



October 13, 2022

Kathryn K. Floyd

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Adam Assenza
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Re: Docket No. FD 36633, Louisiana 23 Development Company, LLC –
Construction and Operation Exemption – Plaquemines Parish, La.
Response to Information Request No. 1

Dear Mr. Assenza:

This letter responds to the Office of Environmental Analysis's first information request in Docket No. FD 36633.

IR1-1. We have already provided you an email attaching kmz files for the Option A and Option B alignments. If you have any questions about those, please let us know.

IR1-2. We uploaded the May 2022 Environmental Constraints Assessment to a ShareFile server. We will send you the link via email.

Our client's consultant EOR is now preparing a Final Environmental Constraints Assessment and a Final Route Analysis. The data collected for those reports does not significantly differ from the desktop data in the initial report. We will provide these final reports as soon as they are complete.

IR1-3. The electronic data files for the Environmental Constraints Assessment were also uploaded to ShareFile. Again, we will send a link via email.

IR1-4. LA23 has secured right-of-entry to all properties except for 10 small privately owned parcels located between approximate Stations 428+00 and 459+00 on the proposed track alignment and one large parcel located just south of Ironton between approximate Stations 33+00 and 92+00. But since the proposed alignment

in these areas parallels Highway 23, it can be observed from the highway right-of-way.

IR1-5. In general, construction will consist of clearing and grubbing the right-of-way, removing unsuitable subgrade soils, constructing the subgrade and subballast to an elevation similar to the adjacent Highway 23, and construction of the track. This construction process should last between six and nine months.

The borrow material for constructing the subgrade will likely come from existing borrow pits near the site. The track construction materials will likely be delivered by rail, thus minimizing traffic impact.

Most of the permanent railbed, including access road and shoulder drainage ditches, will be 100 feet wide. In a few areas, the railbed will be less than 100 feet to accommodate existing facilities and structures. The railbed alone, without considering the planned access road and ditches, will be 28 feet for the primary track and 48 feet where the siding and primary track are parallel.

A more detailed description of construction activities—including timeframe and hours of construction per day, equipment and materials used, and temporary construction footprint—will be provided next week.

IR1-6. The road crossings have not yet been designed. The proposed project route requires just two public road crossings: One at Ironton Road and one at Myrtle Grove Road. The proposed alignment may also cross private roads, depending on whether the applicants buy the private properties along the route or just a right-of-way over those private properties.

All crossings will be protected in accordance with AREMA and Department of Transportation guidelines. These protections may include advance warning signage, crossing signage, crossbucks, flashers, or drop-arm barriers.

IR1-7. The preferred route's only above-ground utility crossing will be the Venture Global LNG Plant pipe bridge located close to Station 326+00. The preferred route will cross underground pipelines in five places.

IR1-8. The maximum train speed will be 10 mph. Average operating speeds will be between 5 and 10 mph.

IR1-9. The average train will be 2500 feet long with two GP-38-3 locomotives. These trains will be TEU container unit trains carrying commercial goods. Train length may vary, depending on the number of containers entering and exiting the port terminal, but the maximum length that existing NOGC infrastructure can accommodate is 4000 feet.

IR1-10. As noted above, the permanent railbed, including access road and shoulder drainage ditches, will be 100 feet in most areas. The right-of-way will be the same width.

IR1-11. There will be no permanent support or maintenance facilities constructed as part of this project.

The project does include a 7000-foot siding track from about Station 250+00 to Station 325+00.

Existing power distribution infrastructure paralleling Highway 23 and the proposed alignment can be used for signals if needed. Solar power may also be used for the limited signals involved in the project.

IR1-12. No geotechnical investigations have been completed to date. Because the geotechnical investigations contemplate work within 1500 feet of the Mississippi River levee, they require a permit. A Joint Permit Application has been submitted to the Louisiana Department of Natural Resources and the U.S. Army Corps of Engineers. That application is now under review.

IR1-13. Constructing the rail line would likely support 30-40 temporary jobs. Operating the rail line would likely support 6-10 permanent jobs.

We hope that this information answers OEA's questions and facilitates its environmental review process.

Adam Assenza
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Please don't hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn K. Floyd".

Kathryn K. Floyd

cc: Sam Matheny
Anne Crochet
Nina Reins