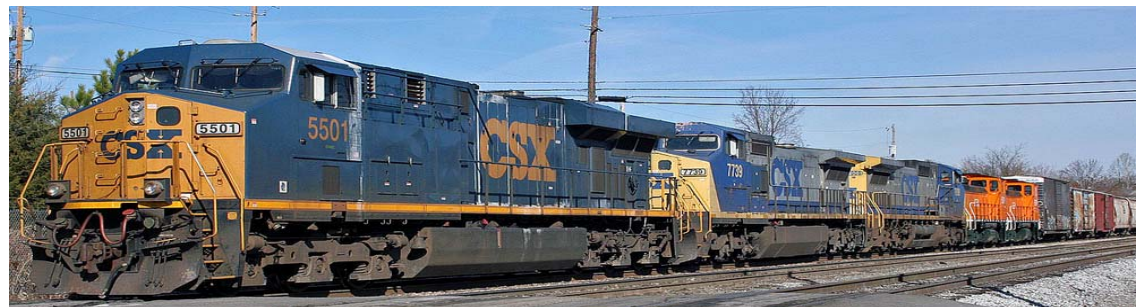




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# Transportation Issues Workshop

## New Orleans Hurricane and Storm Damage Risk Reduction System





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## Transportation Issues Workshop

**Purpose:** To inform our partners of the upcoming transportation impacts related to HSDRRS projects.

**Goal:** Build on partnering efforts with state and local stakeholders to manage HSDRRS, state, and local transportation impacts.



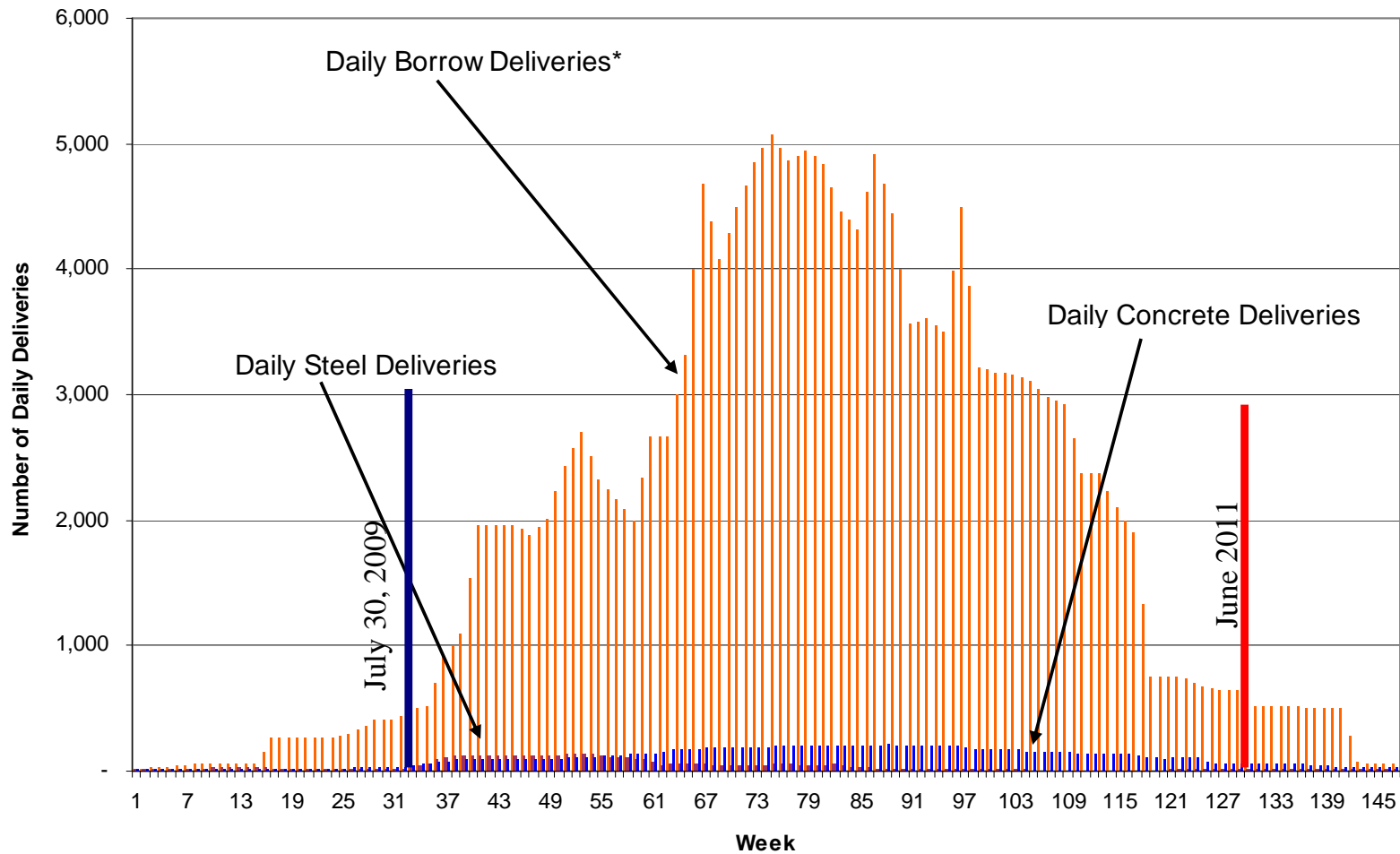
# Magnitude of construction traffic

- **140 million miles**
- **Borrow Trucks (29 MCY - WBV and LPV)\***
  - 95% of construction traffic
  - ~50 million miles
  - ~2 million trips
- **Steel Trucks (822,000 Tons)**
  - 2% of construction traffic
  - ~90 million miles
    - ~89 million miles Interstate
    - ~1 million local miles
  - ~40,000 trips
- **Concrete Trucks (972,000 CY)**
  - 3% of construction traffic
  - ~1 million miles
  - ~100,000 trips

\* Does not include 30 MCY required for Plaquemines Parish



# Overall transport



\* Does not include 30 MCY of borrow required for Plaquemines Parish



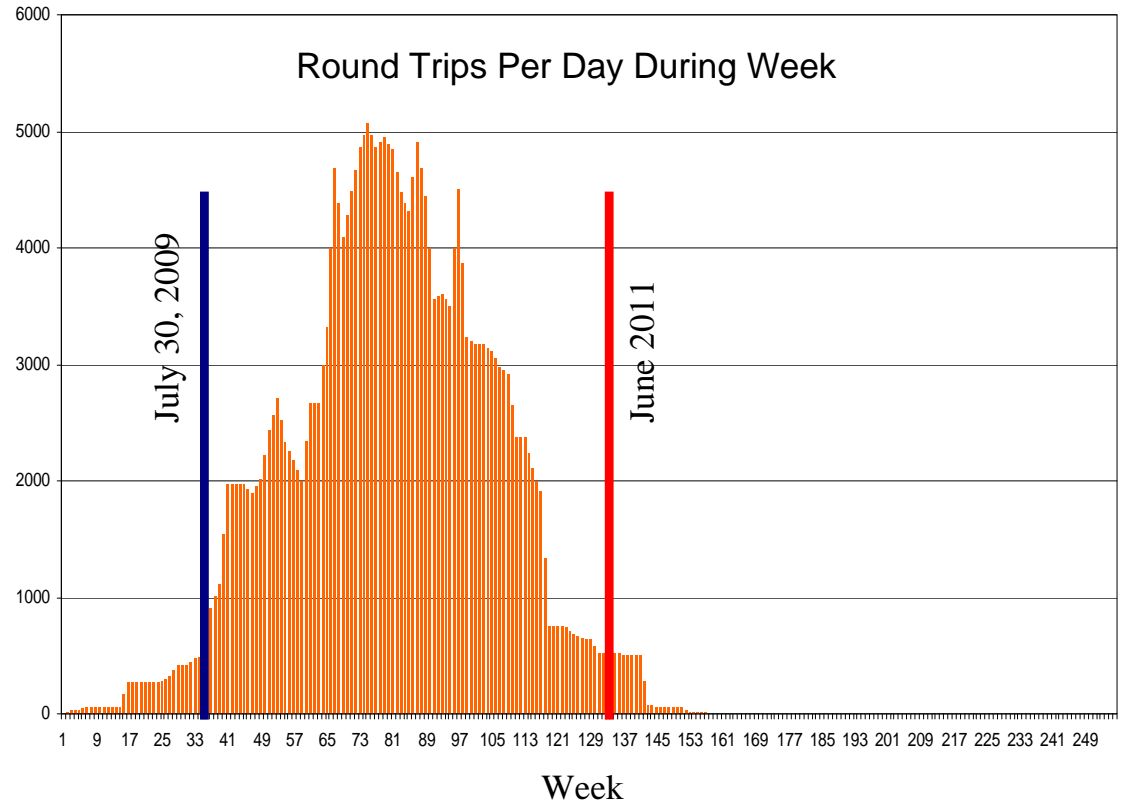
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# Borrow transport

Total miles traveled 48.6 M\*

Total round trips 2 M

Peak daily round trips 5,100



## Peak month and year April 2010

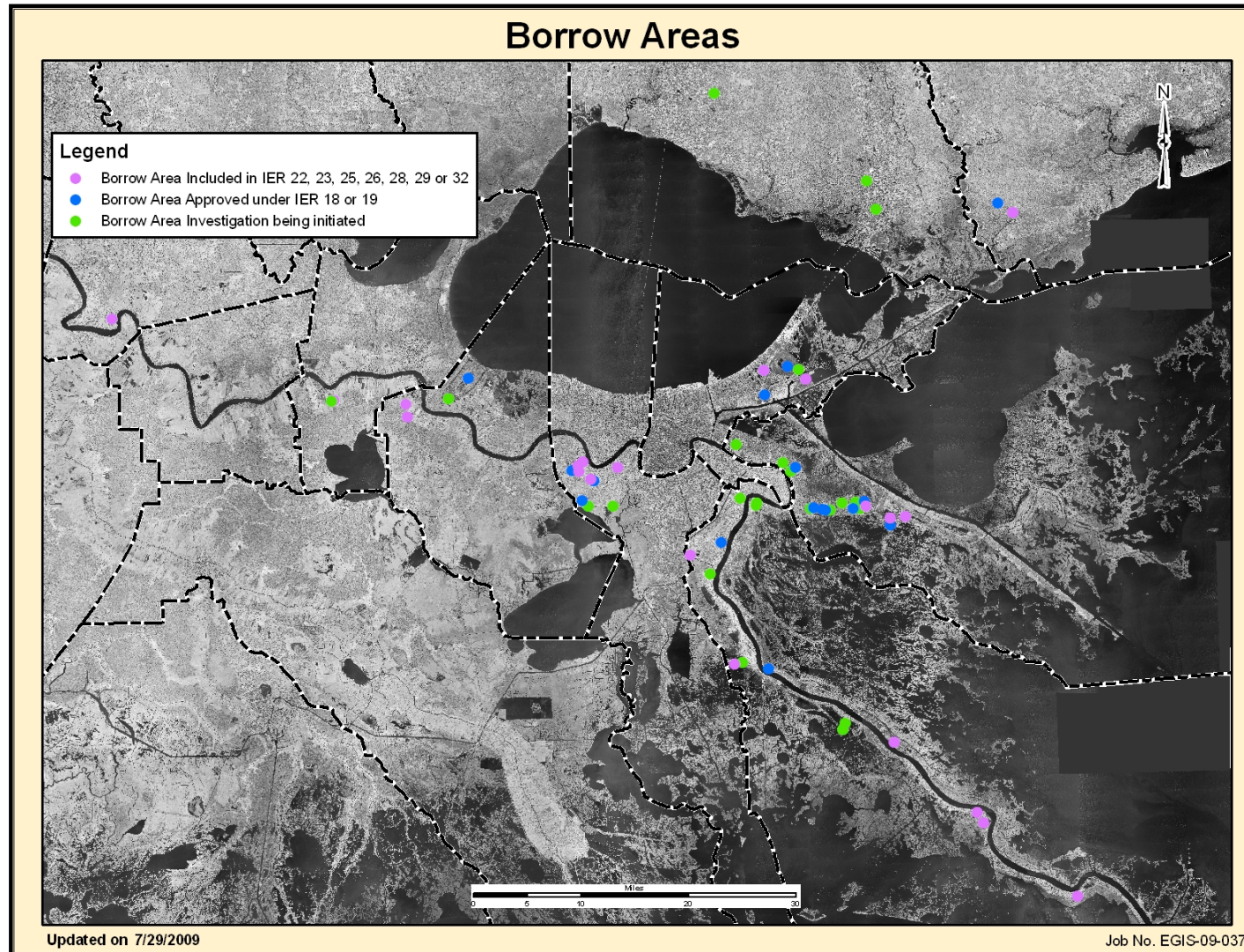
Figures reflect borrow quantity identified and assigned to a contract - 29,000,000 CY

Assumption is 15 CY per roundtrip

\* Does not include 30 MCY of borrow required for Plaquemines Parish



# Borrow supply sites

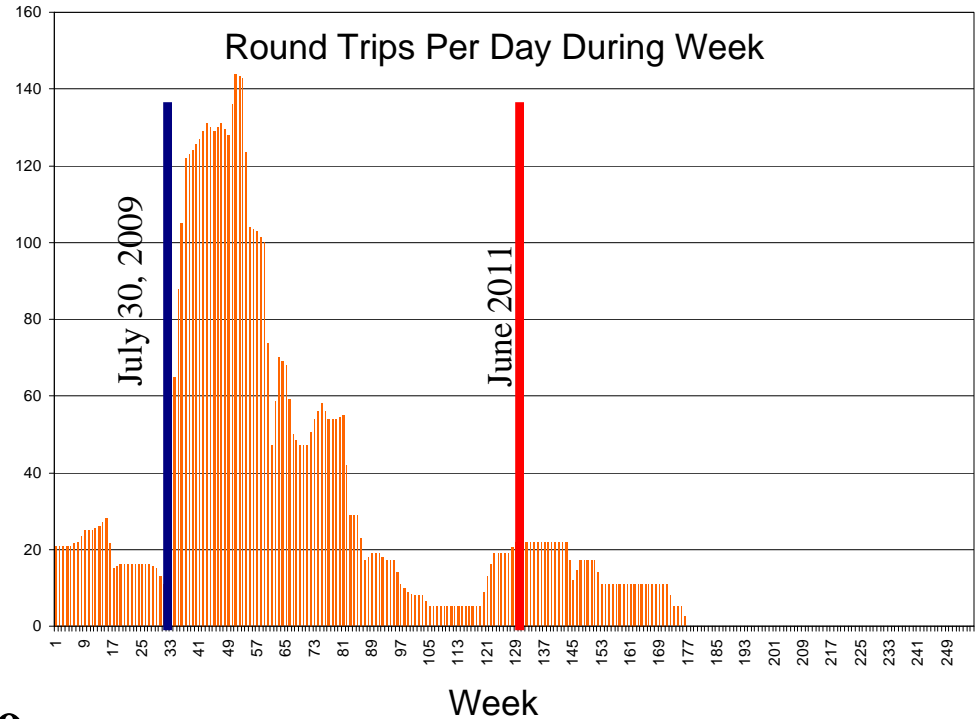




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# Steel transport

Total miles traveled 90.7 M\*  
Local miles traveled 997,000  
Total round trips 41,000  
Peak daily deliveries 145



**Peak month and year Jan 2010**

\* Miles traveled include routing from VA to NC to NOLA, and AR to NOLA (maximum truck use)



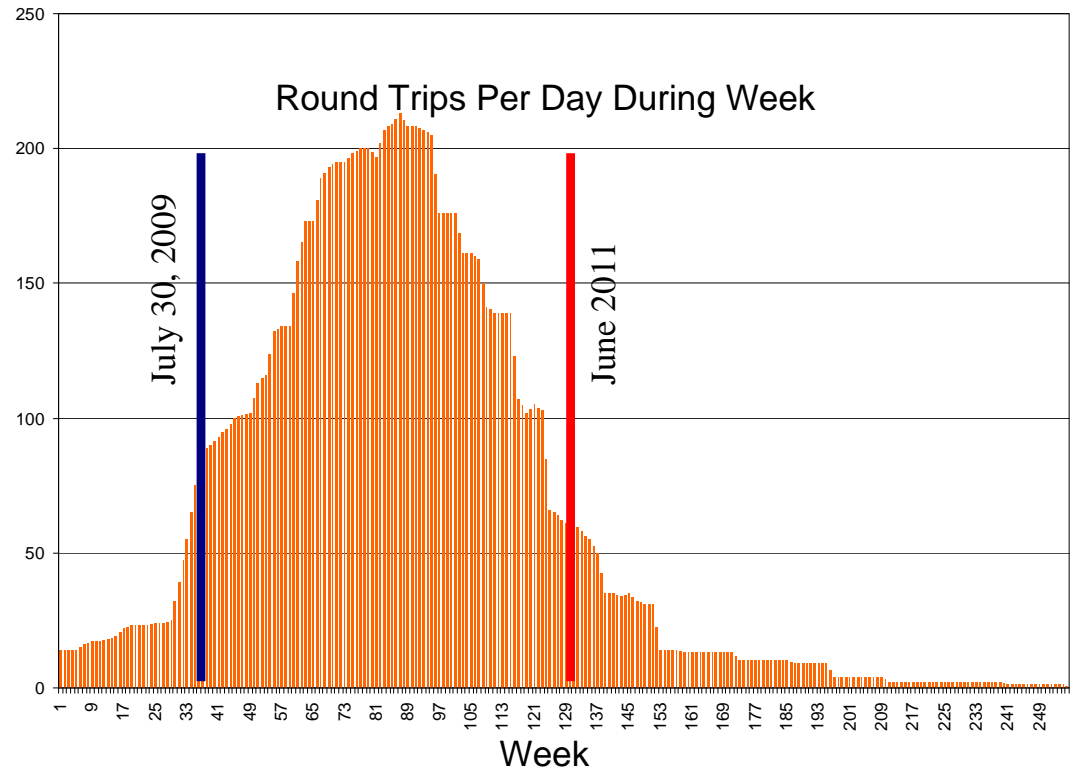
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# Concrete transport

Total miles traveled 1.2 M\*

Total round trips 97,000

Peak daily trips 210



## Peak month and year Nov 2010

All concrete would be supplied from local market, some batch plants set up for bigger jobs.

\*Aggregate comes from North Shore via Causeway: 65,000 trips – 6.1 million miles



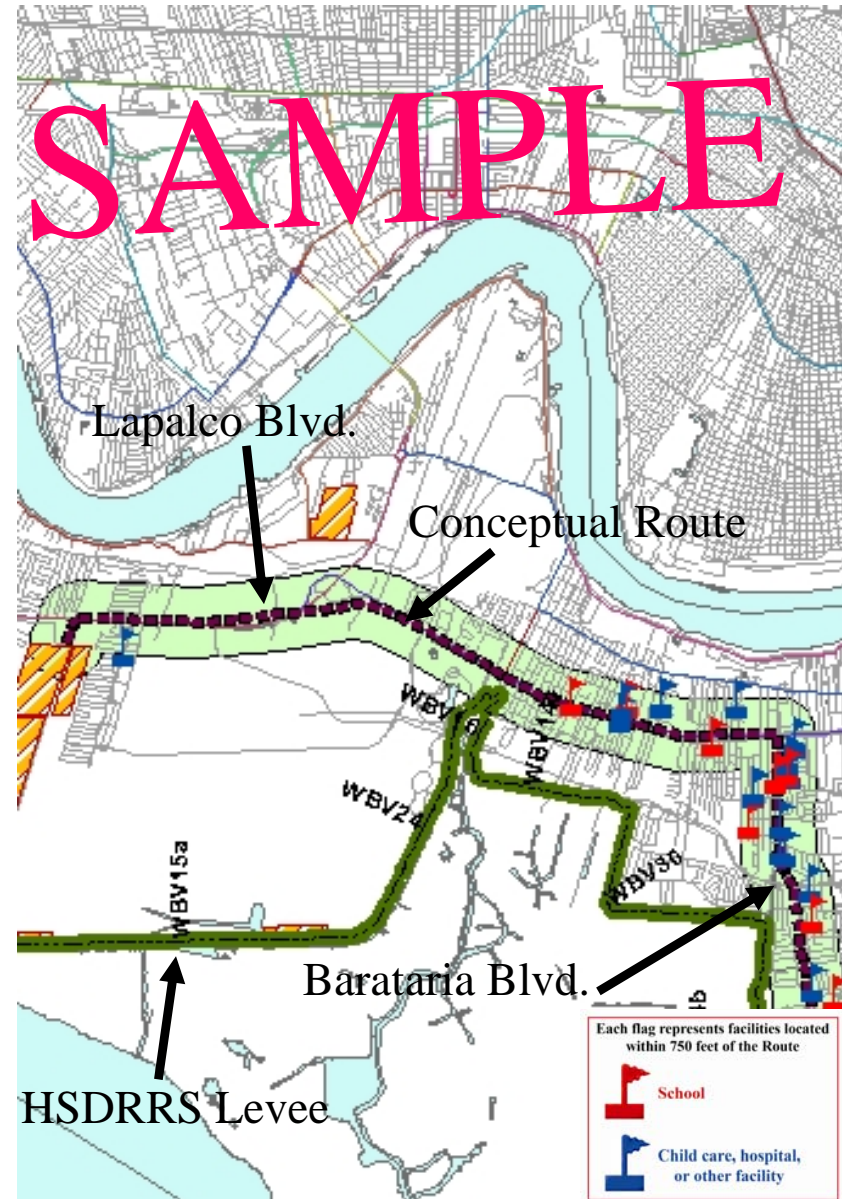


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# Routing: WBV 14b

Borrow delivered: 362,000 CY  
Route distance: 10.5 miles  
Project duration: 43 weeks  
Total deliveries: 24,950  
Total miles traveled: 525,000  
Peak daily deliveries: 203  
Peak duration: 14 weeks  
Schools / Day Care Centers  
within 1,500-foot buffer: 37

Routing schedule and number of trips  
based upon 15 hour days, six days a  
week





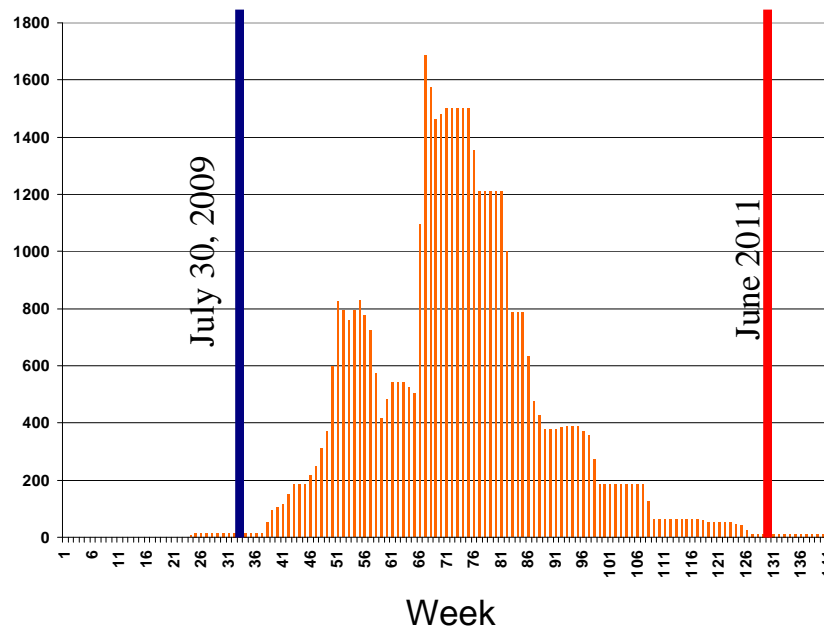
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## Borrow – cumulative daily trips

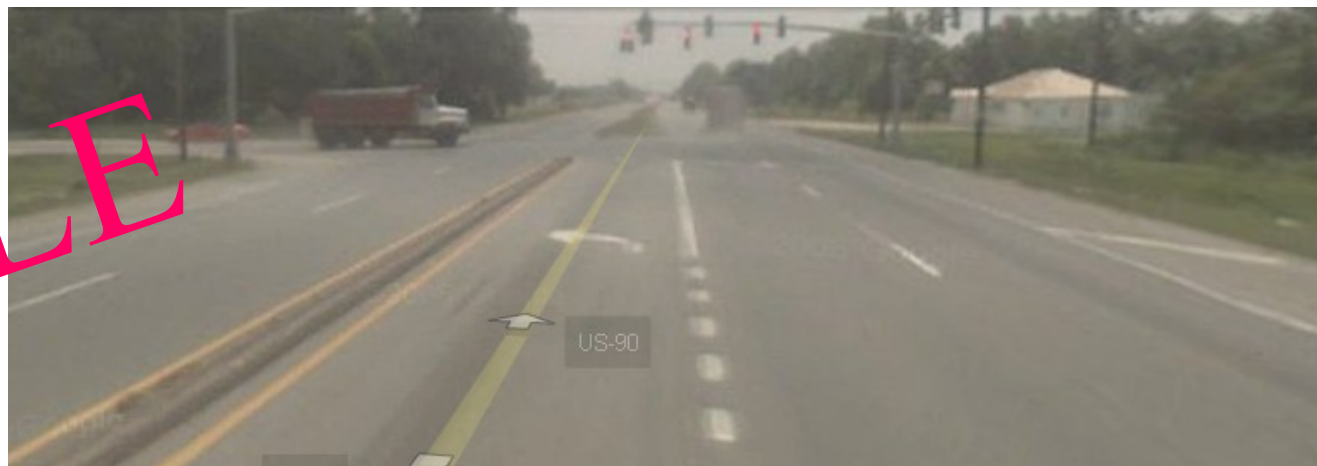
### US-90 & Lapalco Blvd

Borrow hauled: 4.9 MCY  
Total deliveries: 340,000  
Activity duration: 130 weeks  
Peak daily deliveries: 1,500

Routing schedule and number of trips based upon 15 hour days, six days a week.



**SAMPLE**





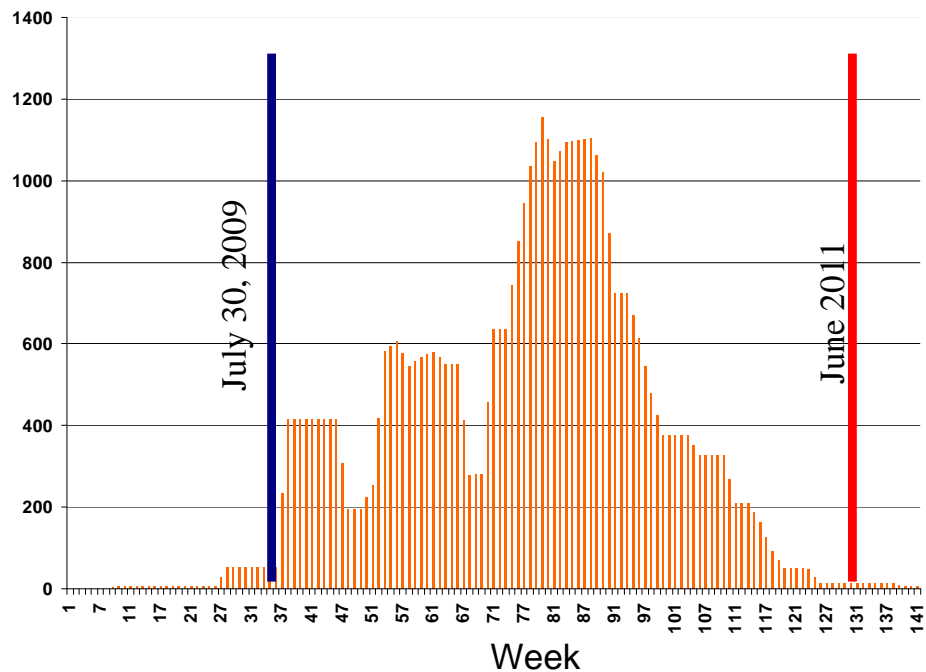
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## Borrow – cumulative daily trips

### Airline Highway to I-310

Borrow hauled: 4.7 MCY  
Total deliveries: 320,000  
Activity duration: 135 weeks  
Peak daily deliveries: 1,100

Routing schedule and number of trips based upon 15 hour days, six days a week.

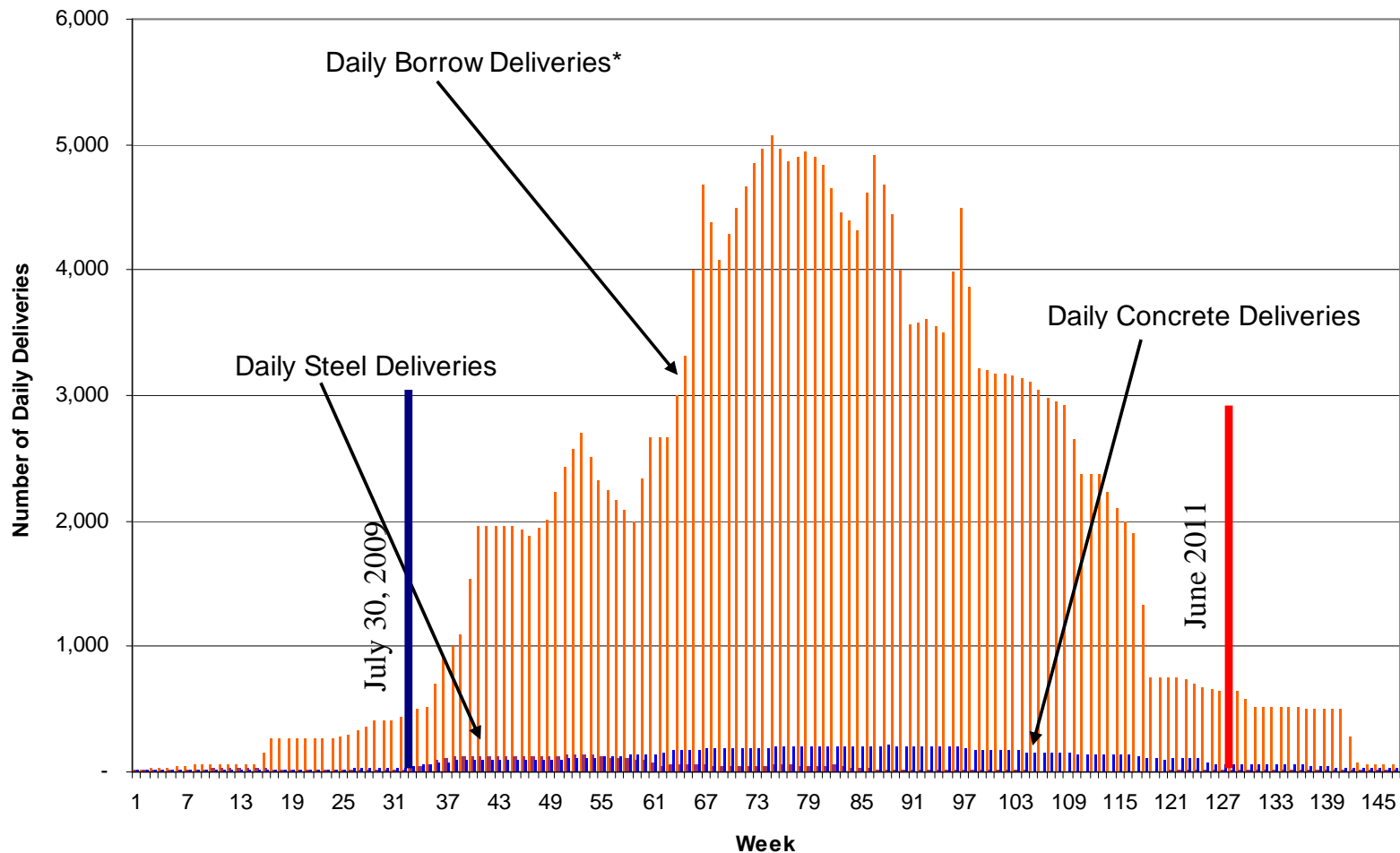


SAMPLE





# Overall transport



\* Does not include 30 MCY of borrow required for Plaquemines Parish



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# Potential impacts

- **Categories**
  - **Safety**
  - **Congestion**
  - **Infrastructure**
  - **Environmental**



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# Safety

- **Equipment and operators**
  - Government contractual requirements
  - Contractors must comply with local and state laws
- **Hurricane evacuation routes**
  - HSDRRS projects: hurricane evacuation routes
- **Risk Assessment**
  - Public awareness
  - Coordinate with schools and public facilities



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# Congestion

- **Delayed commute/travel times**
  - Coordinate and partner with local traffic agencies
  - Provide traffic advisories – multiple sources
    - Media, Web, Twitter, Facebook
    - Community outreach
  - Embed team member in new LaDOTD traffic control center
  - Coordinate with public transportation providers
  
- **Access to public services**
  - Coordinate with service providers: schools, medical, law enforcement, businesses, other



# Infrastructure

- **Construction traffic impacts**
  - Corps contractors must comply with state and local laws.
  - Continue to build on partnerships with LaDOTD and local governments to ensure road conditions do not impact USACE, state or local construction schedules.

# Environmental

- **Emissions**
  - Engage EPA Region VI, LaDEQ, and Regional Planning Commission





# Public awareness

## Collaborate with partners and stakeholders

- **Goal**
  - Ensure stakeholders and public understand purpose for increased truck traffic
  - Safety is a priority
- **Team effort**
  - Multi-organization team of communicators
  - Meet needs of each organization
  - Tiered communication approach
- **Outreach efforts**
  - Meet regularly with stakeholders
  - Regular traffic reports
  - State and parish notification resources
  - Continuous news media coordination



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# Public awareness

## Key messages

- Public safety is the backbone of all our work on the Hurricane and Storm Damage Risk Reduction System
- The increased truck traffic and construction work is reducing your flood risk



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# Discussion