New Orleans Gateway Infrastructure Improvement Project

New Orleans Gateway
Corridor Infrastructure Improvement Project

BNSF

AMTRAK

Burlington Northern Santa Fe Railway

UNION PACIFIC

CN

CSX

NS NORFOLK SOUTHERN

NEW ORLEANS PUBLIC BELT RR

KANSAS CITY SOUTHERN Lines

PROPOSED Industry Group Recommendations

October 29, 2004

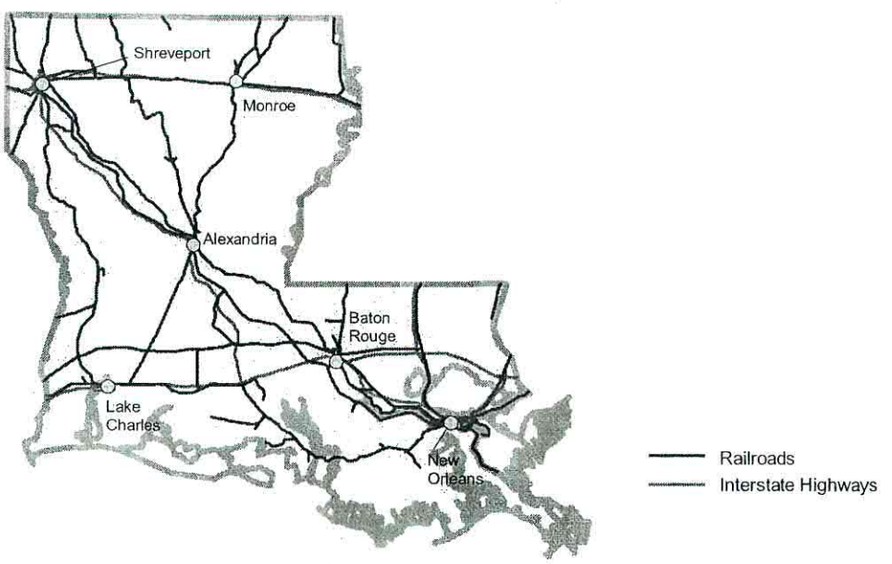
Freight Railroads Operating in Louisiana

2002

Miles of Railroad Operated in Louisiana	
Class I Railroads	
Burlington Northern and Santa Fe Rwy. Co.	347
CSX Transportation	43
Grand Trunk Corporation	253
Kansas City Southern Railway Co.	916
Norfolk Southern Corp.	82
Union Pacific Railroad Co.	1,143
	2,784
Local Railroads	
Acadiana Railway Company, Inc.	89
Arkansas, Louisiana & Mississippi RR	39
Delta Southern Railroad	56
Gloster Southern Railroad Co.	20
Louisiana & Delta Railroad, Inc.	288
Louisiana & North West Railroad Co.	37
Ouachita Railroad	9
Timber Rock Railroad, Inc.	22
	560

Louisiana Totals	Number of Freight Railroads	Miles Operated Excluding Trackage Rights	Miles Operated Including Trackage Rights
Class I	6	2,355	2,784
Regional	0	0	0
Local	8	343	560
Switching & Terminal	2	50	52
Total	16	2,748	3,396

Miles of Railroad Operated in Louisiana	
Switching & Terminal Railroads	
New Orleans & Gulf Coast Rwy. Co., Inc.	24
New Orleans Public Belt Railroad	28
	52
Regional Railroads	
(none)	



Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation

Class I Railroad - As defined by the Surface Transportation Board, a railroad with 2002 operating revenues of at least $272.0 million.
Regional Railroad - A non-Class I line-haul railroad operating 350 or more miles of road and/or with revenues of at least $40 million.
Local Railroad - A railroad which is neither a Class I nor a Regional Railroad and is engaged primarily in line-haul service.
Switching & Terminal Railroad - A non-Class I railroad engaged primarily in switching and/or terminal services for other railroads.
Note: Railroads operating are as of December 31, 2002. Some mileage figures may be estimated.

 Jan. 2004

Railroad Service in

Louisiana

2002

Railroad Service and Employment

Facilities	Number of Freight Railroads	16
	Miles Operated (Excluding Trackage Rights)	2,748
Traffic	Total Carloads of Freight Carried	1,782,119
	Total Tons of Freight Carried	103,504,865
Employment and Earnings	Rail Employees Living in State	3,798
	Freight Employees Only	3,125
	Total Wages of Rail Employees	$222,192,000
	Freight Employees Only	$182,444,000
	Average Per Freight Rail Employee:	
	Wages	$58,400
	Fringe Benefits	$21,900
	Total Compensation	$80,300
Railroad Retirement	Railroad Retirement Beneficiaries	8,342
	Railroad Retirement Benefits Paid	$105,476,248

Freight Railroad Traffic in Louisiana

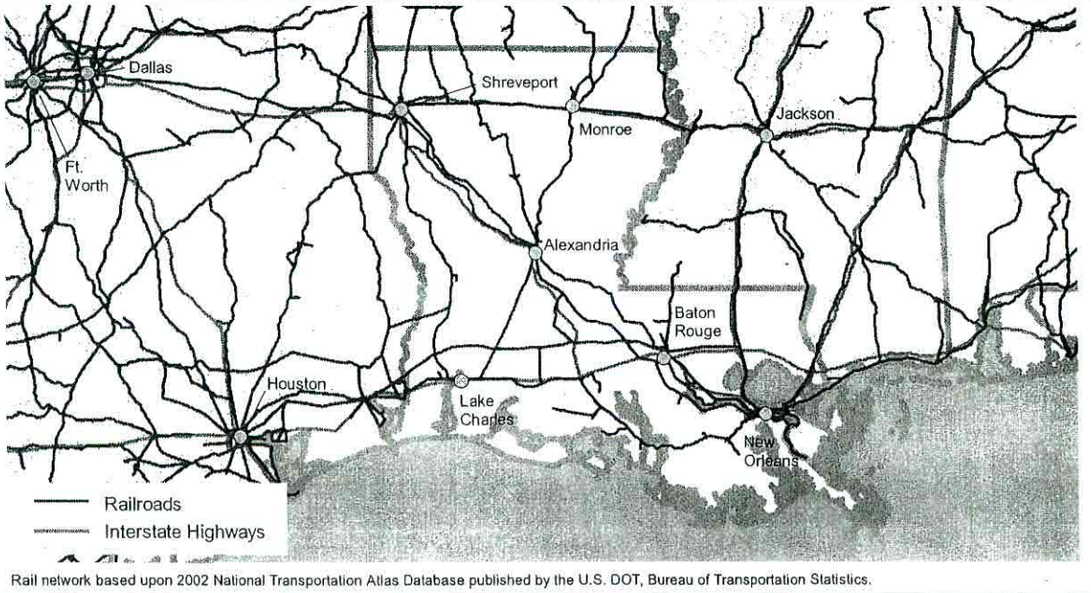
Tons Originated 2002

	Tons	%
Chemicals	22,980,596	60%
Pulp & Paper Products	4,276,888	11%
Petroleum Products	3,272,728	9%
Food Products	1,630,072	4%
Lumber & Wood Prod.	1,565,080	4%
All Other	4,514,755	12%
Total	38,240,119	100%

Tons Terminated 2002

	Tons	%
Chemicals	7,023,931	23%
Farm Products	5,782,455	19%
Coal	4,266,288	14%
Nonmetallic Minerals	3,711,910	12%
Food Products	2,269,082	7%
All Other	7,319,423	24%
Total	30,373,089	100%

Railroad Map of Louisiana



Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics.

Summary of Proposed Projects **October 29, 2004**

New Orleans Gateway Corridor Infrastructure Improvement Project

PROJECT NUMBER	LOCATION	PROJECT SCOPE	OWNERS	COSTS (MILLION $)
		West Side of Mississippi River		
W1	Avondale Yds.	Extend CTC eastward from Willis including new BNSF main track to West Bridge Jct. to increase speeds from 10 – 40 mph (freight) and 20 - 50 mph (Amtrak).	UP, BNSF	$5.7
W2	Avondale Yd (south)	Construct 4,200 feet of new south main track to increase access to West Bridge Jct. and increase switching efficiency. Through trains and Amtrak will have better access to HPL Bridge.	UP	$2
W3	Avondale Yds.	New BNSF main track – 2200 feet new, 2000 feet upgraded to increase access to West Bridge Jct. and reduce conflicts.	UP, BNSF	$1.7
W4	Avondale Yd (north)	Extend switching lead approximately 1,200 feet to increase switching efficiency.	UP	$0.8
W5	West Bridge Jct.	Upgrade manual interlocking controls, reconfigure trackage to increase speed / reduced delay for through moves, switching moves and Amtrak.	UP, BNSF, NOPB	$9.9
Costs for West Side of Corridor				**$20.1**
		East Side of Mississippi River to 17th Street Canal		
C1	East Bridge Jct.	Upgrade interlocking controls, reconfigure trackage for improved train speeds / reduced delay.	CN, KCS, NOPB, NS	$16
C2	Shrewsbury	Install CTC from EBJ to Metairie Rd. New control point at Shrewsbury	NS	$6
C3	Metairie	Grade separate 7 road crossings.	NS	$50
C4	17th Street Canal	Double track across Metairie Road & 17th St. Canal.	NS	$8.5
Costs for Middle Section of Corridor				**$80.5**
		17th Street Canal to Gentilly		
E1	East City Junction	Install universal crossovers	NS	$3
E2	Elysian Fields	Reconfigure track and signals for improved route flexibility and increased speed.	NS	$5
E3	NE Tower	Northwest quadrant connection NS / CSX. CTC on CSX between Elysian Fields and Almonaster Bridge. Increase speeds, reduce conflicts for ATK and freight.	CSX, NS	$16
E4	Almonaster Bridge	Renewal of Industrial Canal moveable bridge to reduce costly maintenance detours / delays.	NO Port Authority	$68 (State estimate)
E5	Gentilly Yd	2.5-mile by-pass track to increase speeds and reduce conflicts. Improves AMTK routing and speeds.	CSX	$12 - $15
Costs for East Side of Corridor				**$104 – 107**
		Other Project		
	Communications	Install read only dispatcher screens to allow visibility of terminal traffic.	All Carriers	$5
Total Costs – Subtotal				$209.6 - $212.6
Contingency - 20%				$41.92 - $42.52
Total				**$251.52 - $255.12**

Engineering cost estimates for Avondale / West Bridge Junction project only.

- All other project estimates are presented without benefit of detailed engineering study.
- Proposed project elements have not been approved by senior operating officers.
- Recommend consideration of bi-directional CTC on HPL Bridge

Summary of Proposed Projects **October 29, 2004**

New Orleans Gateway Corridor Infrastructure Improvement Project

Proposed Crossing Closure, Separation and Study Candidates

NAME	RR OWNER	LANES	RECOMMENDED ACTION	COMMENTS
Willswood Road	UP	2	Close	
George St.	UP	2	Close	
Avon Garden Rd	UP	4	Underpass	Impacted by yard operations
Multiple Crossings	CN	--	Study	Multiple Crossings, East Bridge Jct. to Kenner
Central Av	CN / NOPB	2	Close	Simplify modification of EBJ, allow advancement of train positions w/o concern of blocked crossings
Shrewsbury Rd	NS	2	Close	Required to close crossing to modify tracks and signals. Project C1
Labarre Road	NS	2	Separate	Project C3
Atherton Dr	NS	2	Close	Project C3
Hollywood Dr	NS	2	Separate	Project C3
Farnham Pl	NS	2	Separate	Project C3
Oakridge Park	NS	2	Close	Project C3
Metairie Rd	NS	2	Separate	Project C3
Carrolton Ave	NS	2	Separate	Project C3
Peoples Ave.	NS	2	Study	
Florida Ave.	NS	2	Study	
Louisa St.	CSX		Study	
France Rd.	CSX		Study	
Old Gentilly Rd.	CSX	4	Study	
Read Blvd.	CSX		Study	
Paris Road	CSX	2	Close	Low volume crossing
Michoud Blvd	CSX	2	Close	Near end of two main tracks, closure increases flexibility
Multiple Crossings				Additional Crossings as identified by RPC

New Orleans Gateway Infrastructure Improvement Projects

Project W1 – Livonia and Avondale Subdivisions, Centralized Traffic Control (CTC) Extensions

Describe project area and stakeholders:

Willis, LA to West Bridge Jct. on the UP Livonia Sub MP 10.2 to MP 13.9, the UP Avondale Sub from about MP 10.5 to MP 14.9, and the new 7,800 foot BNSF mainline described in another project.

Direct stakeholders: UP, BNSF, AMTRAK.
Indirect stakeholders: CN, CSX, KCS, NS

Describe problem:

UP and BNSF trains currently operate on CTC signalized track west of Willis, LA, about 3.9 miles west of West Bridge Jct. Dispatchers remotely monitor train movements and control the switches to route the trains. Trains move under signal authorization. East of Willis, trains operate under yardmaster authorization via radio communication. Movements are made at restricted speed, which is never more that 20 MPH. Control of traffic at WBJ is the responsibility of the tower operator. Trains again move under signal authorization. The number of trains, yard movements, and the bridge activity serve to make train control very difficult, resulting in substantial train delays.

Train Volumes:

25 daily movements.

Work to be accomplished in project area:

Install CTC between Willis and West Bridge Jct. on the UP Livonia Sub #1 and #2 tracks, the UP Avondale Sub, and the new BNSF mainline. Five new control points will be added, and three hand-throw crossovers removed. Crossing protection will be improved to allow for higher speeds

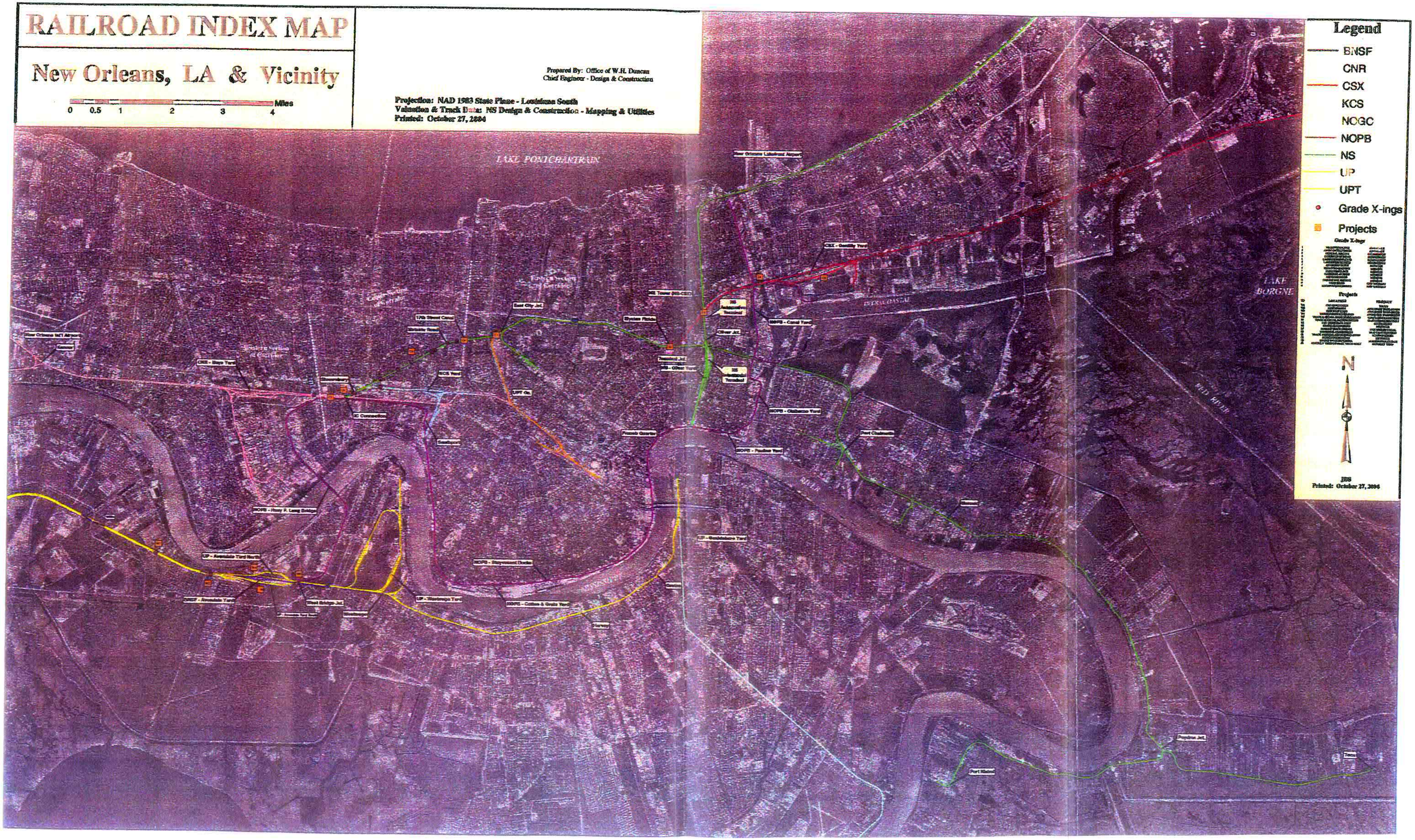
Benefits of project:

Coordination and cooperation between the dispatcher, yardmaster, and tower operator will be greatly enhanced and all through trains will operate on signal indication only. Train conflicts and the resulting delays will be reduced and train speeds increased from 10 and 20 mph to 40 and 50 mph. Increased speeds will also result in decreased public delays at road crossings.

Costs: UP estimate **$5.7 million** (October 18, 2004)

Additional Data:

Property Owners:	UP, BNSF	
Direct Users:	UP, BNSF, AMTRAK	
Beneficiaries:	Amtrak, BNSF, CN, CSX, KCS, NOPB, NS, UP	
Timetable Speed:	Current	Future
	10 - 15 mph Freight	40 mph Freight
	20 mph Amtrak	50 mph Amtrak



RAILROAD INDEX MAP
New Orleans, LA & Vicinity
0 0.5 1 2 3 4 Miles
Prepared By: Office of W.H. Duncan
Chief Engineer - Design & Construction
Projection: NAD 1983 State Plane - Louisiana South
Valuation & Track Data: NS Design & Construction - Mapping & Utilities
Printed: October 27, 2004
LAKE PONTCHARTRAIN
LAKE BORGNE
RED RIVER
New Orleans Int'l Airport
New Orleans Lakefront Airport
CSX - Gentilly Yard
NOPB - Canal Yard
17th Street Canal
East City Jct.
Oliver Jct.
NS Automotive Terminal
UPT Co.
IC Connection
Shrewsbury
NOPB - Huey P. Long Bridge
UP - Avondale Yard North
West Bridge Jct.
NOPB - Stuyvesant Docks
NOPB - Cotton & Grain Yard
UP - Gouldsboro Yard
French Quarter
Port Chalmette
Poydras Jct.
Legend
BNSF
CNR
CSX
KCS
NOGC
NOPB
NS
UP
UPT
Grade X-ings
Projects
Grade X-ings
Projects
N
JBS
Printed: October 27, 2004

New Orleans Gateway Infrastructure Improvement Projects

Project W2 – Avondale Yard – New Main Track

Describe project area and stakeholders:

UP Avondale Subdivision MP 11.5 to MP 12.3, South Avondale Yard

Direct stakeholders: UP, BNSF, AMTRAK.
Indirect stakeholders: CN, CSX, KCS, NS

Describe problem:

The current configuration of the South Yard requires the use of the Avondale Sub mainline to switch even small cuts of cars, build trains, or swap blocks. This in turn, restricts the access to the bridge. In addition, some moves are in conflict with BNSF switching moves.

Train Volumes:

8 train movements and 12 yard movements

Work to be accomplished in project area:

Construct 4,000 feet of new Avondale Subdivision mainline track from about MP 11.5 to MP 12.3, with one additional #15 switch, a new #11 switch to the intermodal ramp, and a new #11 crossover for access to Avondale south yard. New road crossings will be needed at Avondale Garden, and George St. No bridges are required and there will be minimal grade and drainage work. Signals and switch protections are covered under a separate CTC proposal.

Benefits of project:

Terminal car dwell times will be decreased as well as train departure times. Mainline trains and AMTRAK will have better access to the bridge.

Costs: UP estimate **$2.0 million** (October 14, 2004)

Additional Data:

Property Owners:	UP	
Direct Users:	UP, BNSF, AMTRAK	
Beneficiaries:	Amtrak, BNSF, CN, CSX, KCS, NOPB, NS, UP	
Timetable Speed:	Current	Future
	10 - 15 mph Freight	40 mph Freight
	20 mph Amtrak	50 mph Amtrak

New Orleans Gateway Infrastructure Improvement Projects

Project W3 – Avondale Yard - New BNSF Mainline

Describe project area and stakeholders:

BNSF Avondale Yard

Direct stakeholders: BNSF, UP, NOPB, AMTRAK
Indirect stakeholders: CN, CSX, KCS, NS

Describe problem:

Currently, the BNSF use of the Livonia Sub # 1 track requires the coordination of the UP yardmaster and West Bridge interlocker operator to gain access to the bridge. Construction of this new track will allow the BNSF to make pickup and setouts out of their yard, and provide direct access to the interlocker, eliminating UP conflicts. Union Pacific will benefit from less congestion in the yard and better access to the bridge.

Train Volumes:

10 daily movements, depending on new operating agreements.

Work to be accomplished in project area:

Construct about 2,236 feet of new track and rehabilitate about 3,000 feet of existing track in the BNSF Avondale Yard. Install new switches on both ends, and remove 2 switches in the exiting yard. Minimal grading and no bridges required. Minor culverts and drainage work. Signal work covered under separate CTC project.

Benefits of project:

New direct BNSF access to the West Bridge interlocker through a 7,800-foot mainline/receiving/departure track. Improved UP access to the bridge. Reduced conflicts at the interlocker resulting in reduced train delays for both railroads.

Costs: UP estimate **$1.7 million** (October 14, 2004)

Additional Data:

Property Owners:	BNSF	
Direct Users:	BNSF, (UP)	
Beneficiaries:	AMTRAK, BNSF, CN, CSX, KCS, NS, UP	
Timetable Speed:	Current	Future
	10 mph	30 mph

New Orleans Gateway Infrastructure Improvement Projects

Project W4 – Avondale Yard – Extend Switching Lead

Describe project area and stakeholders:

UP north Avondale Yard

Direct stakeholders: UP
Indirect stakeholders: BNSF, CSX, NS, AMTRAK

Describe problem:

The short north yard switching lead restricts the number of cars that can be switched in a day because it reduces the number of cars that can be handled at one time. The yard configuration forces train building onto the mainline. This results in delays to the building and departing of trains out of the yard, and delays to mainline trains.

Train Volumes:

Not applicable

Work to be accomplished in project area:

The switching lead will be extended approximately 1,800 feet, and a new switch installed in the drill track. Substantial grade work will be required, with minimal drainage, no bridges, and no signal work.

Benefits of project:

Terminal car dwell times will be decreased as well as train departure times.

Costs: UP estimate **$0.8 million** (August 24, 2004)

Additional Data:

Property Owners:	UP
Direct Users:	UP
Beneficiaries:	BNSF, CN, CSX, KCS, NS, UP

Timetable Speed: Not Applicable

New Orleans Gateway Infrastructure Improvement Projects

Project W5 – Avondale Yard - West Bridge Junction Track and Signal Improvements

Describe project area and stakeholders:

West Bridge Junction is located in Jefferson Parish at the west end of the NOPB Huey P. Long Bridge crossing the Mississippi River. WBJ tower is manned and controlled by UP. WBJ is: (1) the junction of UP Livonia Subdivision: (2) UP Avondale Subdivision; and (3) BNSF yard and trackage rights.
Direct stakeholders: BNSF, NOPB, UP, AMTRAK
Indirect stakeholders: CN, CSX, KCS, NS, Jefferson Parish

Describe problem:

The problem involves the coordination of rail movements through the interlocker. Signals and switches are controlled by antiquated equipment subject to frequent service failure. A 24-hour manned control tower is on-site. Due to the number of stakeholders using the interlocker, and the large number of work events that are taking place, train delays are impacting the train performance through the New Orleans gateway. This in turn also impacts the public in various ways as well as the industries being served.

Train Volumes: Daily Bridge Volumes (July, 2004)

UP to NS	EB 2.1, WB 2.1
UP to CSX	EB 4.5, WB 3.8
UP to CN	EB 1.0, WB 0.9
BNSF to NOPB	EB 3.0, WB 3.0
AMTRAK	EB 0.9, WB 0.9
Returning Helper Locomotives	EB 0.1, WB 2.6
TOTAL:	**EB 11.6, WB 13.3**

Additional Interlocker Movements	
UP to and from Westwego	4.0
BNSF to and from ramp	4.0
Switching moves	24 to 30
Swing moves	9 to 12
TOTAL OTHER MOVEMENTS:	**41 to 50**

GRAND TOTAL: 66 to75 work events per day

Work to be accomplished in project area:

Replace tower and manual interlocker controls with remote electronic controls. Construct 11 new switches and about 2,000 feet of track. Shift about 500 feet of track and remove 9,000 feet of track.

Benefits of project:

The new electronic interlocker controls will allow for remote operation of the tower from any site. Increased coordination and improved communications will greatly benefit all the railroads and the public. UP and BNSF access will be improved by increasing the flexibility of moving trains to the bridge. Extending the two mainlines coming off the bridge and providing two additional crossovers will allow parallel moves in and out of both the UP North and South Avondale Yards, where there was previously only one route. BNSF will be provided access to both the EB and WB mainlines where it had only access to the WB. This increased access will eliminate conflicts and result in substantial train delay reductions. Benefits will be spread proportionally to the users.

Costs: UP estimate **$9.9 million** (June 25, 2004)

Additional Data:

Property Owners:	BNSF, NOPB, UP	
Direct Users:	AMTRAK, BNSF, UP	
Beneficiaries:	AMTRAK, BNSF, CN, CSX, KCS, NOPB, NS, UP	
Timetable Speed:	Current	Future
	10 mph through WBJ plant	20 mph through WBJ #11 turnouts

UPRR AVONDALE YARD

WEST BRIDGE JCT

TO NEW ORLEANS >

NOPB

TOWER

UPRR MAINLINE

WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W
CALL BEFORE YOU DIG
1-800-336-9193

REV. °	BY	DATE	DESCRIPTION

LEGEND:
- UPRR TRACK
- BNSF TRACK
- NOPB TRACK
- CONSTRUCT TRACK
- RETIRE TRACK

UNION PACIFIC

DRAWN BY: SMP
CHECKED BY:
DATE: 6-30-04
SCALE: AS SHOWN

WORK ORDER:
PID:
BUDGET REF:
DESIGN FILE: avondale option 3.dgn
C E NUMBER:
SHEET NUMBER: 1 OF 4

UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEE DESIGN

LOCATION: AVONDALE, LA

DWG TITLE: TRACK REARRANGEMENT AND IMPROVEMENTS

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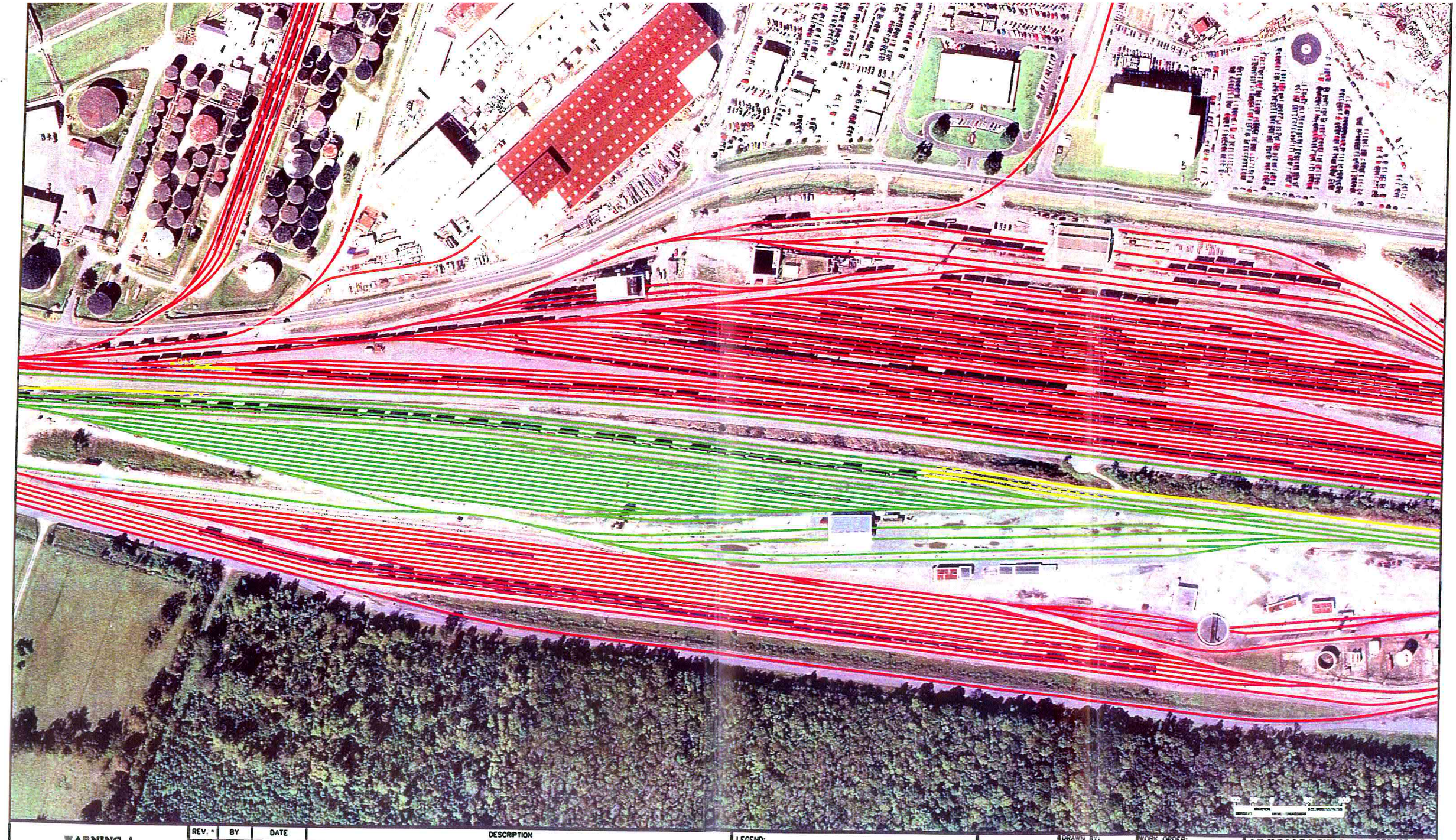

WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W
CALL BEFORE YOU DIG
1-800-336-9193

REV. #	BY	DATE	DESCRIPTION

LEGEND:
UPRR TRACK
BNSF TRACK
NOPB TRACK
CONSTRUCT TRACK
RETIRE TRACK

UNION PACIFIC

DRAWN BY: SMP
CHECKED BY:
DATE: 6-30-04
SCALE: AS SHOWN

WORK ORDER:
PID:
BUDGET REF:
DESIGN FILE: avondale option 3.dgn
C E NUMBER:
SHEET NUMBER: 2 OF 4

UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEE DESIGN
LOCATION: AVONDALE, LA
DWG TITLE: TRACK REARRANGEMENT AND IMPROVEMENTS

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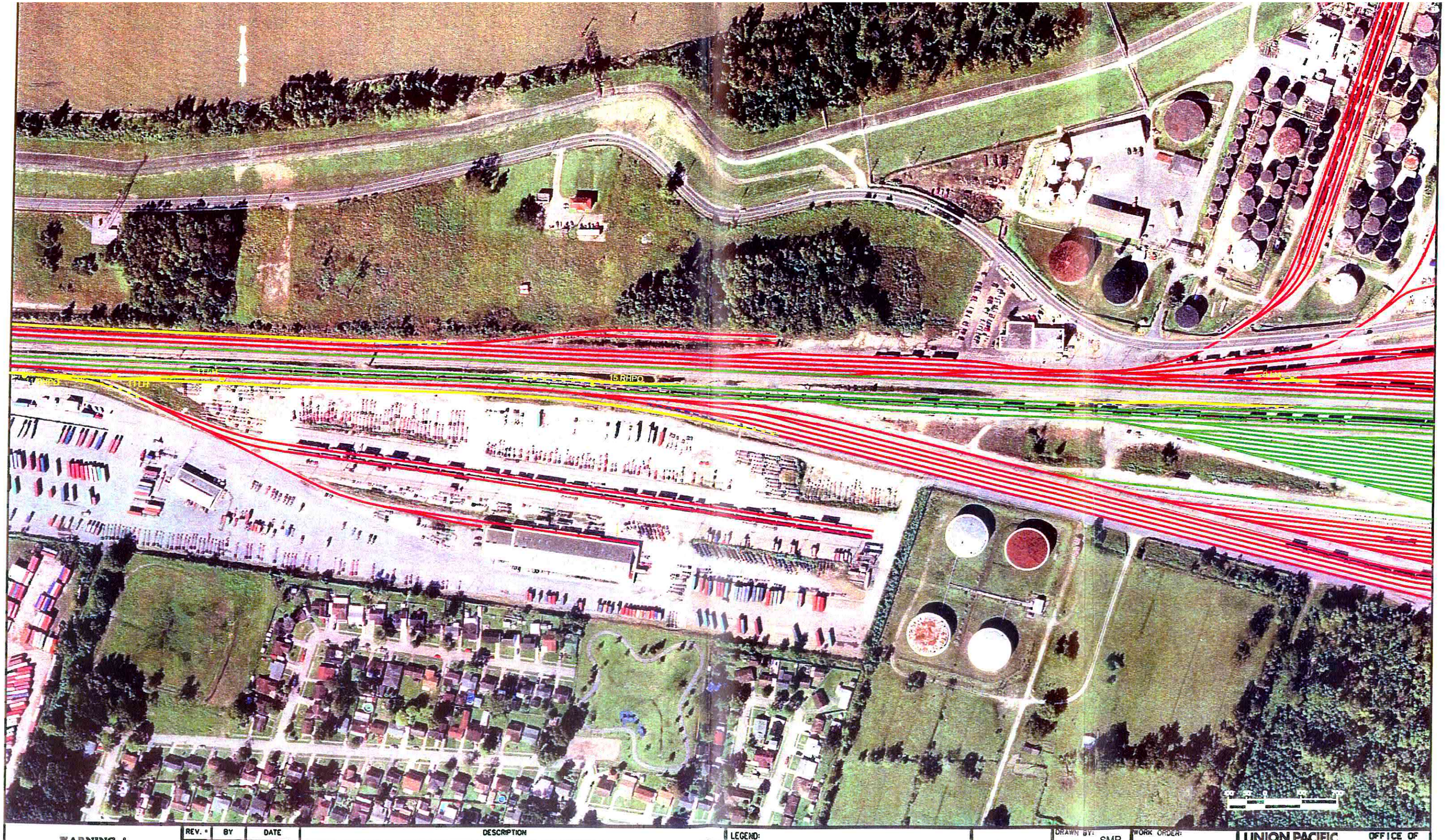

WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W
CALL BEFORE YOU DIG
1-800-336-9193

REV. #	BY	DATE	DESCRIPTION
01	SMP	10-15-04	CHANGED NO.15 LH TO RH

LEGEND:
UPRR TRACK
BNSF TRACK
NOPB TRACK
CONSTRUCT TRACK
RETIRE TRACK

UNION PACIFIC

DRAWN BY: SMP
CHECKED BY:
DATE: 6-30-04
SCALE: AS SHOWN

WORK ORDER:
PID:
BUDGET REF:
DESIGN FILE: avondale option 3b.dgn
I.C.E. NUMBER:
SHEET NUMBER: 3 OF 4

UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEER DESIGN
LOCATION: AVONDALE, LA
DWG TITLE: TRACK REARRANGEMENT AND IMPROVEMENTS

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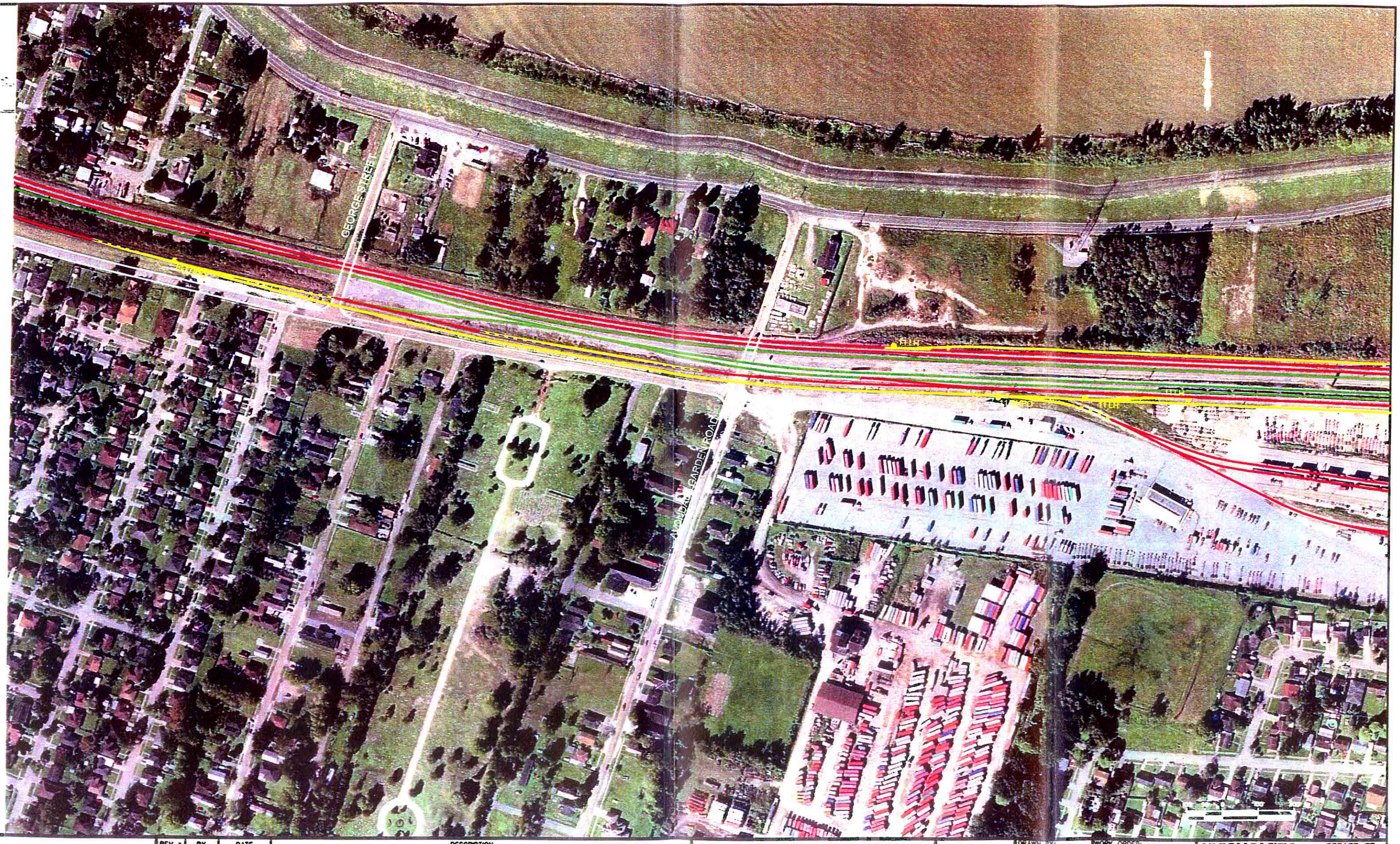

WARNING !
FIBER OPTIC CABLE
ON RAILROAD R-O-W
CALL BEFORE YOU DIG
1-800-336-9193

REV. #	BY	DATE	DESCRIPTION
01	SMP	10-15-04	SHIFT MAINLINE

LEGEND:
- UPRR TRACK
- BNSF TRACK
- NOPB TRACK
- CONSTRUCT TRACK
- RETIRE TRACK

UNION PACIFIC

DRAWN BY: SMP
CHECKED BY:
DATE: 10-11-04
SCALE: AS SHOWN

WORK ORDER:
PID:
BUDGET REF:
DESIGN FILE: avondale option 3b.dgn
C & NUMBER:
SHEET NUMBER: 4 OF 4

UNION PACIFIC RAILROAD
OFFICE OF CHIEF ENGINEER DESIGN
LOCATION: AVONDALE, LA
DRG TITLE: TRACK REARRANGEMENT AND IMPROVEMENTS

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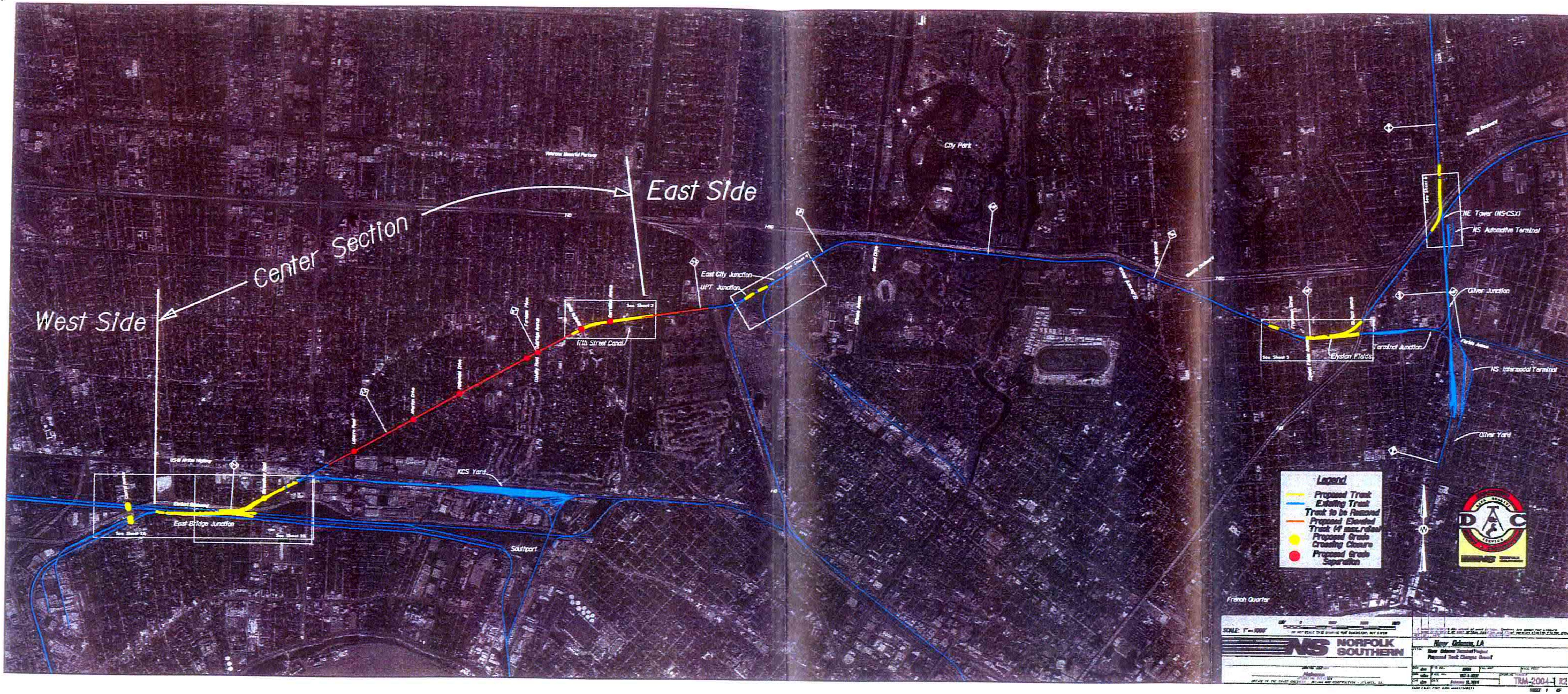

West Side
Center Section
East Side
17th Street Canal
East City Junction
UPT Junction
KCS Yard
East Bridge Junction
Southport
City Park
NE Tower (NS-CSX)
NS Automotive Terminal
Oliver Junction
Terminal Junction
Elysian Fields
NS Intermodal Terminal
Oliver Yard
French Quarter
Legend
Proposed Track
Existing Track
Track to be Removed
Proposed Elevated
Proposed Grade Crossing Closure
Proposed Grade Separation
DAC
SCALE: 1" = 1000'
NORFOLK SOUTHERN
New Orleans, LA
TRM-2004-1

New Orleans Gateway Infrastructure Improvement Project

Project C1 - East Bridge Junction, Signal and Track Improvements

Describe project area and stakeholders:

East Bridge Junction is located in Jefferson Parish at the east end of the NOPB Huey P. Long Bridge crossing the Mississippi River. EBJ tower is manned and controlled by CN. EBJ is: (1) the junction of NS Back Belt and KCS main to the CN main; (2) crossover from CN main to CN A1 main; and (3) crossover from CN A1 main to NOPB double track.

Direct stakeholders: All - BNSF, CN, CSX, KCS, NOPB, NS, UP, City of New Orleans, City of Metairie, Jefferson and Orleans Parish

Describe problem:

Current route from NS Back Belt to NOPB HPLB is restricted to single-track movements. Due to track geometry, maximum speed is 15 mph. Current EBJ plant speed is 10 mph. Signals and switches are controlled by antiquated equipment subject to frequent service failure. A 24-hour manned control tower is on-site. Highway/rail conflicts and congestion on ten Jefferson Parish grade crossings (eight on NS, one on KCS, and one on NOPB/CN) resulting from slow moving trains through the EBJ plant.

Train Volumes:

NS Back Belt movements 25 daily; Amtrak 4 movements daily; 8 KCS movements; 4 CN yard moves and locals; 12 NOPB movements; 2 UP Front Belt movements.

Work to be accomplished in project area:

Upgrade/modernize switch and signal hardware and control equipment. New control station for remote control operation. Remove existing control tower. Remove NOPB crossover at Central Avenue. Provide double track routes from NS Back Belt to Huey P. Long Bridge, includes rail to rail crossing of CN main. Turnouts replaced and upgraded. Separate control point for beginning of NS Back Belt and KCS main near Earhart Boulevard.

Benefits of project:

Signal and hardware reliability improved. Improved dispatcher/operator control with "visibility" of movements and route requests provided from/to all railroads. Dual parallel movements to/from NS Back Belt to HPLB. Dual parallel movements from NS/KCS to CN main or Mays Yard with Amtrak movements to/from HPLB. Freight movements through EBJ from/to NS Back Belt and HPLB increased from 10 mph to 30 mph, diverging routes capable of 25 mph. Local freight movements capable of 15 mph through diverging routes. KCS movements from CN main to KCS main increased from 10 mph to 25 mph. Amtrak "City of New Orleans" movements on CN main maintains current 40 mph and the "Sunset Limited" movements through EBJ are increased from 10 mph to 30 mph.

Costs: $16 million (estimated)

Additional Data:

Property Owners: CN, KCS, NOPB, NS

Direct Users: AMTRAK, BNSF, CN, CSX, KCS, NOPB, NS, UP

Beneficiaries: AMTRAK, BNSF, CN, CSX, KCS, NOPB, NS, UP

Timetable Speed:

Current	Future
20 mph HPL Bridge	20 mph on HPL Bridge
10 mph through EBJ plant	15 mph through EBJ plant #10 turnouts
20 mph Back Belt	25 mph through EBJ plant #15 turnouts
40 mph Amtrak on CN	(Amtrak 30 mph)
	30 mph on NS Back Belt
	40 mph Amtrak on CN


CN to Jackson,MS
NOPB to RP Long Bridge
Central Avenue
Elysian Boulevard
Strawbury Road
NS to Meridrie
N Causeway Blvd
To Union Station
To Downtown
Legend
Proposed Track
Existing Track
Track to be Removed
SCALE: 1"=200'
DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN
NORFOLK SOUTHERN
DRAWING COMPILED
Alabama
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.
LOCATION
New Orleans, LA
Project C1
TITLE
New Orleans Terminal Project
Proposed Track Changes
East Bridge Junction Area
DGN dka
WRK wdm
CHK dka
PROJ NO. 0354
FILE NO. NOT-1-5229
DATE February 18, 2004
WILL MAP
MILE POST B-A
DRAWING NUMBER
TRM-2004-1 R3
CADD FILE: PID NO. 0354 MODEL SHEET 2A
SHEET 2A OF

New Orleans Gateway Infrastructure Improvement Project

Project C2 – Shrewsbury, Centralized Traffic Control (CTC) on NS Back Belt

Describe project area and stakeholders:

NS Back Belt beginning at East Bridge Junction (or specifically known as "IC Connection" being NS MP 0.0-A) to Metairie Road (NS MP 2.2-A) and continuing to Terminal Jct. (NS MP 7.9-NT, at NS Oliver Yard.) Also includes KCS main from Earhart Boulevard overhead to Causeway Boulevard overhead.

Direct stakeholders: CN, CSX, KCS, NS, UP, City of New Orleans, City of Metairie, Jefferson and Orleans Parish.
Indirect stakeholder: Amtrak, BNSF, NOPB

Describe problem:

Current NS Back Belt has no signals from the "home signals" of EBJ to the controlled switch at milepost 2.2-A. This track segment is defined as "Yard Limits". NS operator at Birmingham controls movements on NS main and Back Belt from NE Tower (NO193.5) to Oliver Jct. (NO194.1) to Terminal Jct. to Metairie Road. NS Olivier Yard operator controls the Yard Limits, main line and passing track from Metairie Road to East Bridge Junction. CN operator controls East Bridge Junction.

Train Volumes:

29 daily movements.

Work to be accomplished in project area:

Install turnouts and crossovers for new control point (NS MP 0.1-A to 0.4-A) for beginning of Back Belt double track and junction of KCS main to NS and KCS connection from NS main to CN main. Close Shrewsbury Road to eliminate a grade crossing within the new "Shrewsbury" control point. Install CTC signals from "Shrewsbury" to "Metairie Road". Convert existing "Remote Control" signal territory on the Back Belt to CTC. Modify CN EBJ control for NS control of "Shrewsbury".

Benefits of project:

Improves dispatcher/operator control of Back Belt traffic to EBJ. Reduces the "handoffs" between the current operators. Increases the capacity of Back Belt to handle trains from NS and CSX to UP, KCS and CN. Eliminates railroad/highway conflicts at Shrewsbury Road. Improves visibility of each carriers movements to NS dispatcher and improves communication between the carriers.

Costs: $6 million (estimated)

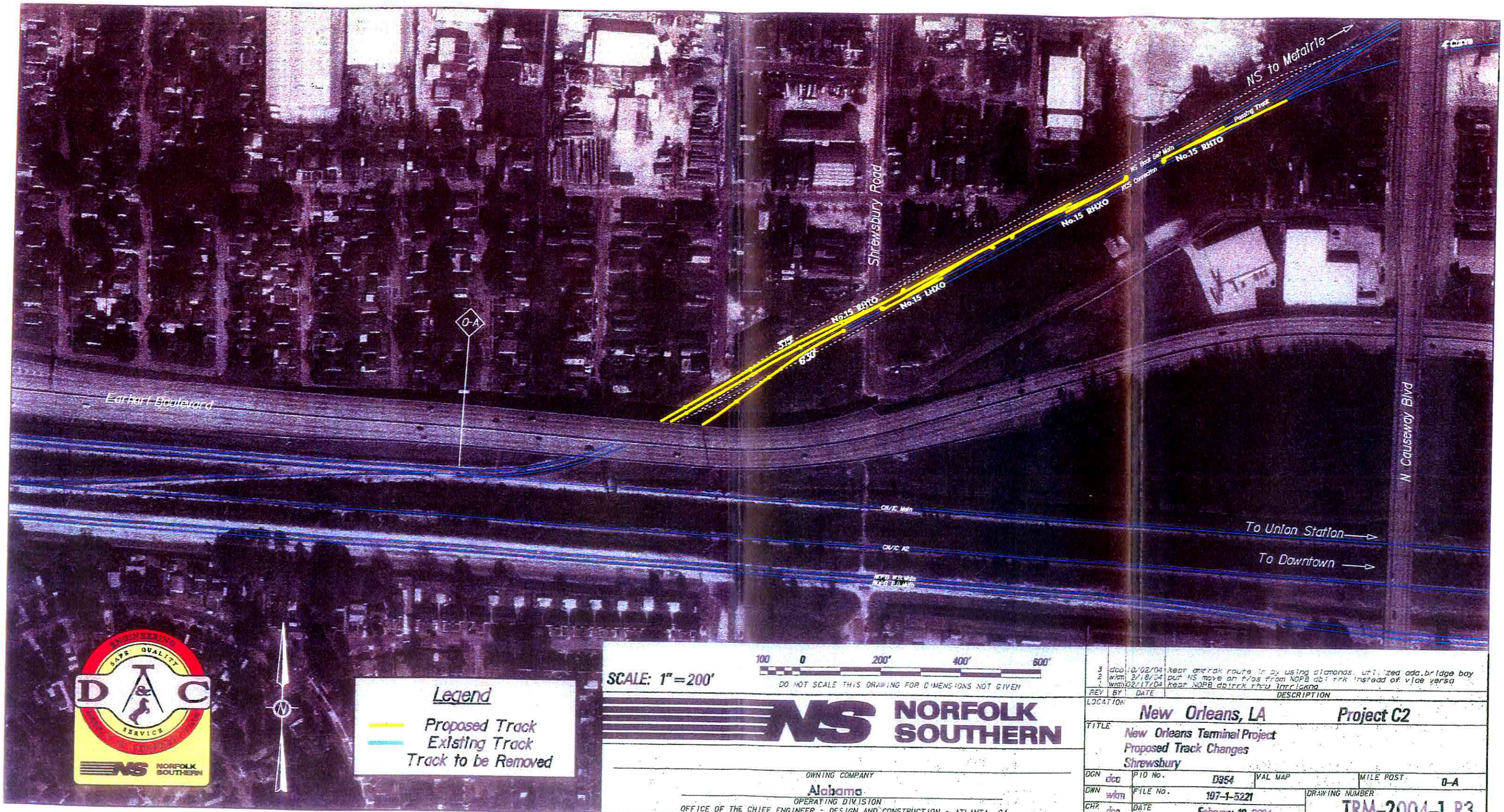
Additional Data:

Property Owners: NS

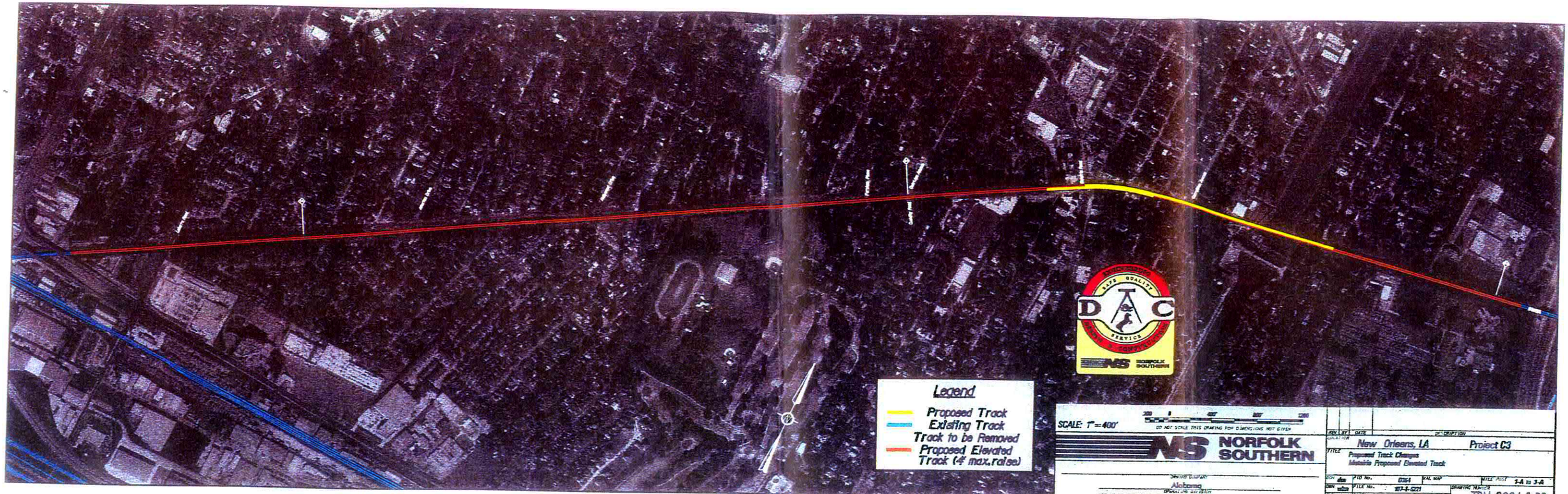
Direct Users: CN, CSX, NS, UP

Beneficiaries: AMTRAK, BNSF, CN, CSX, KCS, NOPB, NS, UP

Timetable Speed:	Current	Future
	20 mph Back Belt west of MP 2.2A	30 mph on NS Back Belt (provided Project
	30 mph Back Belt east of MP 2.2A	C4 is completed)


Earhart Boulevard
O-A
Shrewsbury Road
NS to Metairie
4 Curve
No.15 RHTO
No.15 LHXO
No.15 RHXO
No.15 RHTO
NS Back Bay Main
NCS Connection
Passing Track
375'
630'
CN/IC Main
CN/IC #2
NOPB WB Main
NOPB EB Main
To Union Station
To Downtown
N Causeway Blvd
Legend
Proposed Track
Existing Track
Track to be Removed
SCALE: 1"=200'
100 0 200' 400' 600'
DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN
NORFOLK SOUTHERN
OWNING COMPANY
Alabama
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.
3 dco 10/02/04 kept and trak route in by using diamonds, utilized add.bridge bay
2 wkm 2/18/04 put NS move on trks from NOPB ab trk instead of vice versa
1 wkm 02/17/04 kept NOPB ab trk thru Interlocking
REV BY DATE DESCRIPTION
LOCATION New Orleans, LA Project C2
TITLE New Orleans Terminal Project
Proposed Track Changes
Shrewsbury
DGN dco PID No. D354 VAL MAP MILE POST 0-A
DWN wkm FILE No. 107-1-5221 DRAWING NUMBER
CHK dco DATE February 19, 2004 TRM-2004-1 R3
CADD FILE: PID NO. D354 MODEL SHEET 2B

SHEET 2B OF



SCALE: 1"=400'

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NORFOLK SOUTHERN

Alabama
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.

REV	BY	DATE	DESCRIPTION

LOCATION: New Orleans, LA — Project C3

TITLE: Proposed Track Changes
Metairie Proposed Elevated Track

DSN: dm | PID No.: 0364 | FAL MAP | TITLE ADJ: 1-A to 3-A
DWN: wbm | FILE No.: 117-5-5221 | DRAWING NUMBER: TRM-2004-1 R2
CHK: dm | DATE: February 20, 2004

CADD FILE: PID NO. 0364 MODEL SHEET 7

SHEET 7 OF

New Orleans Gateway Infrastructure Improvement Project

Project C3 – Metairie, Grade Separations of Grade Crossings on NS Back Belt

Describe project area and stakeholders:

NS Back Belt, Airline Ave. (MP 0.6-A) to I-10 Underpass (MP 3.1-A)

Direct stakeholders: CN, CSX, KCS, NS, UP, City of New Orleans, City of Metairie, Jefferson and Orleans Parish, New Orleans Sewerage and Water Board.
Indirect stakeholder: Amtrak, BNSF, NOPB

Describe problem:

NS Back Belt traverses the City of Metairie and has seven grade crossings in 1.7 miles, located at Labarre (0.8-A), Atherton (1.2-A), Hollywood (1.5-A), Farnham (1.9-A), Oakridge (2.0-A), Metairie (2.3-A), and Carrollton (2.5-A). Existing passing track from EBJ to Metairie Road (2.1 miles) is rarely used due to unacceptable condition of blocking crossings or the time extensive process to "cut" at the road crossings. Train operations across the numerous road crossings (seven within 1.7 miles) creates traffic congestion issues in the Metairie community.

Train Volumes:

25 daily movements.

Work to be accomplished in project area:

Proposed grade separation for all seven grade crossings by raising the track elevation and lowering the roadways. Crossings and traffic patterns will be studied to combine or close some crossings. Track is currently elevated at the grade crossings above the approaching roads, ranging between 4' to 8'. Back Belt corridor from Labarre to Metairie is a three-track roadbed and can accommodate additional embankment to raise the existing track an additional 4-8'. The elevated track will minimize the lowering of the roadways to construct the underpass. With the current limitations on the use of the passing track, single-track staging for the construction sequence would be possible. Construction sequencing to elevate the existing track would not be possible after double track improvements proposed in Project C4. Track elevation raise would also cross the 17th Street Canal such that the roadbed would match the top elevation of the flood protection or bridge modifications would eliminate the requirement for gate closures. Bridge modifications at 17th Street Canal would be coordinated with The Sewerage & Water Board of New Orleans changes for the pump station capacity enhancements. Property acquisition and bridge sections will provide for addition of double track segment described in Project C3.

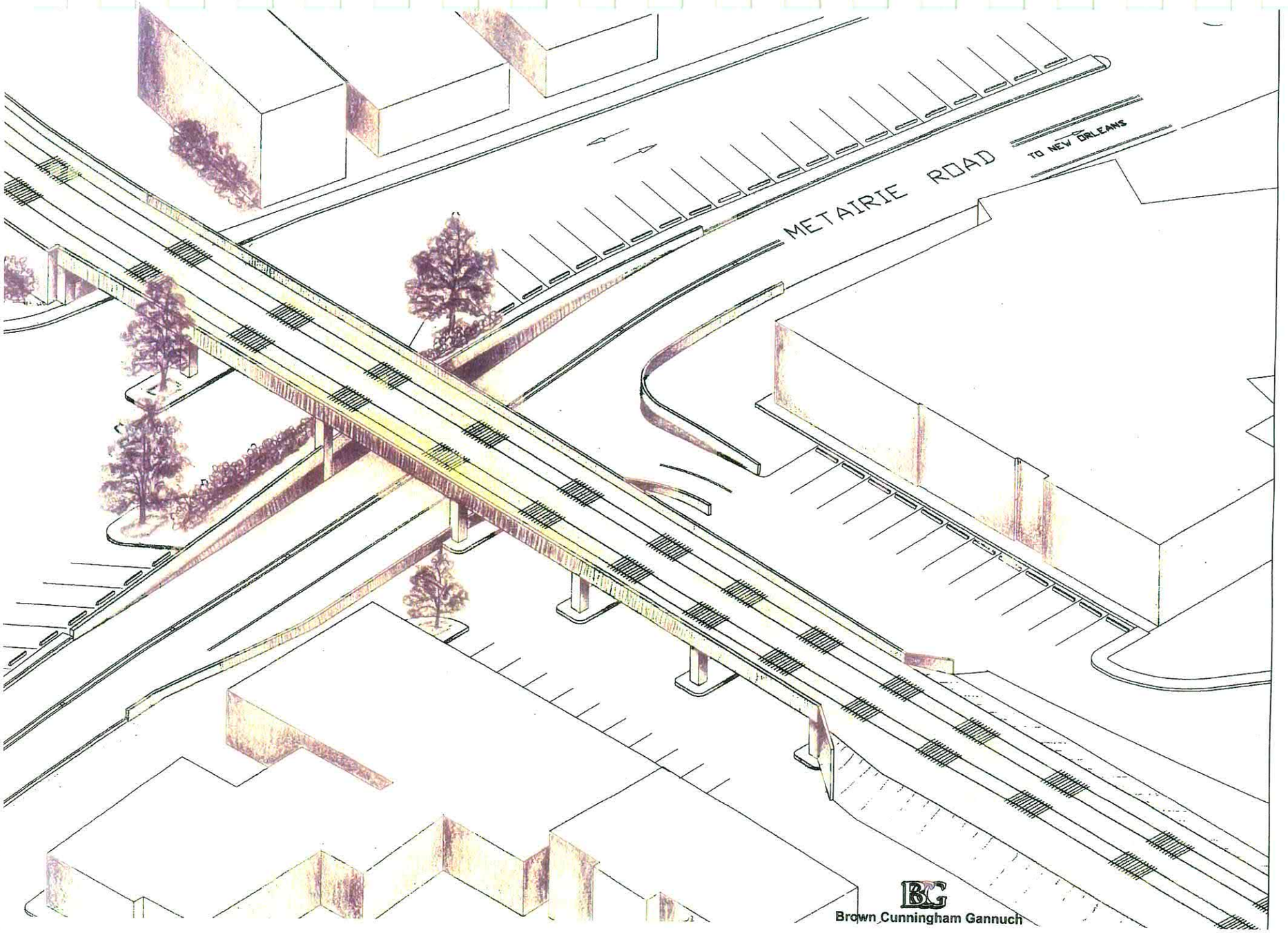
Benefits of project:

Eliminate highway rail conflicts in Metairie. Addresses long standing issues of conflict (addressed by numerous studies funded by local/state/federal sources) with the community affecting traffic congestion in Jefferson Parish, including emergency vehicle and evacuation routes. Currently these are "silent" crossings and may become subject to horn blowing to comply with the FRA whistle blowing rules.

Costs: $50 million (estimated)

Additional Data:

Property Owners:	NS	
Direct Users:	CN, CSX, NS, UP	
Beneficiaries:	AMTRAK, BNSF, CN, CSX, KCS, NS, UP	
Timetable Speed:	Current	Future
	20 mph Back Belt west of MP 2.2A 30 mph Back Belt east of MP 2.2A	30 mph on NS Back Belt (provided Project C4 is completed)


METAIRIE ROAD
TO NEW ORLEANS
BG
Brown Cunningham Gannuch

New Orleans Gateway Infrastructure Improvement Project

Project C4 – 17th Street Canal, Double Track NS Back Belt (MP 2.2A to 2.8A)

Describe project area and stakeholders:

NS Back Belt from "Metairie Road" control point (MP 2.2-A) to "17th Street" control point (MP 2.8-A). Remove switches and construct second main (~3,000') across Metairie Road and 17th Street Canal. Work includes modification of flood protection levees and gates at 17th Street Canal.

Direct stakeholders: CN, CSX, NS, UP, City of New Orleans, City of Metairie, Jefferson and Orleans Parish, New Orleans Sewerage and Water Board.
Indirect stakeholder: Amtrak, BNSF, NOPB

Describe problem:

Current NS Back Belt has approximately 3,000' of single track between Metairie Road (east end of 2-mile passing track) and 17th Street Canal (west end of double track.) Single-track segment limits capacity and sequencing of trains that can use the Back Belt. Passing track at Metairie Road cannot be used for trains over 2,500' that would block road crossings. With the standard crew changes for UP trains at Marconi Dr., the Back Belt is effectively reduced to single track for the westernmost 4 miles (EBJ Junction to East City Junction.)

Train Volumes:

25 daily movements.

Work to be accomplished in project area:

Remove passing track east end switch at Metairie Road. Remove west end of double track switch at 17th St. Canal. Construct double track for approximately 3,000 ft. Project includes a second trestle across the 17th St. Canal and would included grade crossings at Metairie Road and Carrollton Avenue unless Project C3 has already completed the grade separation of these roads. Modification of the floodwall and closure gates will be made in conjunction with the new trestle across the canal as well as changes for the existing trestle.

Benefits of project:

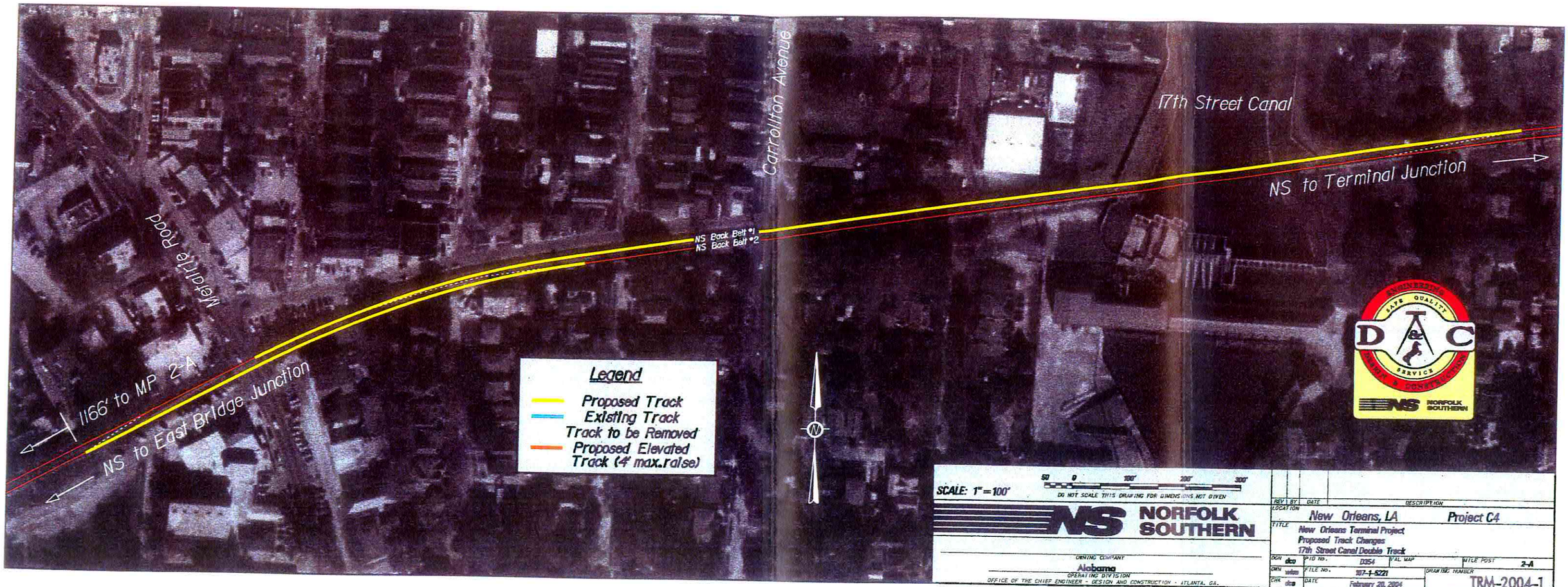
Provides dual parallel movements on NS Back Belt from Oliver Jct. to East Bridge Jct. Reduces the time that trains stand idling while waiting for a "slot" to pass through Metairie. Increases capacity of Back Belt to handle trains on a timely basis between NS and CSX to UP and CN. Reduces track noise from elimination of switch hardware and joints.

Costs: **$8.5 million** (estimated)

Does not include property acquisition or special structures that may be required along local roadways. These items would be included in Project C3.

Additional Data:

Property Owners:	NS		
Direct Users:	CSX, NS, UP		
Beneficiaries:	AMTRAK, BNSF, CN, CSX, KCS, NS, UP		
Timetable Speed:	Current		Future
	20 mph Back Belt	west of MP 2.2A	30 mph on NS Back Belt
	30 mph Back Belt	east of MP 2.2A	



SCALE: 1" = 100'

50 0 100' 200' 300'

DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NORFOLK SOUTHERN

OWNING COMPANY
Alabama
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.

REV	BY	DATE	DESCRIPTION

LOCATION: New Orleans, LA — Project C4

TITLE: New Orleans Terminal Project
Proposed Track Changes
17th Street Canal Double Track

DGN	dca	P.I.D. NO.	D354	FAL MAP	MILE POST 2-A
DWN	wlm	FILE NO.	107-1-5221	DRAWING NUMBER	TRM-2004-1
CHK	dca	DATE	February 20, 2004		

CADD FILE: P.I.D. NO. D354 MODEL SHEET 3

SHEET 3 OF

New Orleans Gateway Infrastructure Improvement Project

Project E1 – East City Junction, Install Universal Crossovers (MP 3.5A)

Describe project area and stakeholders:

NS Back Belt at East City Junction (MP 3.5-A). Turnouts and crossovers lead to NS freight lead and to the Union Passenger Terminal Company trackage for the routing of Amtrak trains to Union Station.

Direct stakeholders: AMTRAK, CN, CSX, KCS, NS, UP, City of New Orleans.

Describe problem:

There are limited crossover capabilities on the Back Belt. Universal crossovers are needed midway between Shrewsbury and Elysian Fields. These crossovers are needed to effectively schedule the sequencing of the track raise and underpass construction planned for Projects C3 and C4. Current track and crossovers limit the flexibility of freight and Amtrak movements on the Back Belt.

Train Volumes:

29 daily movements.

Work to be accomplished in project area:

Install double crossovers immediately west of the junction switch to the UPT. Design will provide for possible double track connection to UPT.

Benefits of project:

Provides dual parallel movements on NS Back Belt and UPT. Provides flexibility of operations on Back Belt. Reduces time for holding re-crewed westbound trains at Marconi Drive. Improves Amtrak reliability and flexibility of operations.

Costs: $3 million (estimated)

Additional Data:

Property Owners:	NS
Direct Users:	CN, CSX, NS, UP
Beneficiaries:	AMTRAK, CSX, KCS, NS, UP
Timetable Speed:	25 mph maximum speed through crossovers


NS to East Bridge Junction
1300' to MP 3-A
No.15 LHXO
No.15 RHXO
NS Back Belt #1
NS Back Belt #2
UPT Co.
UPT to Downtown
Canal Boulevard
NS to Terminal Junction
To MP 4-NT
Navarre Street
Legend
Proposed Track
Existing Track
Track to be Removed
SCALE: 1" = 100'
50 0 100' 200' 300'
DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN
NORFOLK SOUTHERN
OWNING COMPANY
Alabama
OPERATING DIVISION
OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.
REV | BY | DATE | DESCRIPTION
LOCATION New Orleans, LA Project E1
TITLE New Orleans Terminal Project
Proposed Track Changes
East City Junction
DGN dcs | PID NO. 0354 | FUEL MAP | MILE POST 3-A
DWN wcbm | FILE No. 107-4-5221 | DRAWING NUMBER TRM-2004-1
CHK dcs | DATE February 20, 2004
CADD FILE: PID NO. 0354 MODEL SHEET 4
SHEET 4 OF

New Orleans Gateway Infrastructure Improvement Project

Project E2 – Elysian Fields, Reconfigure Track and Signals (MP 6.8NT to 7.2NT)

Describe project area and stakeholders:

NS Back Belt, Elysian Fields (MP 7.2-NT) junctions the western limit of the CSX main to the NS Back Belt. Frenchman Street (6.8-NT) provides a junction from NS Back Belt to the NS Oliver Yard freight lead.

Direct stakeholders: AMTRAK, CN, CSX, KCS, NS, UP, City of New Orleans.

Describe problem:

There are limitations to the routing capabilities from CSX to the Back Belt. Currently movements from CSX eastbound main to NS westbound Back Belt must halt movements on NS eastbound Back Belt. Curve track on CSX limits track speed to 15 mph.

Train Volumes:

29 daily movements.

Work to be accomplished in project area:

Two control points will be combined and modified to provide flexibility for movements from either CSX main to both Back Belt mains and will allow improved access to NS Oliver Yard. Movable point frog crossing at Elysian Fields will be replaced with a single left hand switch at Elysian Fields and a new left hand crossover west of Frenchman St. Replace switches to #15 turnouts for all CSX routes. Rehabilitate and line CSX tracks to reduce curvature from 8^ to 5^ using right of way of former CSX/NS interchange yard.

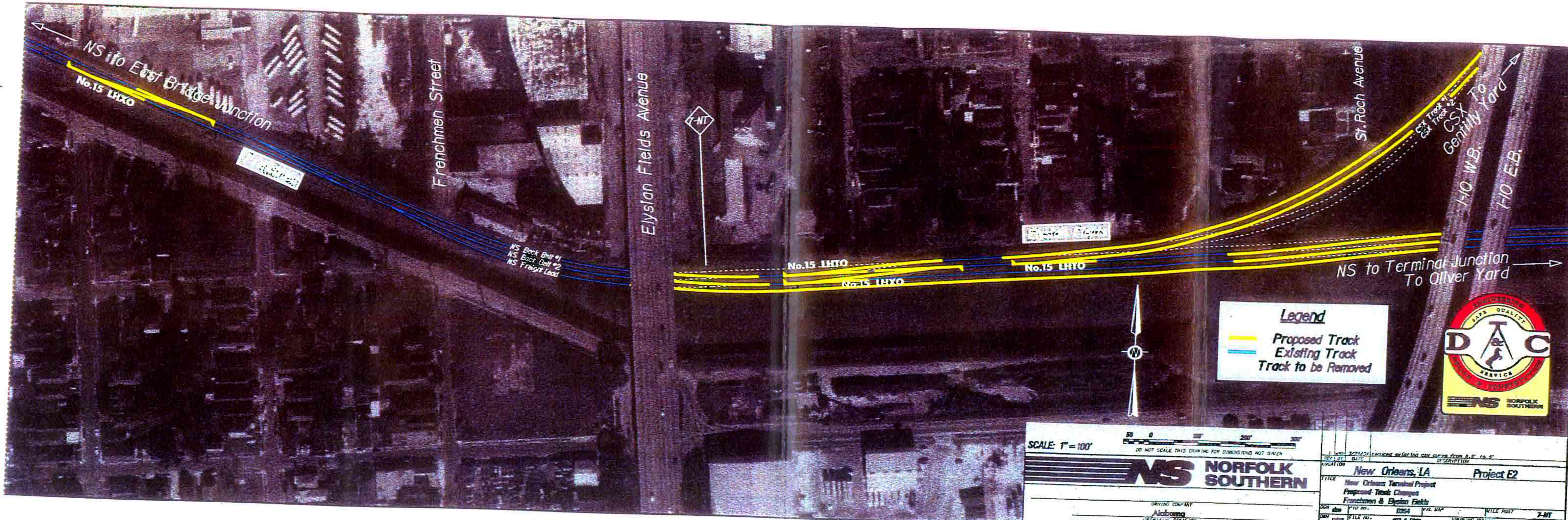
Benefits of project:

Provides dual parallel movements on NS Back Belt and CSX. Provides flexibility of operations on Back Belt. Turnout replacements and reduced curvature on CSX will permit 25 mph operations. In conjunction with Project E3, Amtrak operations for connection to NS Back Belt will increase from 10 mph to 30 mph.

Costs: **$5 million** (estimated)

Additional Data:

Property Owners:	NS	
Direct Users:	CSX, NS, UP	
Beneficiaries:	AMTRAK, CSX, NS, UP	
Timetable Speed:	Current 15 mph for CSX movements through the Elysian Fields	Future 25 mph speed on CSX and through turnouts and crossovers (30 mph for Amtrak)



SCALE: 1" = 100'

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NORFOLK SOUTHERN

OWNING COMPANY

Alabama

OPERATING DIVISION

OFFICE OF THE CHIEF ENGINEER - DESIGN AND CONSTRUCTION - ATLANTA, GA.

REV	BY	DATE	DESCRIPTION
1		3/21/04	reduced existing CSX curve from 8.5° to 5°

LOCATION: New Orleans, LA — Project E2

TITLE: New Orleans Terminal Project
Proposed Track Changes
Frenchmen & Elysian Fields

DGN dco	PID NO.	D354	VAL MAP	MILE POST	7-NT
DRN	FILE NO.	107-1-6221		DRAWING NUMBER	
CHK dco	DATE	February 20, 2004		TRM-2004-1 R1	

CADD FILE: PID NO. D354 MODEL SHEET 5

SHEET 5 OF

New Orleans Gateway Infrastructure Improvement Project

Project E3 – NE Tower, Northwest Quadrant Connection between NS and CSX

Describe project area and stakeholders:

NS double track main line to Meridian crosses at-grade with CSX double track main at NE Tower (NS Milepost NO193.5) and CSX milepost 802.72. Crossing is bordered on the west by Peoples Canal and on the north by I-610.

Direct stakeholders: AMTRAK, CN, CSX, KCS, NS, City of New Orleans.

Describe problem:

All NS movements and CSX movements cross at NE Tower. Some of the NS movements (2 Amtrak and 2 UP) cross at NE Tower and again can block CSX at Elysian Fields.

Train Volumes:

CSX 20 daily movements; NS 10 daily movements.

Work to be accomplished in project area:

Construct a new power operated connection between NS and CSX in the northwest quadrant. Install crossovers on NS and CSX for parallel movements with the connection. Upgrade CSX track between new connection and Elysian Fields for Amtrak operations and increased freight train speeds. Upgrade signals on CSX between Gentilly Yard and Elysian Fields. NS signal modifications and CSX signal additions from Elysian Fields to NE Tower will be coordinated to provide optimum control and flexibility of operations through NE Tower interlocking.

Benefits of project:

Reduces conflicts between NS and CSX movements. Provides flexibility of operations on NS Back Belt and improves Amtrak reliability. In conjunction with the existing connection at Terminal Junction the design will allow parallel moves from NS Meridian mains to NS Back Belt. Connection speed increase from 10 mph to 25 mph for freight and 30 mph for Amtrak.

Costs: **$16 million** (estimated)

Additional Data:

Property Owners:	NS	
Direct Users:	CSX, NS, UP	
Beneficiaries:	AMTRAK, BNSF, CN, CSX, KCS, NS, UP	
Timetable Speed:	Current	Future
	10 mph connection at Oliver Junction between NS main and NS Back Belt	25 mph freight and 30 mph Amtrak for NE Tower connection

SCALE: 1" = 100'

50 0 100' 200' 300'

DO NOT SCALE THIS DRAWING FOR DIMENSIONS NOT GIVEN

NS NORFOLK SOUTHERN

OWNING COMPANY

Alabama

OPERATING DIVISION

OFFICE OF THE CHIEF ENGINEER · DESIGN AND CONSTRUCTION · ATLANTA, GA.

REV	BY	DATE	DESCRIPTION
1	wmm	3/31/04	revised based on field inspection of column locations

LOCATION: New Orleans, LA — Project E3

TITLE: New Orleans Terminal Project
Proposed Track Changes
NE Tower

DGN dco	PID No.	D354	VAL MAP	MILE POST	NO-193
DWN wkm	FILE No.	107-1-5221	DRAWING NUMBER		
CHK dco	DATE	February 20, 2004	TRM-2004-1 R1		

CADD FILE: PID NO. D354 MODEL SHEET 6

SHEET 6 OF

New Orleans Gateway Infrastructure Improvement Projects

Project E4 – Renewal of Almonaster Moveable Bridge

Describe project area and stakeholders:

Almonaster moveable bridge over the Industrial Canal

Direct stakeholders: CSX, AMTRAK.
Indirect stakeholders: NOPB, NS, UP

Describe problem:

The City of New Orleans-owned moveable bridge over the Industrial Canal has repeatedly been struck by errant barges, substantially damaging the structure and resulting in major outages for repair and realignment. The resulting detour and maintenance curfew restrictions have been costly and damaging to service. CSX proposes that permanent and lasting repairs to the drawbridge be undertaken by the involved public agencies to eliminate the ongoing reliability issues associated with this integral part of the New Orleans corridor.

Train Volumes:

22-26 daily movements.

Work to be accomplished in project area:

This bridge is owned and managed by the Port Authority for the City of New Orleans. CSX's responsibility is limited to maintaining the tracks that cross it, and to certain re-billable signal and communication contracts. The scope of work to be completed to put this drawbridge in proper repair must be determined by the City and its appropriate engineering agencies. CSX is obviously interested in the outcome; however our operations in Greater New Orleans depend upon the reliable and unimpeded use of the bridge.

Benefits of project:

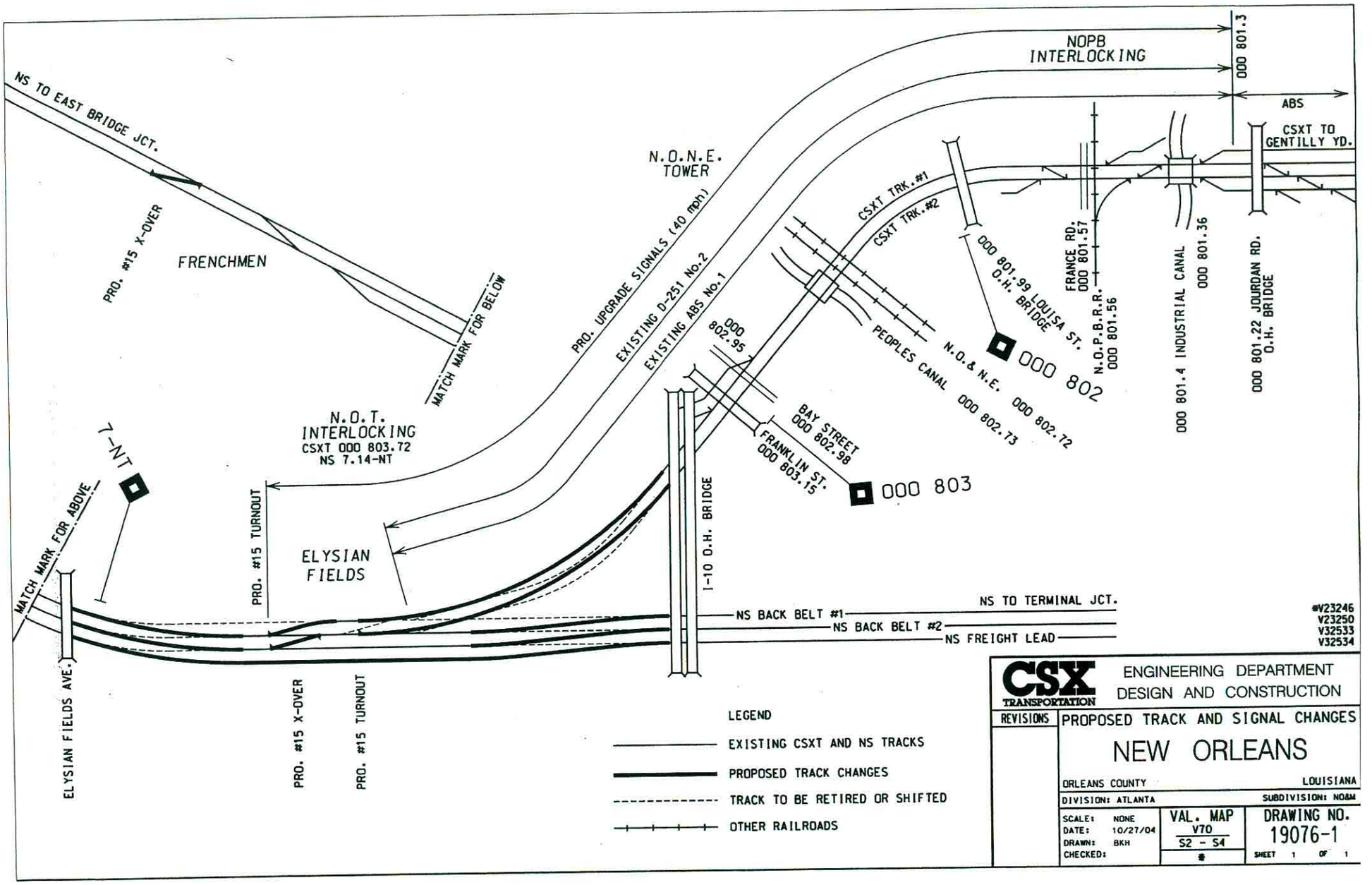
Renewal of the bridge will eliminate costly detour and maintenance curfew delays that have been associated with the bridge for extended periods of time. These delays routinely cascade into other portions of the New Orleans corridor, causing congestion and service failures.

Costs:

Independent estimates on behalf of the City have placed the total repair/replacement cost to the bridge and its fenders at between **$40 and $60 Million.**

Additional Data:

Property Owners:	City of New Orleans Port Authority	
Direct Users:	CSX, AMTRAK	
Beneficiaries:	NOPB, NS, UP	
Timetable Speed:	Current	Future
	10-20	40



#V23246
V23250
V32533
V32534

CSX TRANSPORTATION

ENGINEERING DEPARTMENT
DESIGN AND CONSTRUCTION

REVISIONS

PROPOSED TRACK AND SIGNAL CHANGES

NEW ORLEANS

ORLEANS COUNTY — LOUISIANA

DIVISION: ATLANTA — SUBDIVISION: NO&M

SCALE: NONE
DATE: 10/27/04
DRAWN: BKH
CHECKED:

VAL. MAP V70 S2 - S4

DRAWING NO. 19076-1

SHEET 1 OF 1

New Orleans Gateway Infrastructure Improvement Projects

Project E5 – Gentilly Yard – New Thoroughfare Track

Describe project area and stakeholders:

Gentilly Yard

Direct stakeholders: CSX, AMTRAK.
Indirect stakeholders: NOPB, NS, UP

Describe problem:

Gentilly Yard is CSX' primary New Orleans yard facility, however it has no classification or make up tracks of sufficient length to receive or build trains of today's typical size. Consequently, trains are often chambered and/or built on the existing main track. During the time this occurs, capacity is constrained for through movements in either direction. Other movements must revert to operating through slow speed yard trackage or held until the main line is cleared.

Train Volumes:

20–24 daily movements.

Work to be accomplished in project area:

A new, bi-directionally signaled main track will be constructed around the southern perimeter of Gentilly Yard, extending from the immediate east approach of the Industrial Canal moveable bridge (Milepost 801.5) to a point near the Gentilly Road Crossing, east of Gentilly Yard (Milepost 799.0), approximately 2.5 miles. This new track will utilize both existing and new right of way, running roughly parallel to Almonaster Avenue for approximately two-thirds its length. Construction of the line will also entail new connections and sidings to serve existing customers on the south side of Gentilly Yard. Redesign and upgrading of both interlockings at the east and west ends of the new track are anticipated as part of the project.

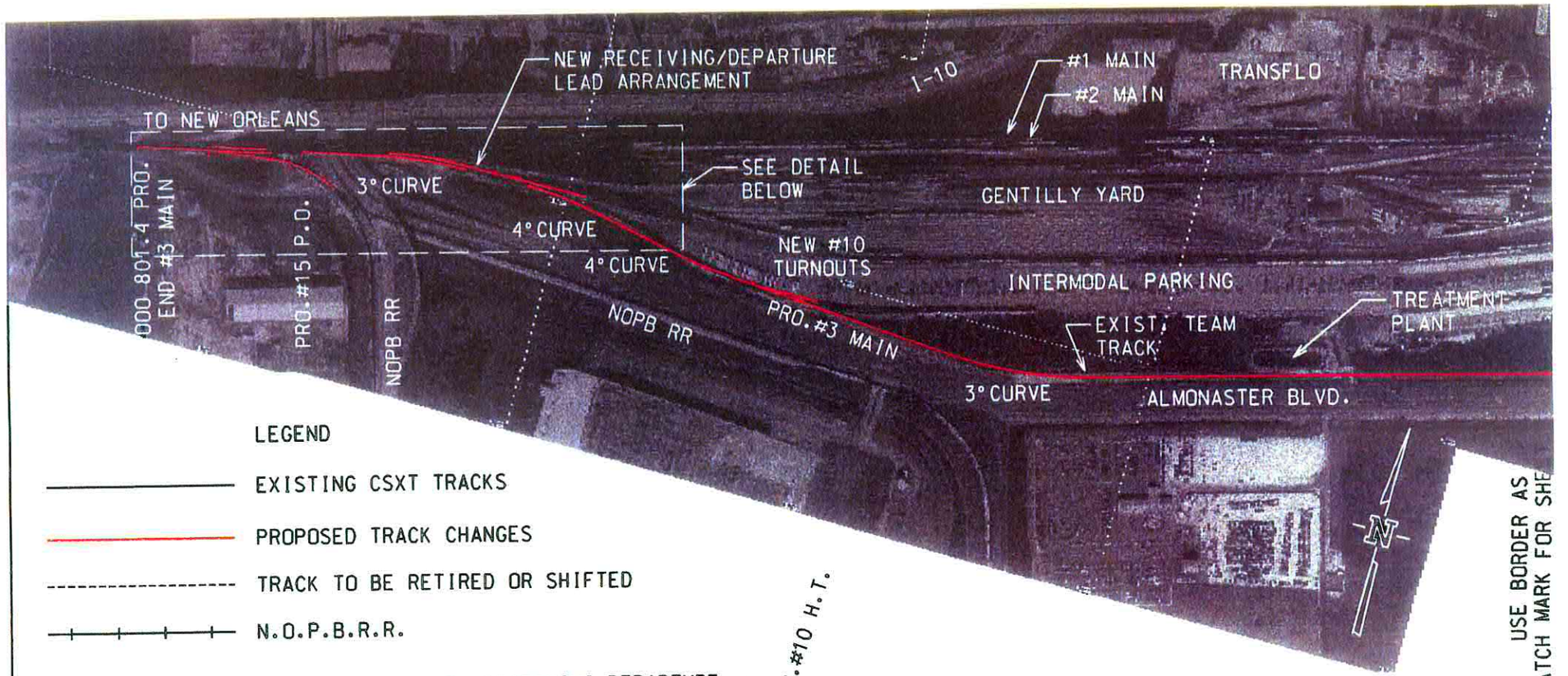
Benefits of project:

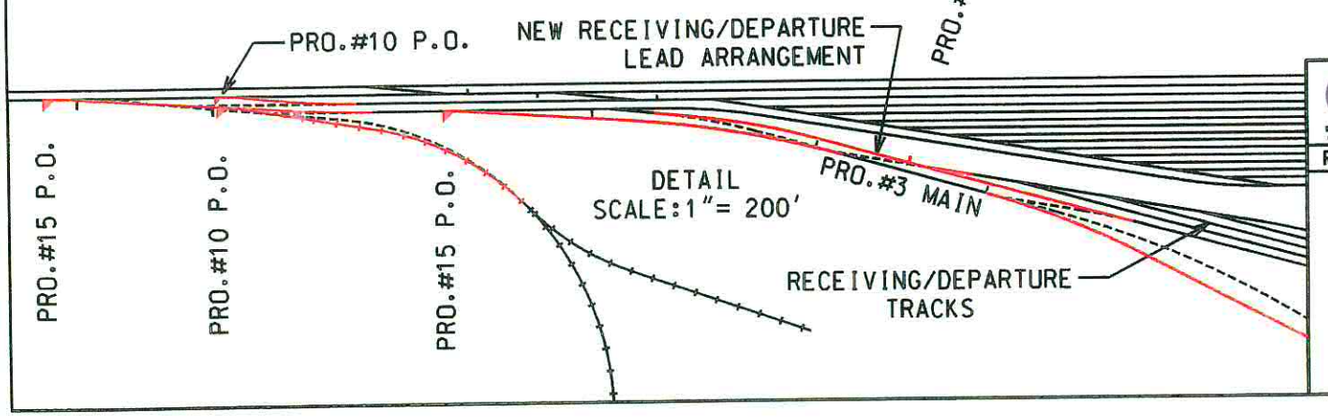
Completion of this thoroughfare track will allow through operations to continue while trains working or being built at Gentilly yard ar occupying the existing main track. CSX interchange traffic to and from the Huey Long Bridge will move unimpeded over the new thoroughfare track. The route will also particularly benefit Amtrak's CSX route operations and movements to and from the NOPB. There are no grade crossings involved with the project.

Costs: CSX estimate **$12 - $15 Million**

Additional Data:

Property Owners:	CSX	
Direct Users:	CSX, AMTRAK	
Beneficiaries:	NOPB, NS, UP	
Timetable Speed:	Current 20	Future 40





DESIGN SPEED 40mph

CSX TRANSPORTATION

ENGINEERING DEPARTMENT
DESIGN AND CONSTRUCTION

REVISIONS

PROPOSED THIRD MAIN
GENTILLY YARD

NEW ORLEANS

ORLEANS COUNTY LOUISIANA

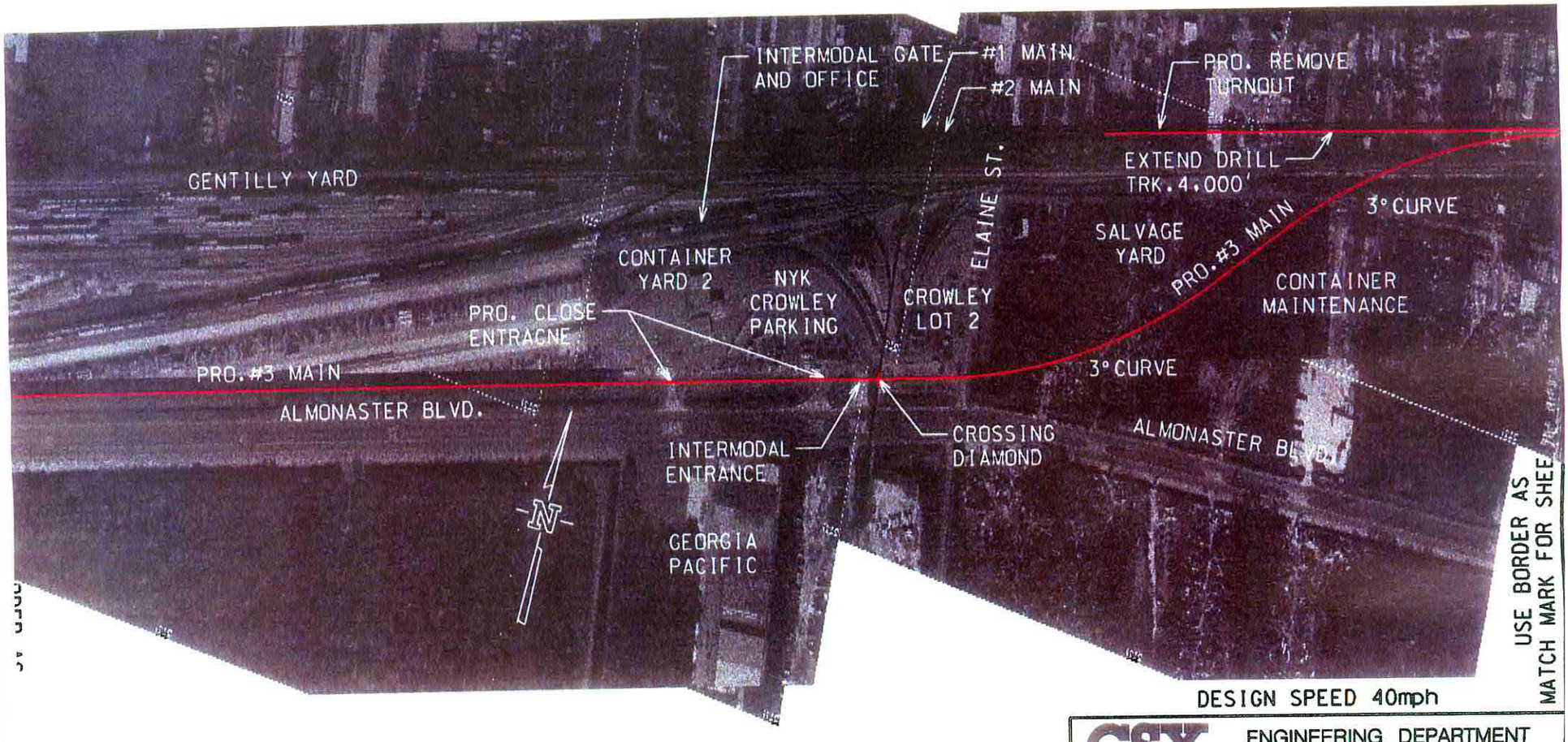
DIVISION: ATLANTA SUBDIVISION: M&M

SCALE: 1" = 400'
DATE: 10/27/04
DRAWN: BKH
CHECKED:

VAL. MAP

DRAWING NO.
19076-2

SHEET 1 OF 3



DESIGN SPEED 40mph

LEGEND

EXISTING CSXT TRACKS

PROPOSED TRACK CHANGES

TRACK TO BE RETIRED OR SHIFTED

N.O.P.B.R.R.

CSX TRANSPORTATION

ENGINEERING DEPARTMENT
DESIGN AND CONSTRUCTION

REVISIONS

PROPOSED THIRD MAIN
GENTILLY YARD

NEW ORLEANS

ORLEANS COUNTY LOUISIANA

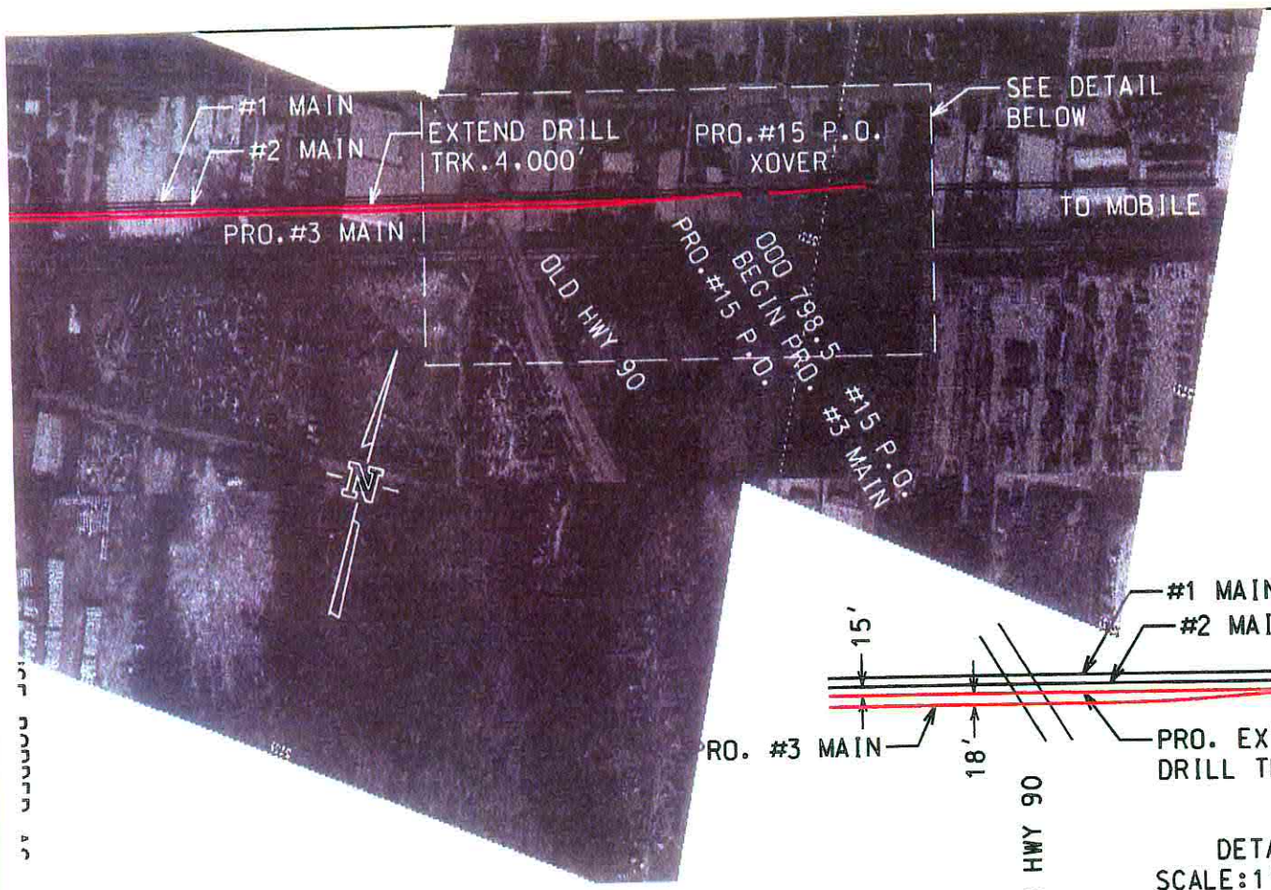
DIVISION: ATLANTA SUBDIVISION: MOBILE

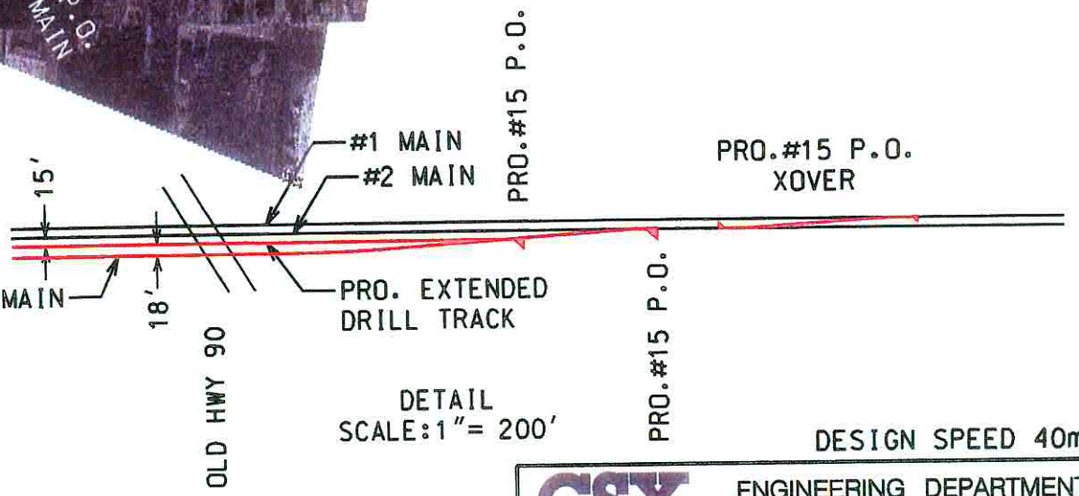
SCALE: 1" = 400'
DATE: 10/27/04
DRAWN: BKH
CHECKED:

VAL. MAP

DRAWING NO. 19076-2

SHEET 2 OF 3





DETAIL
SCALE: 1" = 200'

DESIGN SPEED 40mph

LEGEND

EXISTING CSXT TRACKS

PROPOSED TRACK CHANGES

TRACK TO BE RETIRED OR SHIFTED

N.O.P.B.R.R.

CSX TRANSPORTATION

ENGINEERING DEPARTMENT
DESIGN AND CONSTRUCTION

REVISIONS

PROPOSED THIRD MAIN
GENTILLY YARD
NEW ORLEANS

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SHEET 3 OF 3