734-6901, Superintendent of Services.

Bill Burk, 504-734-6918.

John McPherson, 708-206-6810, Fax: 708-206-6839, Vice President, Transportation. **McPherson** has asked **Vivian Hodgson** 708-206-6702 to be the data contact person.

Carl Sheridan, 504-734-6950, Manager of Service.

Lew Kraus, Manager, Contracts ICG.

Ed Kraus, Superintendent, ICG Jackson East Bridge Tower Operator.

Robert Stokes, 504-734-6946.

Marvin McCordell.

Bob Enslin, Ed Harris, Superintendent IC at Jackson, MS.

Roy Birch, 708-206-6724, Manager, Scheduling and Blocking, Homewood, IL.
Sue Rathe, Director, Special Projects 708-206-6677 would be the best data contact person and **Jimmie Lane**, 601-949-1820.

● UP

Tom Richards, 504-349-3655, Fax: 504-349-3696, UP Trainmaster, Avondale Yard.

Jeff Chandler, Regional Superintendent Houston.

Joe Adams, Executive Assistant, Chairman, Vice President Transportation

Pat Crabtree, Mary-504-436-4641 UP lobbyist, Baton Rouge, LA, former Superintendent for UP West Bridge Tower Operator.

Robert J. Brocker, Senior Assistant Vice President, Operations Administration, was asked by **Dick Davidson**, CEO, to respond to our introductory letter, he assigned **Cliff Shoemaker**, Omaha, 402-271-4357, Fax: 402-271-6674, Director Industry and Public Projects, to represent UP on Senior TAC, supported by Pat Crabtree (Addis) and **Tony Chacon** (Omaha), and **Jack Kyle** (Baton Rouge, 504-387-3179).

Jeff Crandall, 713-350-7150, Division Superintendent, Houston. Jack's Livonia office 504-338-2901.

Chandler Lewis, 402-271-4477, Vice President. Former CONSAD Project Manager.

Jerry Everett, New Houston Area, 713-350-7101.

● SP

Dave Dawson, Terminal Superintendent, Avondale SP, New Orleans 504-436-7031, Fax: 504-437-1219.

Merl Bergeron, Assistant Superintendent, Avondale Yard.

Larry Parsons, 303-812-5049, Fax: 303-812-5092, SP's Executive Vice President, Operations, assigned **Buck Hoarde**, 303-812-5180 Executive Assistant to Vice President, Operations, (Parsons) who in turn designated **Bob Thurston** Senior Director, Systems Support, 303-812-5133, Fax: 303-812-5181, to be the data contact point for supplying traffic data.

Phil Rowe, 303-812-7428, Leroy Sites and **Carol Anvari**, 415-541-1236 -- Grade Crossing Accidents Statistics Data.

● CSX

Tommy Bass, 504-244-4328, Terminal Manager, recently replaced Joe Lally (retired).

Gary Jackson, Trainmaster, Gentilly Yard Office.

Gary Gibson, 904-359-3592, Fax: 904-359-3501, was Manager of Operating Practices, designated as the Technical Advisory Committee Senior Contact.

Sharel Kwiat, 904-359-2284, was designated as their traffic data contact person, also **Adrien Bailey**, 904-359-1890, Assistant Trainmaster.

Ronnie Roundtree, Trainmaster.

John Obrien, 904-366-4309, International Marketing, CSX Intermodal,

Michael Radzinski, 770-698-6369.

● KCS

Andrew Martin (Roy Phillips, Terminal Trainmaster, 504-832-5239).

Richard (Dick) Holdaway, 816-556-0586, Assistant Vice President, System Planning and Development.

Mike Haverly, Chief Executive Officer, has assigned **William J. (Jim) Wochner**, Vice President & General Solicitor, KCS Law Department, 114 West 11th Street, Kansas City, MO64105, 816-556-0324, Fax:816-556-0227, to the Technical Advisory Committee Meeting.

Don Gardner, 816-556-0377, was assigned by his boss, Tim or Jim Hobbs, to be the data contact person. Yard Master 504-832-5241 **Mr.Guidry**.

Roy Phillips, 504-737-3524, Retired Terminal Superintendent.

● NOPB

Ray Duplichain, 504-896-7440, 504-656-7663, Fax: 504-896-7452, General Superintendent of NOPB. Reports to Gerald Hutchison-General Manager.

Gerald Hutchison, 504-896-7410, General Manager, New Orleans Public Belt Railroad

Don Childress - Secretary/Treasurer, NOPB. NOPB-90 employees, operates over Huey P.Long bridge and does terminal switching.

Walter Chappell, President Pro Tem. of NOPB, former Member of Commission. Current Major of New Orleans, **Mark Morial** - President of the New Orleans Public Belt Railroad, **Ray Lubrano-Track** Supervisor, 504-896-7422. **Anthony C. Marinello Jr.**, Manager, Engineering & Maintenance, 504-896-7420, NOPB Capital Improvements Program. Legal Issues (Revision of NOPB original agreement, who can or cannot operate over the bridge.) **Arthur J. Waechter** 504-582-8100, at James & Walker & Wagner law firm.

● NOUPT

Betty Fowler, 504-528-1653, Auditor/Treasurer, 2nd Floor, 1001 Loyola Ave.

William Lucas, 504-582-1510, General Counsel,

Joyce Dombourian, 504-582-1538, Place St Charles, 35th Floor.

Q.18 Senior Railroad Technical
Advisory Committee

Jim Wochner, 816-556-0324, Fax: 816-556-0227, Vice President & General Solicitor, Kansas City Southern - Law Department, 114 West 11th Street, Kansas City, MO 64105.

Gary Gibson, General Manager Operating Practices, CSX, 500 Water Street, Jacksonville, FL 32202.

Pete Carpenter, 904-359-7699, President and Chief Executive Officer.

Mark Mannion, 404-529-1734, Fax: 404-527-3185, Vice President Transportation, Norfolk Southern, Atlanta, GA.

David Goode, 804-629-2610, Chairman, NS Three Commercial Place, Norfolk, VA 23510-2191.

Cliff Shoemaker, 402-271-4357, Fax: 402-271-6674, Director of Industry and Public Projects, UP, 1416 Dodge Street, Omaha, NE 68179.

John D. McPherson, 707-206-6810, Fax: 707-206-6839, Senior Vice President Operations, IC, 455 North City Front Plaza Drive, Chicago IL 60611-5504

Larry Parson, 303-812-5049, Fax: 303-812-5092, Executive Vice President Operations, SP, 1860 Lincoln Street, Denver, CO 80295.

Gerald Hutchison, 504-896-7410, Fax: 504-896-7452, General Manager, NOUPB, 4822 Tchoupitoulas Street, PO Box 51658, New Orleans, LA 70151.

Q.19 Railroad Technical Advisory
Committee, New Orleans Superintendents

Note: Telephone numbers for these contacts are listed under Section Q.16, Railroads.

NS: Dave Fowler, Terminal Superintendent - Oliver Yard
CSX: Tommy Bass, Terminal Superintendent - Gentilly Yard
UP: Tom Richards, Terminal Trainmaster - Avondale Yard
SP: Dave Dawson, Terminal Trainmaster - Avondale Yard
IC: Archie Phipps, Terminal Superintendent Mays Yard
KCS: Roy Phillips, Terminal Superintendent - West Yard
NOPB: Ray Duplichain, Superintendent

Q.20 Railroad Data Contacts

IC: Jimmie Lane 601-949-1820 (Metairie) or Sue Rathe 708-206-6677
CSX: Sharell Kwiat 904-359-2284
SP: Bob Thurston 303-812-5133
KCS: Don Gardner 816-556-0377

Bob Stulac, 510-272-8570, American President Lines, Director, Railroad Operations, Oakland CA.

Eric Crismun, 510-272-7581. Discussed their LBAVT liner train.

K. L. Wong, 510-272-7552, Worldwide Service Relations Manager.

Q.21 Consultants

Susan Klees, 504-523-5511, Urban Systems Inc., 400 North Peters, Suite 208D, New Orleans, LA 70130.

Bill Conway, 504-524-4344, Majestic & Masters, working on plans to widen Huey P. Long Bridge. Engineer **Greg Taravella**, 504-524-4344, working with Port of New Orleans on the Florida lift bridge. **D. F. Sorgenfrei**, Maintenance Report, Fax: 504-561-1229, also spoke with **Mike Freeman** PE, who has inspected the bridge.

Dr. Peter Stopher, Louisiana State University. Helped develop state intermodal plan. Louisiana Transportation Research Center (LTRC): 504-767-9121, Louisiana State University, Civil Engineering Department: 504-388-8898, residence: 504-767-7843

Dr. Chester Wilmot, 504-388-8898, Professor of Civil Engineering.

Dr. G. Budhu, 318-257-3014, Louisiana Tech in Ruston, did state intermodal plan population forecasts.

Paul Waidhauce, 504-486-5901, Buck & Associates. Did study for Regional Transit Authority of changes to New Orleans Terminal track, light rail extension.

Michael Jackson, 504-486-5901, Vice President, Burk Klienteter (Engineering/Highway Design Group doing I-10 widening project from Carrollton Interchange through Causeway Blvd., going from two to three lanes).

James E. Fitzmorris, Jr., 504-584-5252, Fitzmorris & Associates, Inc. Suite 1700, LL&E Tower, 900 Poydras Street, New Orleans, LA 70122. Former Lt. Governor of Louisiana, representing Orleans Parish.

Charles Coates, 504-766-6330, Project Engineer, Pyburn and Odum, Inc., GRIS Avenue, Baton Rouge, LA 70820. Worked on studies of passenger rail station locations for RPC-Conrad Rein.

Mary Ann Sontag, 609-683-0290 ext. 113, ALK Associates, 1000 Herrontown Road, Princeton, NJ 08540. Washington office rep. Dick Malloy, 202-835-8098.

Charles Appfel, 504-388-2771, National Institute of Ports and Waterways, Helen Carter House, LSU, Baton Rouge, LA 70803. Contact, in Washington, Dr. Kevin Horn, 703-276-7101.

Robert Chadbourne, 504-889-7156, 504-454-4072, or 504-454-4064, Director of Dispatching, Jefferson Parish.

Q.22 Regional Transit Administration

Lew Costos, 504-242-2600.

Q.23 Key Interested Citizens
Citizens Advisory Council

Sharon Peck, former Metairie resident that has left the area, reviewed the former Federal Highway study.

Barbara Workman, 504-833-0828. Called Rick Legendre about participating in a focus group.

Linda Prillaman, 504-837-6211, Metairie resident. Chartered financial consultant. Called Legendre about participating in project. Lives three blocks from railroad.

John F. Young, 504-522-1212, interested lawyer. Briefed on status of project; participated in focus group meetings.

Margaret Litzen, 504-883-7051, Times Picayune Reporter. Articles on project, derailment.

Q.24 New Orleans Aviation Board

Honorable Revius Ortique, Chairman, 504-463-1007, 504-465-2389, Downtown: 504-525-7200.

Joseph Maselli, Vice Chairman, 504-891-1904, Fax: 504-822-1659, 1608 S. Saledo Street, New Orleans, LA 70125.

Q.25 Port of New Orleans

Ron Brinson, 504-589-2753, Port Director, 26th Floor, World Trade Center. Corps of Engineers Project - Widening Industrial Canal - to replace St Claude Ave. Bridge, eliminate vertical clearance for NOPB. Florida Avenue Bridge Project.

Q.26 Contacts With Community Relations Experience

Bob Rosenberg, 504-641-2468, Heritage Estates, 1324 Patriot Drive, Slidell, LA 70458.

Joe Bistos, 504-254-2600, 13801 Old Gentilly Road, New Orleans, LA 70129. Nominated by Pat Gallwey, and Charles Kirkland of the New Orleans Planning Commission, is president of the Almonaster Michoud Development Group in east Orleans Parish.

Marc Cooper, 504-528-3750, Director, Vieux Carre Commission, 334 Royal Street, New Orleans, LA 70103. The Vieux Carre Commission is a state agency.

Dr. Robert Reimers, 504-582-7904, Tulane School of Public Health and Tropical Medicine, Department of Environmental Health Services (SL29), 1430 Tulane Avenue, New Orleans, LA 70112.

Ms. Linetta Gilbert, 504-822-4906, Greater New Orleans Foundation, 2515 Canal Street, New Orleans, LA 70130(?). Funds a variety of programs including Headstart programs, churches, and garden club programs.

Dr. Fritz Wagner, 504-286-6278, residence: 504-283-7628, Dean, School of Urban and Public Affairs, University of New Orleans, New Orleans, LA.

Ms. Audrey Evans, 504-865-5787, Tulane Environmental Law Clinic, 6329 Freret Street, New Orleans, LA 70118.

Kelly Terry, 504-568-662?, Regional Planning Commission, 333 St. Charles Avenue, Suite 1100, New Orleans, LA 70130-3120. Mr. Terry works as a neighborhood relations specialist for RPC, and maintains computer based

lists of housing and neighborhood associations, as well as other types of groups, including local government agencies, for the four parishes.

Jane Johnson, 504-865-5939, Civil Rights Project, Tulane University Law School, 5329 Freret, New Orleans, LA 70118.

Sharon Harrington, 504-565-8115, Mayor's Office of Environmental Affairs, 1300 Perdido Street, Eighth Floor, New Orleans, LA 70112.