

# Pointe Sunshine

Exhibit 14-Rail  
Feasibility Study

## Rail Spur Feasibility Study Ascension Parish, LA



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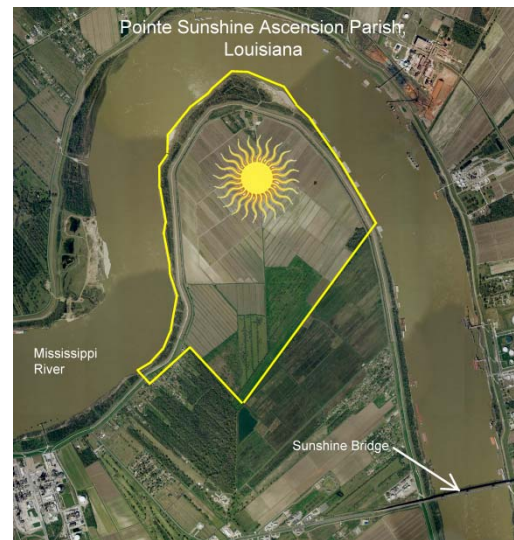
## Appendices

Appendix A	Figures
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## 1.0 Introduction

### 1.1 Background

Duplantis Design Group, P.C. (DDGPC) has been contracted by the Ascension Parish Economic Development Corporation to conduct a preliminary rail feasibility study which will explore possible routes for a new rail spur that could provide access to the Pointe Sunshine Deep Water Port Site in Ascension Parish, Louisiana, as shown in Figure 1.1 (see Appendix A Figure A-1 for site vicinity map). Specifically, the feasibility of three possible routes from an existing spur to the Pointe Sunshine site was considered. Route 1 would begin south of LA 70, cross under the Sunshine Bridge and enter the site from the southeast. Route 2 and Route 3 would begin north of LA 70, cross LA 3120 and enter the site from the south. Routes 2 and 3 differ only in the path of the route; the start and end points are the same (see Appendix A Figure A-3).



**Figure 1.1**  
**Pointe Sunshine**

In order to foster economic development and growth in Ascension Parish, Louisiana, the Ascension Economic Development Corporation (Ascension EDC) has previously completed the certification of the Pointe Sunshine site as a “Certified Deep Water Port Site.” This certification gives industries the ability to fast track projects on this site. This rail feasibility study is being conducted in the event that a prospective industry would require railroad access to the site.

### 1.2 Purpose of the Study

The purpose of the study is to preliminarily determine the physical, operational, and financial feasibility of a rail spur that would service any new industry that would be located on the Pointe Sunshine Site. Railroad access can provide an alternative shipping option for finished products and provide a secondary access point for receiving materials or supplies that could be significantly cheaper than utilizing the river port.

### 1.3 Scope of Work

The scope of work for this feasibility study includes the following:



- A. The exploration of different routes from an existing rail line to the Pointe Sunshine Site
- B. The evaluation of the advantages and disadvantages of each route including but not limited to:
  - a. Cost
  - b. Potential environmental impact
  - c. Required land acquisition
  - d. Length of approval process
  - e. Louisiana Department of Transportation and Development (LADOTD) concerns
- C. Final estimated cost of each evaluated route

## **2.0 Methodology**

### **2.1 Approach**

In considering the locations of the new railroad spur, DDGPC collected and reviewed information on existing rail spurs, state highways, and local roads. Information was obtained from the LADOTD, the U.S. Army Core of Engineers (USACE), and the local Levee Board to assess permitting requirements and restrictions in the area. Existing local industry, local real-estate professionals, and local land developers were contacted in order to obtain an understanding of the challenges and the costs associated with obtaining and developing land in this region. DDGPC also relied on its extensive knowledge of the Pointe Sunshine area obtained from previous studies performed for the property owners and other development projects done in the Donaldsonville area.

Potential railroad spur routes were defined and general construction costs including rail installation, land acquisition, roadway crossings, and waterway crossings were estimated for each. Potential issues were then reviewed and the routes were then ranked according to the merits of each.

### **3.0 Overview of Route Selection Criteria Key Issues**

In order to choose, examine, and evaluate possible railroad spur routes, DDGPC first identified the key issues that could possibly impact the development and construction of a railroad spur. The key issues can be divided into two categories; possible permitting issues and cost.

## 3.1 Permitting issues

There are multiple factors that may require permitting, which will increase the overall time of construction and feasibility of the railroad spur. Each of these issues was considered in the selection of the proposed routes. This section is not meant to represent a complete list of permitting requirements; rather, it is included as a list of selection criteria used to evaluate feasibility of routes based on the time constraints that these permits would cause. Actual requirements for all permits should be included in the design phase of such a project and is not included in the scope of work for this report.

### 3.1.1 Levees

The Pointe Sunshine site is bounded on three sides by the Mississippi River and its levees. These levees are governed by the USACE and require special permits when constructing a project near their vicinity. Any project within 1500 feet of the levee requires a permit from the Lafourche Basin Levee District and will require a letter of no objection from the USACE. See Appendix B for information on how to obtain a permit from the Lafourche Basin Levee District. Routes that minimized construction in these levee zones were considered desirable.

Contact for the Lafourche Basin Levee District is:

Randy Trosclair  
Administrative Manager  
P.O. Box 670  
Vacherie, LA 70090  
225-265-7545 Phone  
225-265-7648 Fax  
randytros@eatel.net

### 3.1.2 Wetlands

A Wetlands Determination has been completed as part of the certification of the Pointe Sunshine site, and no wetlands were found within the boundary of the property. However, the National Wetlands Inventory (NWI) map for this area indicates areas of potential wetlands habitat (see Appendix A Figure A-2). NWI maps are prepared by the U.S. Department of Interior Fish and Wildlife Service and are based on stereoscopic analysis of aerial photographs. These areas indicated on the NWI maps are areas that can

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potentially contain wetlands, but actual field testing and verification will be required to confirm whether wetlands are present within the site.

Several areas of potential wetlands are present in the general vicinity of the railroad spur routes. A Wetlands Determination would need to be completed for the construction area, and if wetlands are confirmed, a wetlands delineation would need to be submitted to the USACE for a Jurisdictional Determination. After the delineation is approved by the USACE, a Wetland Permit would need to be obtained. The entire process from determination through permitting takes approximately 18-30 months, depending on the number of permits being processed at the time of application. Cost of permits and mitigation would depend on the quality and size of wetlands disturbed by the construction process.

If wetlands are found, mitigation of the disturbed wetland area would be required. Mitigation of the wetlands can be accomplished by either developing wetlands on a separate piece of property or by banking (purchasing) mitigation credits.

Spur routes that pass through wetland areas will add significant time to the permitting process and were considered less desirable than alternative routes.

Contact for the New Orleans Office of the USACE is:

Mr. Rob Heffner, CEMVN-OD-SS  
Regulatory Branch  
New Orleans, LA  
504-862-2270  
Rob.heffner@us.army.mil

Information on Wetlands Determinations, Permits, and Forms can be found at:

<http://www.mvn.usace.army.mil/ops/regulatory/forms.htm>

### 3.1.3 Road Crossings

There are several roads, both state routes and local roads, in the vicinity of the Pointe Sunshine site. Due to the increasing safety concerns and standards for road/railroad crossings, there is a national call to reduce the number of crossings. For every road/railroad crossing created by a new spur, the LADOTD will request that Ascension Parish close 1-2 existing crossings to keep the net number of crossings the same or less than the number of crossings that existed prior to the new spur.

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The Sunshine Bridge is one of only two bridges that cross the Mississippi river between Baton Rouge, LA and New Orleans, LA. As such, Highway LA 70, which runs over the



**Figure 3.1.3**  
**Sunshine Bridge Ascension Parish, LA**

Sunshine Bridge, is a major artery for the entire region. To the south of the Pointe Sunshine site, LA 70 is a 4 lane highway and carries high volumes of traffic. Currently there are two railroad crossings that cross LA 70 within one mile of each other: one from the UP main line and one from an existing spur that services several industries in this area. When choosing routes for the Pointe Sunshine site, DDGPC looked for routes that would not cross LA 70 for a third time.

The prospective industry will be responsible for all installation, maintenance, and liability of each road/railroad crossing on a new spur. Due to these considerations, minimizing the number of road/railroad crossings was considered an important criteria for the spur route selection.

Permitting for these crossings will begin with LADOTD in the preliminary stage of the design process and may require additional studies, such as traffic counts for the affected roadway. Permitting for a road/railroad crossing will take 6 to 12 months, depending on the number of permits being reviewed by LADOTD at the time of submittal. See Appendix B for a copy of LADOTD Rules and Regulations Governing the Construction of Railroad Grade Crossing on State Highways and a copy of the LADOTD right-of-way permit.

The contact for the LADOTD is:

William Shrewsberry  
Highway/Rail Safety Engineer  
1201 Capitol Access Road, Room 501B  
Baton Rouge, LA 70802  
225-379-1543 Phone  
225-379-1501 Fax  
WilliamShrewsberry@dotd.la.gov

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# Pointe Sunshine Rail Spur Feasibility Study

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## 3.1.4 Union Pacific

All three proposed spur routes originate from an existing spur that is owned and operated by Terra Industries. That spur extends from the main rail, which is owned by the Union Pacific (UP) railroad. All spurs from UP track are required to conform to their design criteria. Some of these criteria include minimum curve radii, vertical clearance, and minimum tangent lengths.

DDGPC used these criteria as a guide for the initial layout of the proposed spur locations. These criteria will become the basis for future design of the spur, which, when completed, will need to be approved by UP.

Contact for the Union Pacific Railroad is:

John Owens  
Regional Manager  
24125 Aldine-Westfield Road  
Spring, TX 77373  
281-350-7302 Phone  
402-233-3164 Fax

## 3.2 Cost

There are several issues that will affect the cost of the proposed spur. DDGPC used the following criteria in estimating the construction costs of each proposed spur.

### 3.2.1 Rail

The rail spur construction estimate is based on cost of lime stabilization, subbase, base material, ballast, and rail. This price does not include clearing of the land or the acquisition of the land. These issues will be discussed as separate items in this report. Based on conversations with UP, rail cost is estimated presently at approximately \$200 per linear foot (Lft).

### 3.2.2 Land Acquisition

The land surrounding the Ponte Sunshine site is used for various purposes, such as agricultural, residential, industrial, and commercial. In addition, there is property that has remained undeveloped (see Appendix A Figure A-7 for a current zoning map of the area). The cost of land acquisition is based directly on the use of the land and its location. Prices



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of recent sales in this area have varied from \$15,000 per acre for undeveloped land to \$150,000 per acre for prime commercial property with frontage access on highway LA 70.

In order to minimize cost, DDGPC avoided high-priced real estate as much as possible in choosing the proposed spur locations. For the purpose of this study and the range of property affected, DDGPC used the following criteria when estimating land acquisition costs:

- A. Undeveloped land \$15,000 per acre
- B. Agricultural land \$25,000 per acre
- C. Commercial property (with no road frontage) \$100,000 per acre

### 3.2.3 Road Crossings

Road/railroad crossings not only pose a permitting issue, they also increase costs. The prospective industry will be responsible for the costs of the installation of safety features at all road/railroad crossings. Road/railroad crossings are estimated at \$200,000 per crossing.

### 3.2.4 Canal Crossings

There are multiple water features crossing this area. These features range from irrigation ditches to drainage canals, and they eventually form Bayou Verret, which runs south away from the area. The smaller features in the area can be bridged with pipe, but crossing any major canal or bayou will require the addition of a bridge or box structure. Crossings were estimated at \$5,000 per Lft of structure.

### 3.2.5 Land Clearing

Clearing and grubbing of existing land to prepare for the construction of rail was estimated at \$12,500 per mile of track, based on a 50 foot right-of-way.

### 3.2.6 Utilities

Further investigation and coordination will be required to determine the impact on existing utilities and to what extent the existing utility lines will need to be relocated. Factors such as depth of soil treatment or soil undercutting at the point of utility crossings, depth of existing utility lines, and coordination with local utilities are beyond the scope of this project and should be included in the preliminary rail spur design stage.

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However, it was assumed for the purpose of this study that each route would require some relocation of utility lines, so an estimate of \$50,000 was included for each route (see Appendix A Figure A-8 for map of existing utilities).

## 3.2.6 Costs Not Included in the Estimate

As of 2009, federal law will require all hazardous materials delivered by rail to be dropped in a secure location. This law will require a fenced secure area at the point where the load is dropped and at the point where the loads are stored on site. Due to the fact that this requirement is only for hazardous materials and may not apply to all prospective industry, this cost has not been included in the estimates.

Rail maintenance will be required for all installed rail spurs; however, these costs are based on number, frequency and weight of cars utilizing the spur. These conditions will vary greatly with different types of industry, so they have not been included in this estimate. In addition, shared cost of maintenance will be required with Terra Industries for the portion of track from the mainline to the new spur location and with Faustina for the shared portion of the proposed new spur. These shared maintenance costs will be based on the same criteria listed above and have not been included in this estimate.

This study looked specifically at feasibility of rail spur routes. As such, this study only estimated cost associated with the procurement and construction of the proposed spur. No attempt was made to estimate actual freight costs or UP requirements for the shipping of freight. These costs will be directly related to the size and type of freight and are beyond the scope of this report.

## 4.0 Route Evaluation

### 4.1 Assumptions

For all lengths of track, the right-of-way required was assumed to be 50 feet, 25 feet either side of the track centerline. After review of the design standards and conversations with UP, it was determined that UP has no right-of-way requirement for private spurs; however, they do have a minimum clearance requirement of 9 feet either side of the track centerline. The additional right-of way would act as a safety zone between private property and the rail spur.

## 4.2 Route 1

Route 1 would begin south of highway LA 70 and follow Bayou Verret east toward the Mississippi River, where it would curve north under the Sunshine Bridge, skirt several residential communities and then connect to the south side of the Pointe Sunshine property (see Appendix A Figure A-4).

### 4.2.1 Benefits

Bringing the new spur under the bridge would have less effect on traffic than crossing a major State Highway such as LA 3120 or LA 70. The LADOTD will consider traffic impact when reviewing applications, and this alternative would not affect the major roads in this area. Figure 4.2.1 shows the section of bridge that the rail would pass through. This section is approximately 40 feet high and 60 feet wide. UP only requires 23 feet from top of track to nearest overhead obstruction and only 9 feet from centerline of track to nearest obstruction for vertical clearance.

As noted in Figure A-4, the first portion of this spur is currently under development by Faustina Hydrogen Products, a subsidiary of TransCarbon. This portion of the spur could be a shared-cost endeavor, depending on the coordination and timing of the perspective industry. Stephen Goff, a representative of TransCarbon, stated that they are always looking for cost sharing, but they may be limited on their ability to accommodate a spur extension (as discussed in section 4.2.2).



**Figure 4.2.1**  
**Sunshine Bridge Section for Route 1**

Contact for Faustina Hydrogen Products is:

Stephen Goff  
Louisiana Operations Manager  
8752 Quarters Lake Road  
Baton Rouge, LA 70809  
225-922-7782 Phone  
scgoff@gmail.com

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## 4.2.2 Drawbacks

At the time of this report, the spur is currently being designed, and the final layout has not been set. Due to some limiting factors, Faustina may not be able to make design changes in order to accommodate a new alignment that may be needed to extend the new spur under the bridge. If the future spur layout proves incompatible with the design requirements of this route, it may become a non-viable option. However, for the purpose of this report, the option is still considered.

Although this route would minimize traffic impact, it would require two road/railroad crossings, one on the access road from LA 18 to LA 70 and one on Lemenville Cutoff road (as shown in Figure A-4), increasing liability and cost.

This route will pass through a small area indicated on the NWI maps as an area of possible wetlands.

The crossing of Bayou Verret would be the widest at this point. Figure 4.2.2 shows the point where the spur would cross and this area is approximately 30 feet wide. This would require a longer span for a structure increasing the cost.



**Figure 4.2.2**  
**Bayou Verret Crossing of Route 1**

Crossing under the bridge will bring the spur into the Levee protected zone, which will require additional permits as discussed above.

In discussions with LADOTD, William Temple, Chief Engineer, stated that they would be willing to consider the idea of crossing under the Sunshine Bridge, but they would need time to review a proposal and may require additional information. Additional information could possibly include soil stability study, impact studies on the existing bridge piers, and design of crash barriers to protect existing bridge piers. These additional studies could increase the time and cost of this option.

## 4.2.3 Cost

The cost associated with Route 1 was broken into two parts: the possible cost-shared portion and the non cost-shared portion.

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The possible cost shared portion of the spur travels approximately 10600 Lft (2.01 miles) across agricultural land and crosses Bayou Verret, approximately 30 Lft of water crossing. Assuming the 50 foot right-of-way, previously discussed in section 4.1, the area of land covered is approximately 12.17 acres. Using the costs set forth in section 3.2, the calculations for the estimated total cost of this portion of track are listed in Table 4.2.1.

	cost/unit	units	Cost
Rail	\$200/Lft	10600	\$2,120,000.00
Undeveloped Land	\$15,000/acre	0	\$0.00
Agricultural Land	\$25,000/acre	12.17	\$304,250.00
Commercial Land	\$100,000/acre	0	\$0.00
Land Clearing	\$12,500/mile	2.01	\$25,125.00
Road Crossing	\$200,000/each	0	\$0.00
Bridge Structure	\$5,000/Lft	30	\$150,000.00
		Subtotal=	\$2,599,375.00
		15% Contingency =	\$389,906.25
		Total =	\$2,989,281.25

**Table 4.2.1**  
**Cost of Possible Shared Portion of Route 1**

Since this is a possible cost-shared portion of track, the cost to the prospective industry, assuming a 50/50 split of the cost, would be \$1,494,640.63.

The remainder of the spur runs approximately 10990 Lft (2.08 miles) through agricultural land and crosses the LA 70 access road as well as Lemenville Cutoff Road. Approximately 12.61 acres of land would need to be acquired for this portion. Using the established criteria, the calculations for the cost for this portion are listed in table 4.2.2.

	cost/unit	units	Cost
Rail	\$200/Lft	10990	\$2,198,000.00
Undeveloped Land	\$15,000/acre	0	\$0.00
Agricultural Land	\$25,000/acre	12.61	\$315,250.00
Commercial Land	\$100,000/acre	0	\$0.00
Land Clearing	\$12,500/mile	2.08	\$26,000.00
Road Crossing	\$200,000/each	2	\$400,000.00
Bridge Structure	\$5,000/Lft	0	\$0.00
Utility Relocation	\$50,000/each	1	\$50,000.00
		Subtotal=	\$2,989,250.00
		15% Contingency =	\$448,387.50
		Total =	\$3,437,637.50

**Table 4.2.2**  
**Cost of Unshared Portion of Route 1**

Total estimated cost for the construction, both shared (assuming a 50/50 split of cost) and unshared portions of Route 1, is \$4,932,278.



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## 4.3 Route 2

Route 2 would begin at the existing Terra spur north of the highway LA 70 and continue to the east, paralleling LA 70 cutting between existing buildings and passing the Ascension Parish Jail to the south before turning north, crossing Lemenville Road, and heading into the Pointe Sunshine site (see Appendix A Figure A-5).

### 4.3.1 Benefits

This route would minimize the number of properties passed through and prevent the bisection of properties by utilizing the existing edges of each lot. This would make negotiations for land acquisition less difficult. This route would cross only eight property owners before connecting to the Pointe Sunshine site.

This route would bypass the undeveloped tracts of land that have been identified on the NWI map (see Figure A-2) as possible wetlands areas.

### 4.3.2 Drawbacks

In order to get around the possible wetland area, this route will have to cross approximately 2430 Lft of the more desirable commercial lots and will increase the cost of this option.

This route will have two road/railroad crossings: it will cross highway LA 3120 and will cross Lemenville Cutoff Road as shown in Figure A-5.

The crossing of Bayou Verret would be approximately 25 feet wide at this point. Figure 4.3.2 shows an existing bridge just north of the point where the spur would cross the Bayou for this option. This crossing is slightly shorter than Route 1 but will still represent additional costs for this option.



**Figure 4.3.2**  
**Bridge over Bayou Verret Route 2**

### 4.3.3 Cost

Route 2 runs approximately 14330 Lft (2.71 Miles) total with approximately 2430 Lft (0.46 miles) running through commercial lots and the remainder runs through agricultural land. There are two road crossings and one major water crossing (approximately 25 Lft of

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bridge structure). Given the previously established pricing, the calculations for the total estimated price for Route 2 are listed in Table 4.3.

	cost/unit	units	Cost
Rail	\$200/Lft	14330	\$2,866,000.00
Undeveloped Land	\$15,000/acre	0	\$0.00
Agricultural Land	\$25,000/acre	13.66	\$341,500.00
Commercial Land	\$100,000/acre	2.79	\$279,000.00
Land Clearing	\$12,500/mile	2.71	\$33,875.00
Road Crossing	\$200,000/each	2	\$400,000.00
Bridge Structure	\$5,000/Lft	25	\$125,000.00
Utility Relocation	\$50,000/each	1	\$50,000.00
Total=			\$4,095,375.00
15% Contingency =			\$614,306.25
Total =			\$4,709,681.25

**Table 4.3**  
**Cost of Route 2**

Total estimated cost for the construction of Route 2 is \$4,709,681.

## 4.4 Route 3

Route 3 would begin at the existing Terra spur north of the highway LA 70 and continue to the east in a straight line, paralleling Lemenville Cutoff Road and then cutting across an undeveloped area before turning north and heading into the Pointe Sunshine site (see Appendix A Figure A-6).

### 4.4.1 Benefits

This route would be the shortest route, reducing the cost of rail construction, land clearing, and land acquisition. The land it passes through is the least expensive of all options.



**Figure 4.4.1**  
**Typical Drainage Canal in Agricultural Areas**

Route 3 is the only route that will have only one road/railroad crossing. This option will not only save construction dollars but will also reduce future maintenance cost and will reduce the liability risk associated with multiple crossings. Further, by reducing the number of crossings, you will reduce the

public opposition to the new spur.

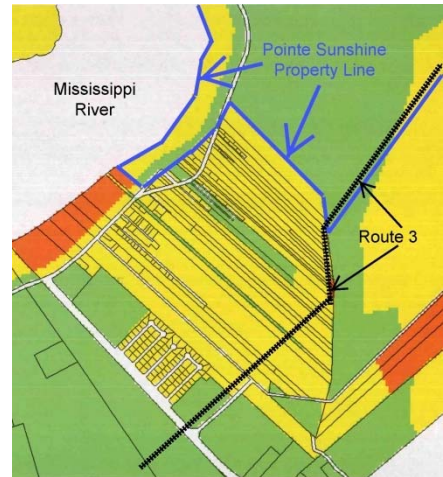
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This route is the farthest north and will cross the site before Bayou Verret is formed. Route 3 will pass through drainage canals that run through the agricultural properties, as shown in figure 4.4.1, but these canals are small enough to be bridged with pipe culverts, decreasing the cost significantly.

## 4.4.2 Drawbacks

Due to the layout of lots in the undeveloped land area, property will need to be acquired from approximately 22 different land owners. Figure 4.4.2 shows the undeveloped area in yellow, the proposed Route 3 in black, and the Pointe Sunshine property line in blue. Each yellow strip in this area represents an individual land owner. Some of these properties would also need to be bisected, leaving the owners with property on both sides of the proposed spur or extra land that would need to be purchased to prevent this division of property. For the purpose of this study, it was assumed that the properties would be bisected and the extra land would not be acquired.



**Figure 4.4.2**  
**Property lines for Route 3**

This route runs through an area indicated on the NWI map as an area of possible wetlands.

## 4.4.3 Cost

Route 3 runs approximately 13220 Lft (2.50 Miles) total, with approximately 2500 Lft (0.47 miles) running through undeveloped property and the remainder runs through agricultural land. There is only one road crossing for this option. Given the previously established pricing, the calculations for the total estimated price for Route 3 are listed in Table 4.4.

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	cost/unit	units	Cost
Rail	\$200/Lft	13220	\$2,644,000.00
Undeveloped Land	\$15,000/acre	2.87	\$43,050.00
Agricultural Land	\$25,000/acre	12.3	\$307,500.00
Commercial Land	\$100,000/acre	0	\$0.00
Land Clearing	\$12,500/mile	2.50	\$31,250.00
Road Crossing	\$200,000/each	1	\$200,000.00
Bridge Structure	\$5,000/Lft	0	\$0.00
Utility Relocation	\$50,000/each	1	\$50,000.00
		Total=	\$3,275,800.00
		15% Contingency =	\$491,370.00
		Total =	\$3,767,170.00

**Table 4.4**  
**Cost of Route 3**

Total estimated cost for the construction of Route 3 is \$3,767,170.

## 5.0 Conclusions

After review of the available information, merits, and price estimates, DDGPC ranked the proposed routes from least attractive to most attractive as follows:

Option	Cost	# of Road Crossings	Possible Wetlands	Issues
Route 1	\$4,932,278	2	Y	Longest route. Bayou crossing. Faustina has not finalized plans for the shared portion. Possible difficulties with permitting including LADOTD, USACE, and Levee board.
Route 2	\$4,709,681	2	N	Costly land acquisition. Bayou crossing
Route 3	\$3,767,170	1	Y	Excessive number of property owners.

**Table 5.0**  
**Ranked Options**

### Route 1

Route 1 was determined to be the least attractive of the possibilities for this proposed spur. On the surface, the cost sharing endeavor with Faustina looked promising, but after analyzing costs, the extra length needed for this route to reach the Pointe Sunshine site proved to be the most costly alternative.

Not only would this option be the most expensive one to construct and maintain, it also provides the most design and permitting challenges. Several major studies would need to be performed for the Levee Board and the LADOTD. Further, the final design of the Faustina spur may not be able to accommodate the extension to the Pointe Sunshine site.

## Route 2

Although Route 2 is estimated to be less expensive than Route 1, it is still considerably more expensive than the next alternative. The expensive property, extra road crossing, and bridge structure would add additional costs to this option.

The advantage of passing through fewer properties is not significant enough to outweigh the additional costs that this route would incur.

## Route 3

Overall, the best option for the proposed spur is Route 3. According to our estimates, this option would be 20% less expensive than Route 2 and 24% less expensive than Route 1. Maintenance costs would also be reduced due to the fact that this is the shortest route.

The possible wetlands area will need further study to determine if wetlands are present, and if so, the quality of those wetlands will need to be determined. It is unlikely that the cost of mitigation for the small area that would be disturbed (only 2.87 acres) would raise the costs of Route 3 to that of Route 2 (a difference of approximately \$973,000). Even if the costs of Route 3 and Route 2 were equal, Route 3 would still be the best choice due to the single road crossing.

## 6.0 Recommendations

If and when it is determined that rail is required for this site, DDGPC recommends the following:

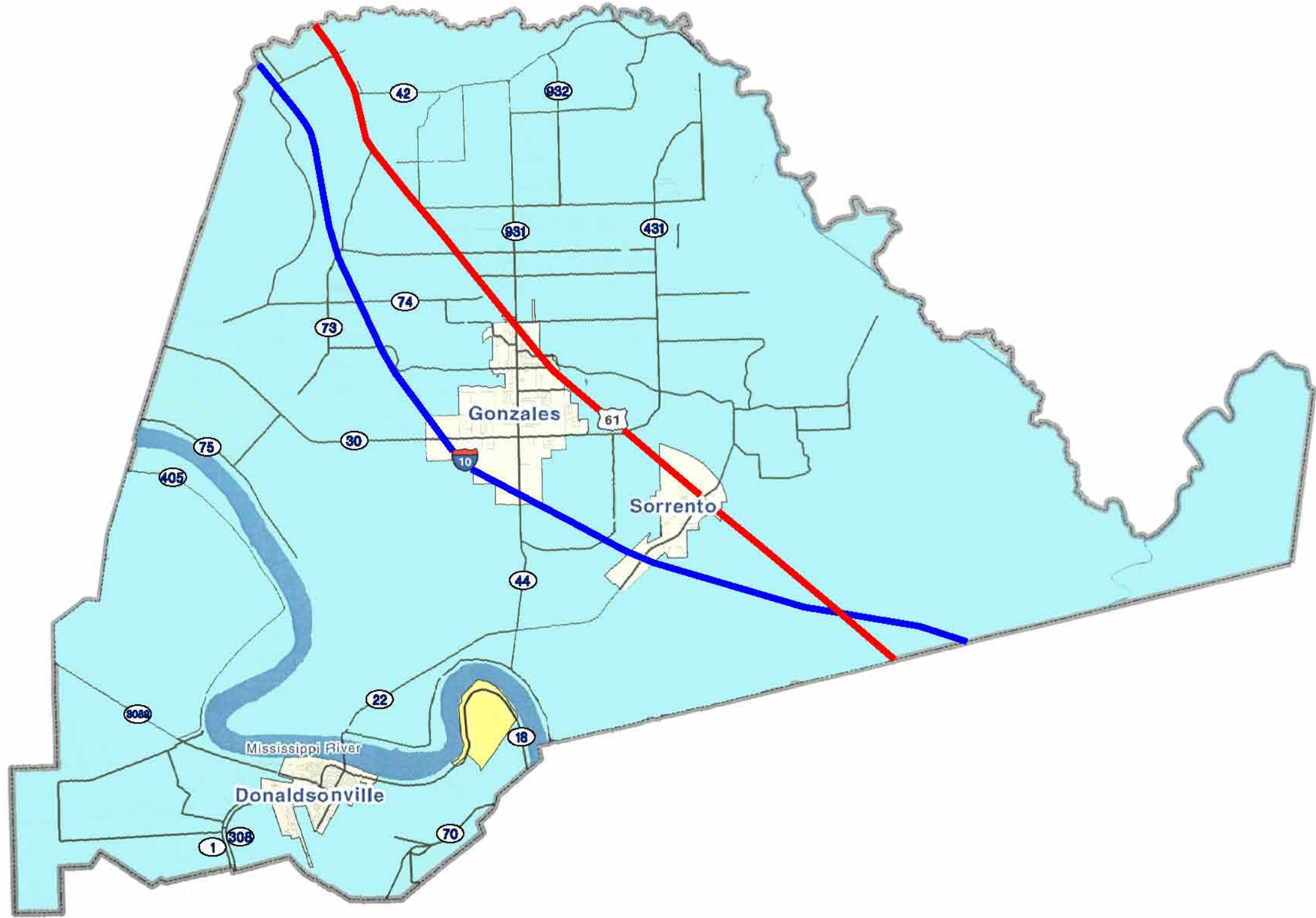
- A wetlands determination and delineation should be completed at the very beginning of the design process due to the long permitting process as discussed in section 3.1.2.
- An extensive survey should be completed along the selected route to determine the optimum layout for the final design.
- Coordination should begin with LADOTD immediately to begin the permitting process.



# Appendix A

## Figures

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**LEGEND**

- INTERSTATE
- U.S. HIGHWAY
- STATE HIGHWAY
- SUBJECT PROPERTY (987 ACRES)



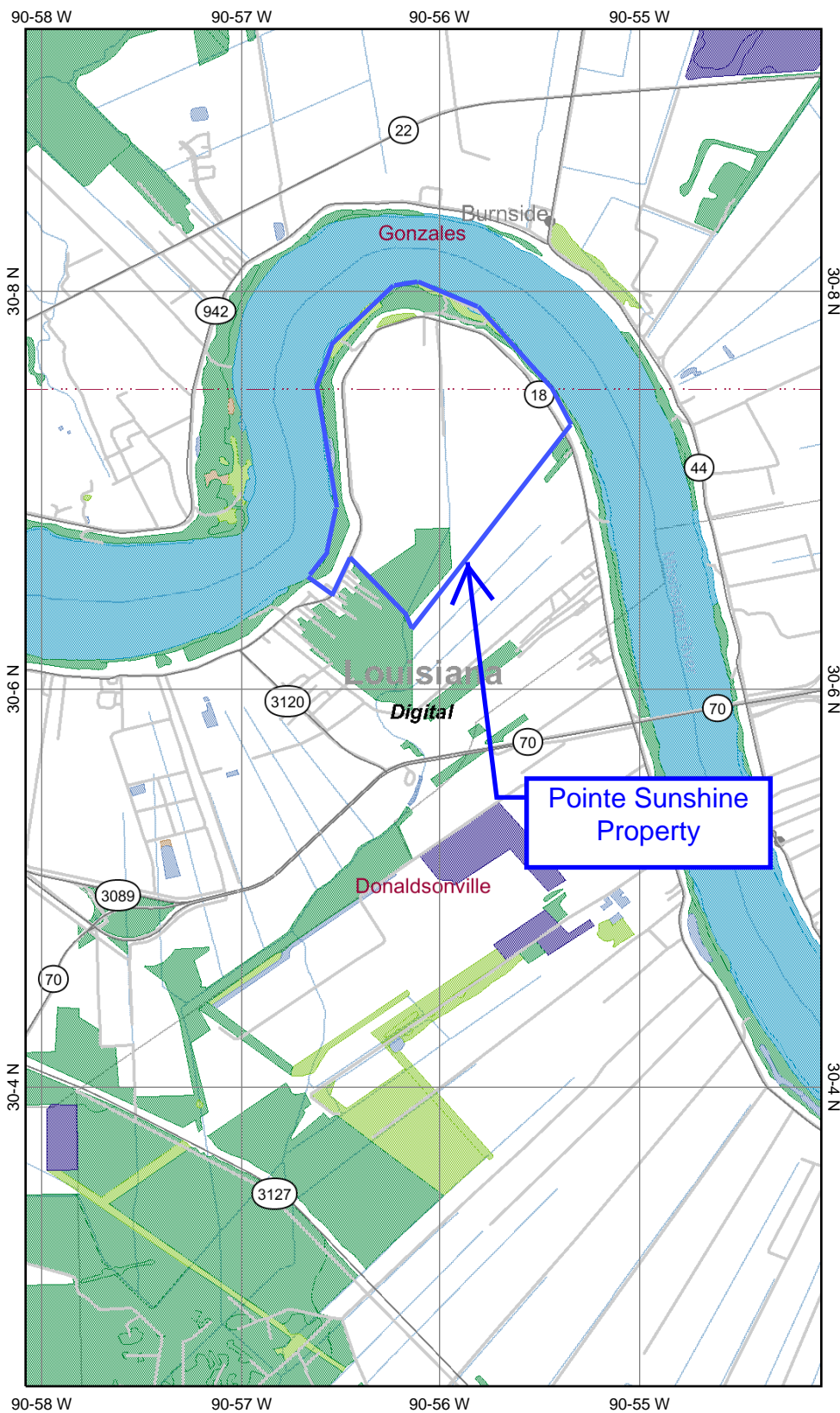
**DDG DUPLANTIS**  
**DESIGN GROUP, PC**  
*Respect - Integrity - Client Satisfaction - Excellence*  
 THIBODAUX MANDEVILLE HOUSTON  
 Civil Engineering • Site Development • Land Planning • Public Works • Architecture  
 314 East Bayou Road Phone 985.447.0090  
 Thibodaux, Louisiana 70301 Fax 985.447.7009

**POINTE SUNSHINE  
 SITE VICINITY MAP  
 ASCENSION PARISH, LOUISIANA**

DRAWN: APR  
 CHECKED: RCG  
 DATE: 4-25-08  
 SCALE: N.T.S.  
 PROJECT NO. 08-123  
 FILE: 08-123 SITE VICINITY EXHIBIT.dwg

**FIGURE  
 A-1**

# Pointe Sunshine



## Legend

### CONUS\_wet\_scan

- 0
- 1
- Out of range
- Interstate
- Major Roads
- Other Road
- Interstate
- State highway
- US highway
- Roads
- Cities
- USGS Quad Index 24K
- Lower 48 Wetland Polygons**
- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine
- Lower 48 Available Wetland Data**
- Non-Digital
- Digital
- No Data
- Scan
- NHD Streams
- Counties 100K
- States 100K
- South America
- North America

Figure  
A-2

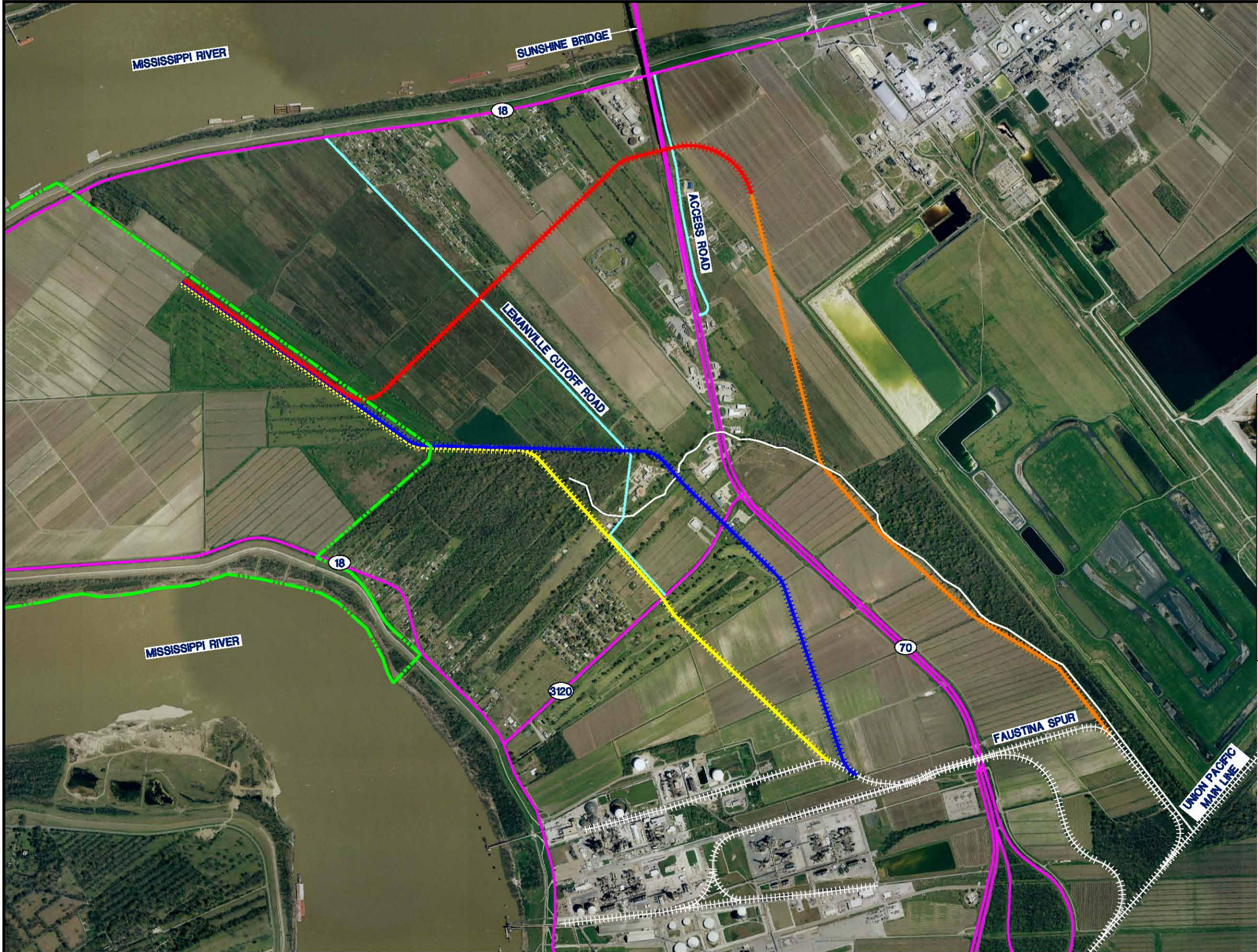


Scale: 1:60,578

Map center: 30° 5' 54" N, 90° 56' 5" W

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION.





### LEGEND

STATE HIGHWAY	
SECONDARY ROAD	
EXISTING RR TRACKS	
BAYOU VERRET	
PROPOSED RR TRACKS (ROUTE 1)	
PROPOSED RR TRACKS (ROUTE 1 BY FAUSTINA)	
PROPOSED RR TRACKS (ROUTE 2)	
PROPOSED RR TRACKS (ROUTE 3)	
PONTE SUNSHINE PROPERTY	

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**POINTE SUNSHINE**  
**RAILROAD ROUTES**  
**ASCENSION PARISH, LOUISIANA**

DRAWN: APR  
 CHECKED: KGC  
 DATE: 4-25-08  
 SCALE: 1:1,500  
 PROJECT NO. 08-123  
 FILE: 08-123 (FIG A-3)  
 RAILROAD EXHIBIT.dwg

**FIGURE**  
**A-3**





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**LEGEND**

- STATE HIGHWAY
- SECONDARY ROAD
- RAILROAD CROSSING
- REQUIRED DITCH CROSSING
- POSSIBLE WETLANDS
- LEVEE PROTECTION ZONE
- EXISTING RR TRACKS
- BAYOU VERRET
- PROPOSED RR TRACKS (ROUTE 1)
- PROPOSED RR TRACKS (ROUTE 1 BY FAUSTINA)
- PONTE SUNSHINE PROPERTY

**POINTE SUNSHINE  
RAILROAD ROUTE 1  
ASCENSION PARISH, LOUISIANA**

DRAWN: APR  
 CHECKED: KGC  
 DATE: 4-25-08  
 SCALE: 1:1,500  
 PROJECT NO. 08-123  
 FILE: 08-123 (FIG A-4)  
 RAILROAD EXHIBIT.dwg

**FIGURE  
A-4**





### LEGEND

- STATE HIGHWAY —
- SECONDARY ROAD —
- RAILROAD CROSSING ⊗
- REQUIRED DITCH CROSSING X
- COMERCIAL PROPERTY ▨
- POSSIBLE WETLANDS ▨
- EXISTING RR TRACKS ▨
- REQUIRED RR TRACKS (ROUTE 2) ▨
- BAYOU VERRET ▨
- PONITE SUNSHINE PROPERTY —

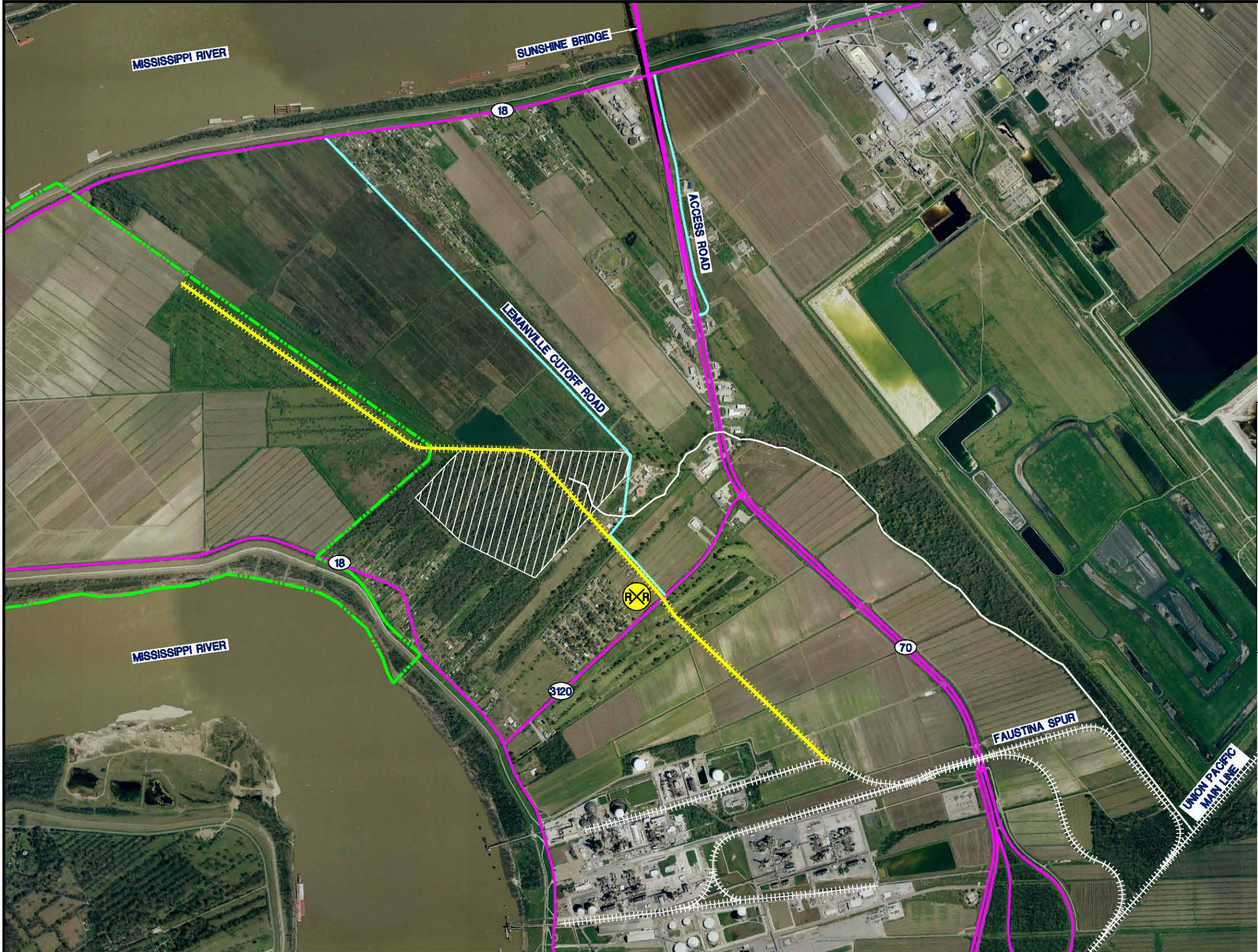
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 Fax: 985-447-7009

**POINTE SUNSHINE**  
**RAILROAD ROUTE II**  
**ASCENSION PARISH, LOUISIANA**

DRAWN: APR  
 CHECKED: KGC  
 DATE: 4-25-08  
 SCALE: 1:1,500  
 PROJECT NO. 08-123  
 FILE: 08-123 (FIG A-5)  
 RAILROAD EXHIBIT.dwg

**FIGURE**  
**A-5**





### LEGEND

STATE HIGHWAY	
SECONDARY ROAD	
RAILROAD CROSSING	
POSSIBLE WETLANDS	
EXISTING RR TRACKS	
REQUIRED RR TRACKS (ROUTE 3)	
BAYOU VERRET	
PONTE SUNSHINE PROPERTY	

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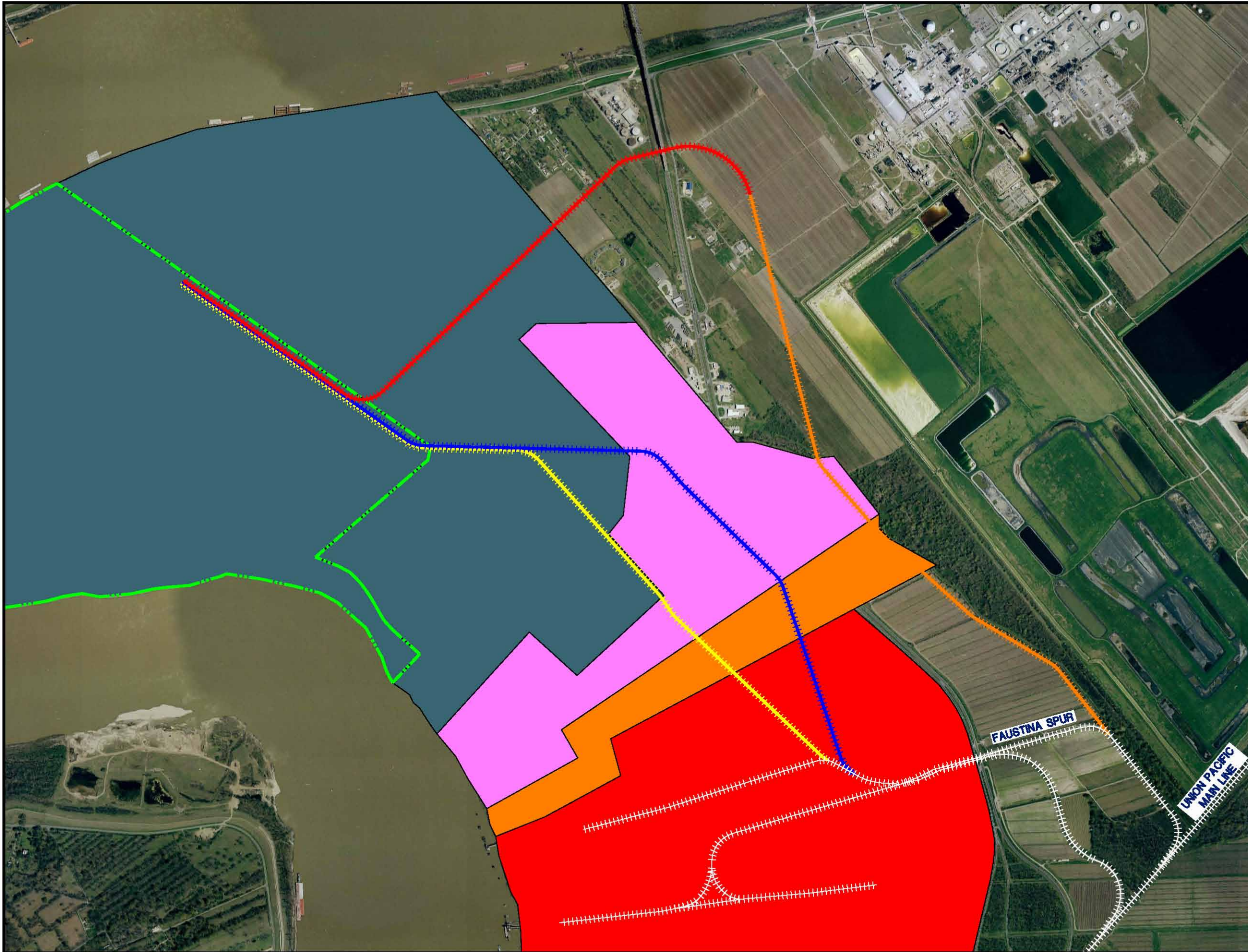
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Thibodaux, Louisiana 70301  
Phone: 985-447-0090  
Fax: 985-447-7009

**POINTE SUNSHINE  
RAILROAD ROUTE III  
ASCENSION PARISH, LOUISIANA**

DRAWN: APR  
CHECKED: KGC  
DATE: 4-25-08  
SCALE: 1:1,500  
PROJECT NO. 08-123  
FILE: 08-123 (FIG A-6)  
RAILROAD EXHIBIT.dwg

**FIGURE  
A-6**





### LEGEND

STATE HIGHWAY	
SECONDARY ROAD	
MEDIUM INTENSITY	
MIXED USED CORRIDORS	
TRANSITION	
INDUSTRY	
EXISTING RR TRACKS	
PROPOSED RR TRACKS (ROUTE 1)	
PROPOSED RR TRACKS (ROUTE 1 BY FAUSTINA)	
PROPOSED RR TRACKS (ROUTE 2)	
PROPOSED RR TRACKS (ROUTE 3)	
PONITE SUNSHINE PROPERTY	

FAUSTINA SPUR

UNION PACIFIC  
MAIN LINE

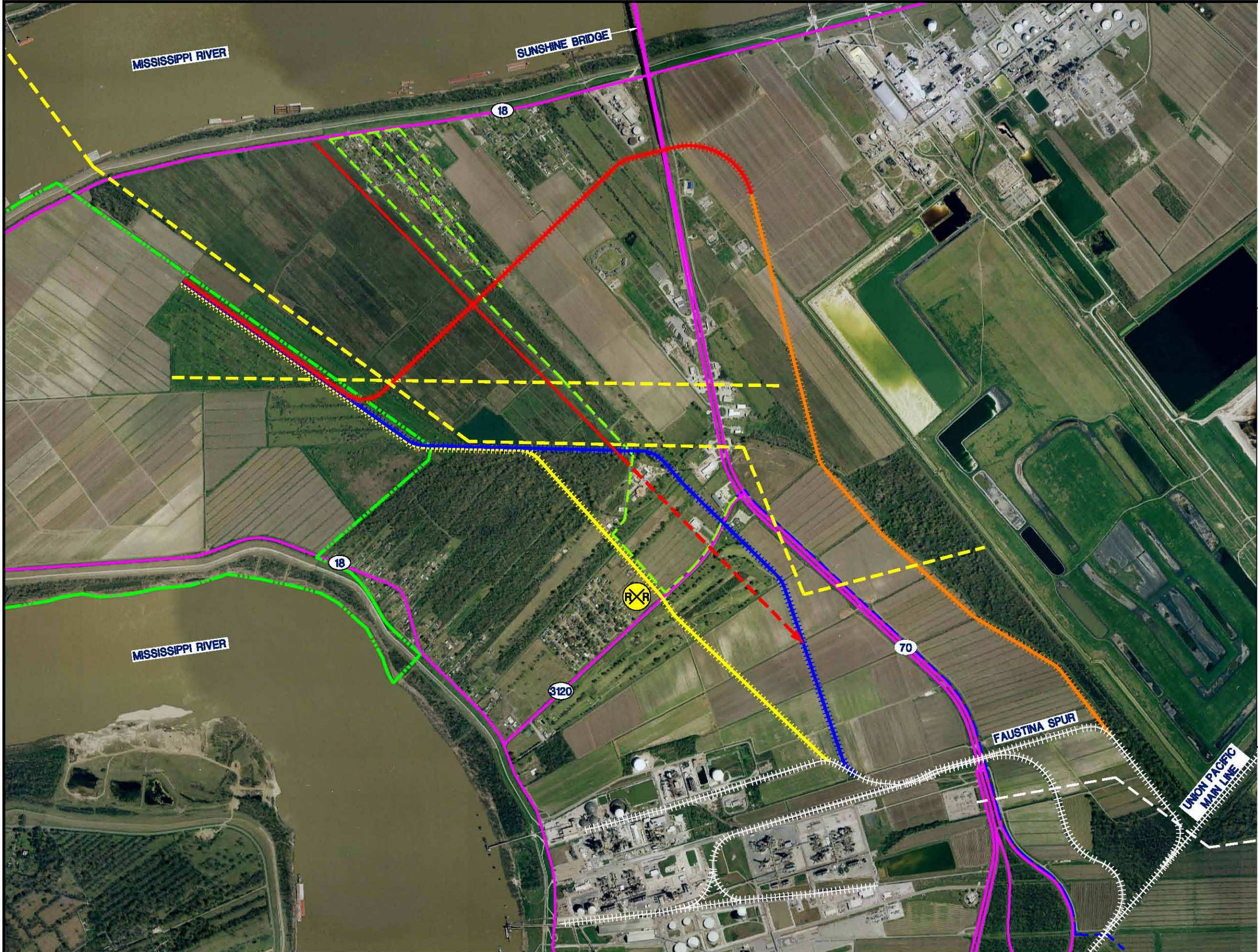
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 Civil Engineering • Site Development • Land Planning • Public Works • Architecture  
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 Thibodaux, Louisiana 70301 Fax: 985-447-7009

POINTE SUNSHINE  
RAILROAD OPTION III  
ASCENSION PARISH, LOUISIANA

DRAWN: APR  
 CHECKED: KGC  
 DATE: 4-25-08  
 SCALE: 1:1,500  
 PROJECT NO. 08-123  
 FILE: 08-123 (FIG A-7)  
 ZONING EXHIBIT.dwg

**FIGURE  
A-7**





### LEGEND

- STATE HIGHWAY —
- EXISTING RR TRACKS [---]
- PROPOSED RR TRACKS (ROUTE 1) [---]
- PROPOSED RR TRACKS (ROUTE 1 BY FAUSTINA) (ROUTE 2) [---]
- PROPOSED RR TRACKS (ROUTE 3) [---]
- PONTE SUNSHINE PROPERTY [---]
- ELECTRICAL TRANSMISSION LINE [---]
- EXISTING 8" WATER LINE [---]
- PROPOSED WATER LINE [---]
- EXISTING GAS LINE [---]
- EXISTING SEWER LINE [---]
- EXISTING SEWER LINE [---]

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 Fax: 985-447-7009

**POINTE SUNSHINE**  
**UTILITIES EXHIBIT**  
**ASCENSION PARISH, LOUISIANA**

DRAWN: APR  
 CHECKED: KGC  
 DATE: 4-25-08  
 SCALE: 1:1,500  
 PROJECT NO. 08-123  
 FILE: 08-123 (FIG A-8)  
 UTILITIES EXHIBIT.dwg

**FIGURE**  
**A-8**



## Appendix B

### Permit Information

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## **HOW TO APPLY FOR A LEVEE DISTRICT PERMIT:**

A simple letter request with adequate drawings should be submitted to Attention: **Haston Lewis, President, Lafourche Basin Levee District, P.O. Box 670, Vacherie, La. 70090, (225)265-7545**, with a copy sent to Attention: **Ronnie Robinson, Department of Transportation & Development, P.O. Box 831, Baton Rouge, La. 70821-0831, (225)231-4151** and two copies to Attention: **Karen Oberlies, U.S. Corps of Engineers, Operation Division, Flood Control Permits Section, P.O. Box 60267, New Orleans, La. 70160, (504)862-2313**.

The letter request should include the **DATE**, **WHAT** facilities you plan to install, **WHERE** you plan to install the facilities a **SCHEDULE** of when you intend to begin, and complete the work, and the **NAME AND PHONE NUMBER** of the project manager or responsible agent. There are no formal application forms to file.

The applicant should include the following drawings with the request.

- a. A vicinity map showing the location of the project.
- b. A plan view drawing, drawn to a scale of 1 inch equals 50 feet, showing all existing and proposed facilities at this site. This drawing should show levee access ramps, batture roads and parking areas, office trailers, utilities, distances from the facilities to the levee toe, etc. and the actual levee station at each end of the project. Levee stations are generally marked on wooden stakes on the levee crown at 1000-foot intervals (ex: 2820+00).
- c. A cross section of the levee and adjacent area, drawn to a scale of 1 inch equals 20 feet both vertical and horizontal and plotted to 0.0 National Geodetic Vertical Datum (NGVD), with the facilities superimposed on this section. The cross section must be taken perpendicular to the levee centerline and extend to a point that will allow adequate technical review (50 feet beyond the project limit, if practical).
- d. Drawings showing specific details of the facilities, such as those for levee ramps, batture roads and parking areas, pipeline installation, slope pavement, etc.

If the permit request is for construction of a residence or building landward of the levee, the only drawings required are a survey plat, plot plan, and foundation plan. If there is any excavation required, and excavation plan should accompany the request.

The applicant should be aware that adequate review of a permit request may take as little as two days or as long as several months, depending upon the nature of the request, the volume of requests being reviewed at the time, and possible delays for modifications to the original proposal. Therefore, providing complete and accurate information and clear drawings for the proposed project is highly important. Usually, 3 to 6 weeks are required for the Departments internal review and approval of major projects.

If you have any questions, you can contact:

**Randy Trosclair** ([rtrosclair@charterinternet.com](mailto:rtrosclair@charterinternet.com)) 225-265-7545

**Sara Long** ([slonglbid@charterinternet.com](mailto:slonglbid@charterinternet.com)) 225-265-7545

**STATE OF LOUISIANA**

**DEPARTMENT OF TRANSPORTATION & DEVELOPMENT**

**RULES AND REGULATIONS GOVERNING THE CONSTRUCTION OF RAILROAD  
GRADE CROSSINGS ON STATE HIGHWAYS**

1. A railroad grade crossing may be constructed on a state highway only after a permit has been obtained from the Department of Transportation and Development (DOTD).
2. Application for permit must be made on Form 593, Project Permit and may require a guarantee deposit made payable to the State of Louisiana, Department of Transportation and Development to insure satisfactory completion of work.
3. The application for permit or letter of transmittal must give the following information:
  - a. The purpose of the crossing.
  - b. Whether the crossing is a main line or a spur.
  - c. Anticipated number of train movements on this crossing per 24 hours and time of day or night movements are to be made.
  - d. Anticipated speed of train movements across the highway.
  - e. Proposed method of affording warning to highway traffic at the crossing.
  - f. Sight distance in each direction along the highway from the point of crossing.
4. Four sets of drawings must accompany the application for permit. These drawings must show the following:
  - a. A plan and profile of the proposed crossing. (The finished elevation of the track must conform to the finished surface of the roadway. Track is not to be superelevated.)
  - b. The type of crossing to be constructed shall be a concrete crossing conforming to DOTD's Qualified Products List No. 35 and special provisions for concrete highway/rail crossings. DOTD has a standard of 12" of asphalt to be used under the new highway/rail crossing's ballast. If the applicant proposes a surface other than concrete special DOTD approval will be required.
  - c. Drainage structures to provide for drainage in the highway side ditches. (The proposed drainage plan shall be approved by DOTD.)
  - d. A plan profile drawing of the highway for a minimum distance of 1200' in each direction from the point of crossing.
5. All necessary precautions for warning the traveling public must be observed during construction of the crossing. Undue delay to traffic will not be permitted. Signing at the location during construction shall be in accordance with DOTD's Standards HS-01 (3 Sheets).
6. Where concrete highways are to be cut, an entire section of slab between joints shall be removed. Replacement of slab shall be in accordance with DOTD's current Standard Specifications For Roads and Bridges.

7. The DOTD Highway/Rail Safety Engineer must approve proposed warning devices (see #3e) prior to their installation at the crossing. All warning devices must be in conformance with the Manual on Uniform Traffic Control Devices, published by the U.S. Department of Transportation, Federal Highway Administration, and shall be furnished and installed by the applicant. This includes all signs, markings and active warning devices that may be required at these sites. DOTD will maintain the railroad advance warning signs and markings, whereas, the applicant will be responsible for the future maintenance of the warning devices at the crossing site.
8. DOTD may, in the future, require tracks to be removed, the highway/rail crossing to be widened or a grade separation constructed by the applicant.
9. The applicant shall be held responsible for the future maintenance of the crossing and appurtenances to DOTD's satisfaction. If the grade crossing is in a poor state of repair and the applicant, after fifteen days notice in writing, fails to make repairs, DOTD reserves the right to make the repairs and charge the expense thereof to the applicant. This is in accordance with IRS 48:386.
10. The applicant shall obtain a U. S. Department of Transportation Railroad Crossing ID No. from the primary service railroad. This will enable the inclusion of this crossing in the National Inventory Data Base maintained by the Federal Railroad Administration, DOTD, and the primary service railroad.

Three(3) copies of the drawings must accompany the utility permit application  
Four (4) copies of the drawings must accompany the Interstate utility permit application

Permit Number \_\_\_\_\_  
CONTROL \_\_\_\_\_ SECTION \_\_\_\_\_

ENTERED IN COMPUTER FILE

\_\_\_\_\_  
INITIAL AND DATE

STATE OF LOUISIANA  
DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT  
**PROJECT PERMIT**  
(Required by State Law)  
R.S. 48:381  
Rev 01/06

**This permit shall be available at the site where and when work is being done.**

Whereas \_\_\_\_\_,  
(Print or type name of applicant)

hereinafter termed applicant, requests a permit for the use and occupancy of the right-of-way of State

Highway No. \_\_\_\_\_ in \_\_\_\_\_ Parish, located as follows:

from: \_\_\_\_\_ Lat: \_\_\_\_\_ Long: \_\_\_\_\_

to: \_\_\_\_\_ Lat: \_\_\_\_\_ Long: \_\_\_\_\_

(in Decimal Degrees, e.g. Lat:-30.459, Long: -91.178 )

for the installation, operation and maintenance of the following described project (use additional sheets as necessary):

\_\_\_\_\_

Estimated number of times this facility will be accessed each year after construction has been completed, including meter readings: \_\_\_\_\_

**Please read all provisions prior to signing this permit.**  
**Failure to conform to the provisions of this permit shall result in DOTD revoking said permit.**  
**By signing this permit, the applicant acknowledges receiving a copy of all rules and regulations.**

Permit is subject to the following conditions (use additional sheets as necessary):

\_\_\_\_\_

**RECOMMENDED FOR APPROVAL:**  
(Check box if review required.)

Permit must be signed by the owner or lessee of the property.  
Contractor may NOT acquire permit

District Permit Specialist / Date

(Signed) \_\_\_\_\_  
(Owner)

District Traffic Operations Engineer / Date

(Printed or Typed) \_\_\_\_\_  
(Name of Person Signing Permit)

District Maintenance Engineer / Date

\_\_\_\_\_  
(Title)

District Engineer Administrator / Date

\_\_\_\_\_  
(Street or P.O. Box)

\_\_\_\_\_  
(City or Town) (State) (Zip Code)

\_\_\_\_\_  
(Telephone Number)

\_\_\_\_\_  
(E-mail Address - optional)

**Applicant must notify District Permit Specialist at phone number: \_\_\_\_\_ prior to beginning work and after work is completed.**

Issue Date: \_\_\_\_\_

Expiration Date: \_\_\_\_\_

**APPROVED:** \_\_\_\_\_

Headquarters Right-of-Way Permit Engineer / Date

HEADQUARTERS

DISTRICT

PERMITTEE

**FIRST:** That, the rights and privileges granted herein shall be nonexclusive and shall not be construed to be any broader than those expressly set out in Acts of the Legislature of the State of Louisiana, regardless of the language used in this permit and that any facilities placed on the highway right-of-way shall be placed in accordance with existing laws and the standards of the Department.

**SECOND:** That, all facilities thereto, after having been erected, shall at all times be subject to inspection and the right is reserved to require such changes, additions, repairs, relocations and removal as may at anytime be considered necessary to permit the relocation, reconstruction, widening and maintaining of the highway and to provide proper and safe protection to life and property on or adjacent to the highway, or in the interest of safety to traffic on the highway and that the cost of making such changes, additions, repairs and relocations shall be borne by the applicant, and that all of the cost of the work to be accomplished under this permit shall be borne by the permittee who agrees to hold the Department harmless therefor.

**THIRD:** That, the proposed facilities or their operation or their maintenance shall not unreasonably interfere with the facilities or the operation or maintenance of the facilities of other persons, firms or corporations previously issued permits of use and occupancy, and the proposed facilities shall not be dangerous to persons or property using or occupying the highway or using facilities constructed under previously granted permits of use and occupancy; and that the Department's records of prior permits are available, it being the duty of the applicant to determine the existence and location of all facilities within the highway right of way.

**FOURTH:** That, installations within the highway right-of-way shall be in accordance with applicable provisions contained in the following: AASHTO Guide for Accommodating Utilities within Highway Right of Way, Code of Federal Regulations 23 (CFR 23), National Electrical Safety Code C2, 1996 Federal Telecommunications Act. Those facilities not included in the above mentioned documents shall be in accordance with accepted practice. Where standards of the Department exceed those of the above cited codes, the standards of the Department shall apply. The Department reserves the right to modify its policies as may be required if conditions warrant.

**FIFTH:** That, data relative to the proposed location, relocation and design of fixtures or appurtenances as may be required by the Department shall be furnished to the Department by the applicant free of cost, and that the applicant shall make any and all changes or additions necessary to make the proposed facilities thereto satisfactory to the Department.

**SIXTH:** That, cutting and trimming of trees, shrubs, etc., shall be in accordance with the Department's EDSM IV.2.1.6 and Vegetation Manual, as revised.

**SEVENTH:** That, the applicant agrees to defend, indemnify, and hold harmless the Department and its duly appointed agents and employees from and against any and all claims, suits, liabilities, losses, damages, costs or expenses, including attorneys' fees sustained by reason of the exercise of this permit, whether or not the same may have been caused by the negligence of the Department, its agents or employees, provided, however, that the provisions of this last clause (whether or not the same may have been caused by the negligence of the Department, its agents or employees) shall not apply to any personal injury or property damage caused by the sole negligence of the Department, its agents or employees, unless such sole negligence shall consist or shall have consisted entirely and only of negligence in the granting of a project permit or project permits.

**EIGHTH:** That, the applicant is the owner of the facility for which a permit is requested, and is responsible for maintenance of such: and any permit granted by the Department is granted only insofar as the Department had the power and right to grant the same.

**NINTH:** That, any permit granted by the Department is subject to revocation at any time.

**TENTH:** That, signing for warning and protection of traffic in instances where workmen, equipment or materials are in close proximity to the roadway surfacing, shall be in accordance with requirements contained in the Department's Manual on Uniform Traffic Control Devices. No vehicles, equipment and/or materials shall operate from, or be parked, stored or stock piled on any highway, median, or in an area extending from the outer edge of the shoulder of the highway on one side to the outer edge of the shoulder of the highway on the opposite side or in the median of any divided highway.

**ELEVENTH:** That, all provisions and standards contained herein relative to the installation of utilities shall apply to future operation, service and maintenance of utilities.

**TWELFTH:** That, drainage in highway side and cross ditches must be maintained at all times. The entire highway right of way affected by work under a permit must be restored to as good a condition as existed prior to beginning work to the complete satisfaction of the Department's R/W Permit Engineer.

**THIRTEENTH:** Any non-metallic or non-conductive underground facility must be installed with a non-corrosive metallic wire or tape placed directly over and on the center of the facility for its entire length within highway right-of-way. Wire or tape must be connected to all facilities.

**FOURTEENTH:** Prior to performing any excavations, the applicant is required to call Louisiana One Call. If installing any underground facilities such as cable or conduits, the applicant must be a member of Louisiana One Call.

## STANDARDS FOR THE INSTALLATION OF FACILITIES ON STATE HIGHWAYS

### GENERAL

- (1) All materials and workmanship shall conform to the requirements of the applicable industry code and to Department specifications.
- (2) All safety precautions for the protection of the traveling public must be observed. Undue delay to traffic will not be tolerated.
- (3) All excavations within the limits of the right-of-way shall be backfilled and tamped in six inch layers to the density of the adjacent undisturbed soil. Where sod is removed or destroyed, it shall be replaced within one week. Where existing spoil material is, at the discretion of the Department, unsuitable for backfill, select material shall be furnished in lieu thereof and the existing material disposed of by approved methods.
- (4) Any clearing and grubbing which may be required by the applicant shall be represented by a plan covering any such actions as well as erosion control measures which may be required to vegetate the area under such clearing and grubbing. The applicant is authorized to retain all cleared timber. The applicant shall follow-up with an erosion control, seeding plan approved by DOTD.
- (5) Access to the lines shall be first from the land side, second from the interchange (longitudinally) and third from the highway (to be approved in each instance).
- (6) Repairs under the roadway will not be allowed if such repairs necessitate open cutting the highway. If a problem occurs with a line crossing, the utility company must install a new crossing. The utility company must bear 100% of the cost.
- (7) The DOTD District Permit Office shall be contacted and notified and shall give approval whenever the cable must be accessed, including routine maintenance. For routine maintenance, three (3) days' notice shall be given. In emergency situations, as much notice as possible must be given.
- (8) Repeater boxes shall be placed as far outside of the right-of-way as possible, unless where otherwise approved by the Department, and in an area that will allow easy access for maintenance.
- (9) Parallel installations shall be located on a uniform alignment to the right-of-way line and within six (6) inches of the approved alignment.

HEADQUARTERS

DISTRICT

PERMITTEE