

Task 4.1 Potential Environmental Effects / I-49 Study to Identify Interim Improvements for Safety and Efficiency

Section 3 Wax Lake Outlet to Berwick / Interim and Freeway Projects

	Project	NEPA Action	Probable Cost (\$ millions 2012)	FEIS Effects	Interim and Freeway Project Effects	Regulations
I-3	US 90 Access Management Throughout Corridor - Modification of Median Openings Element	CE	\$15.0	N/A	There would be minimal impact to traffic during construction.	Based on the following, these projects likely would not qualify for a CE. FHWA Memorandum - Categorical Exclusion (CE) Documentation and Approval March 30, 1989 - The following conditions will apply to those actions which qualify under 23 CFR 771.117(d) that are processed by the SHA under this programmatic approach. If one or more of the following conditions are not satisfied, separate environmental documentation which demonstrates that the specific conditions or criteria for the CEs are satisfied and that significant environmental impacts will not result, will be submitted to the FHWA to support the classification: 3.The action does not involve the following: •The acquisition of more than minor amounts of temporary or permanent strips of right-of-way for construction of such items as clear vision corners and grading. Such acquisitions will not require any commercial or residential displacements. •Any work in wetlands •Any changes in access control.
	US 90 Access Management Throughout Corridor - Frontage Road Element	EA or include in SEIS 1		Additional ROW is required at the Red Cypress interchange and for the extension of Lassus St. and a new street connection between LA 182 and US 90.	In addition to ROW for the Lassus St. extension and the new street at Sta. 485+00, I-3 would acquire small areas of ROW for jug-handles at Bernard St. and at the Berwick levee.	
I-1	Intersection Improvement at LA 182 Access Road West	SEIS 1	\$2.9	Additional required ROW is a small portion of the parcel generally to the southeast of the existing intersection.	I-1 is identical to the FEIS concept.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
I-2	LA 182 Crossing of Wax Lake Outlet		\$12.7	Significant trees may be removed and permits are required from USACE to construct the embankment over the levee and if piers are required in the Outlet.	In addition to the FEIS effects, I-2 would acquire a narrow strip of ROW along LA 182 close to its intersection with the LA 182 Access Road East and would acquire access rights to properties on LA 182 near the Wax lake Outlet levee and relocate the residents.	
F-1	Ricohoc Interchange		\$27.9	The Ricohoc interchange was not included in the FEIS. At the proposed site on the east side of the outlet, the FEIS had a grade separation contained within the ROW. It should be remembered that the Wax Lake Outlet ROW is a Louisiana black bear corridor.	The Ricohoc interchange would be constructed entirely with existing ROW. As the eastern alternative has not been sketched, a comparison to the FEIS is difficult, but there is considerable existing ROW in the area and additional land that would be needed is in agricultural use.	
F-2a	South Access Road		\$16.2	The frontage road in the FEIS was within the ROW from LA 182 Access Road East to the gas plants and required only a sliver of land approximately 1,000 ft long.	It differs from the frontage road in the FEIS by extending across Wax Lake Outlet and by being located south of the railroad on new ROW. The entrance ramp from the gas plants directly onto the mainline no longer meets standards and it is now proposed to extend the ramp to the Red Cypress interchange within the existing ROW .	

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F-2b	North Frontage Road Calumet	SEIS 1	\$23.4	The northern frontage road is entirely within existing ROW.	The northern frontage road is entirely within existing ROW.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
F-3	North Frontage Road Patterson		\$23.0	The Patterson frontage road is entirely within existing ROW. In the FEIS it was a one way frontage road system, but both fit within the existing ROW. In the area of Cotten Road both directions of travel are on the north side of the mainline forming a boulevard section . The FEIS also provided a shared use trail connecting the north side of the mainline to Kemper Williams Park.	The Patterson frontage road is entirely within existing ROW. In the FEIS it was a one way frontage road system within the existing ROW. The FEIS also provided a shared use trail connecting the north side of the mainline to Kemper Williams Park. The trail would need to be relocated to Cotten Road as the only crossing location available because the mainline would be at grade elsewhere.	
F-4	Waveland Interchange [relocated to Red Cypress]		\$45.8	The FEIS included an interchange at Red Cypress with the mainline elevated. Also the frontage road changed from 2-way on the west to one-way on the east and there was no crossing of the railroad. Additional ROW in a vacant area was required on either side to provide separation of the ramp terminals from the frontage road intersection.	Compared to the concept in the FEIS, there will be additional takings on the north that may result in residential relocations and may increase noise impacts due to the elevation of Red Cypress over the mainline and the railroad and the need for ramps elevated from the both the mainline and the frontage road to access Red Cypress. On the south there may be impacts to wetlands and to a sewerage pond.	
F-5	Cotten Road Overpass		\$35.8	In the FEIS, the Cotten Road area was elevated throughout and fit entirely within the ROW. There were no noise impacts qualifying for mitigation.	The direct effect of the Cotten Road overpass that differs from the FEIS is the potential for noise impacts as it is slightly closer to residential property. The entire project area, however, would differ because of the changes in the frontage road alignment to the south of the freeway within the ROW from Enterprise to Cotten and on new ROW south of the railroad from Cotten to the Bayou Vista Berwick Levee. This would increase traffic at the intersections of Cotten with both the north and south frontage roads because of the elimination of seven roadways crossing the elevated mainline in the FEIS. In consideration of the proximity of the frontage road and the railroad at the Cotten grade crossing, it may be necessary to relocate the overpass to a street where more separation can be provided.	
F-6	Southeast Boulevard Interchange		\$38.8	Except for two small takings at the intersection of the north frontage road and Southeast, the interchange fit entirely within existing ROW.	The same takings would be needed and also there would be a need to acquire access rights from commercial property along north frontage road to control access at ramp terminals. There also would be changes in traffic patterns in the immediate area.	
F-7	Thorguson/Berwick South Overpass		\$31.4	The FEIS configuration of this interchange required a small sliver of additional ROW on the south side of Utah Street and abandoned approximately 1,000 feet of the north frontage road immediately east of Thorguson Drive. The remainder was entirely within existing ROW. There also were small portions of land within the existing ROW that were determined to be wetlands associated with Black Bayou. Both Black Bayou and an area to the west of the interchange were identified as corridors for Louisiana black bears.	If the FEIS concept is updated for inclusion in the Freeway program, the effects would not differ from the previous FEIS. The request to reconsider the north frontage road between Bayou Vista and Berwick was eliminated in the FEIS because there are two Louisiana black bear corridors crossing the mainline, one at Black Bayou and one farther west at the site of the warning sign. The frontage road would interfere with bear movements and support the development of adjacent wetlands.	

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I-4b	Des Allemands East Access Management	CE	\$1.1	N/A	Effects could include changes in driveway openings and short term traffic impacts during construction . All work is within existing ROW.	(d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after the FHWA approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to: (1) Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing). (2) Highway Safety or traffic operations improvement projects including the installation of ramp metering control devices and lighting.
I-5	Des Allemands – Paradis Access Management		\$2.2			
I-6	Paradis Access Management		\$10.4			
I-7	Paradis – Mosella Access Management		\$1.2			
I-9	Boutte Access Management		\$5.3			
I-11a	Jamie Blvd. Intersection Improvements		\$2.7			
I-13a	WB Expressway Lane Addition – Ames Blvd. to Westwood Dr.		\$2.2			
I-13b	EB Expressway Lane Addition – Westwood Dr. to Ames Blvd		\$1.8			
I-13c	Westbank Expressway Signal System Improvements		\$4.1			
I-3	Des Allemands West Access Management	Preferably CE	\$8.8	The effects include a narrow strip of additional required ROW from vacant land along the north edge of the existing ROW, changes in driveway openings, and temporary traffic impacts from westbound lane closures during construction.	Based on the following, these projects likely may not qualify for a CE. FHWA Memorandum - Categorical Exclusion (CE) Documentation and Approval March 30, 1989 - The following conditions will apply to those actions which qualify under 23 CFR 771.117(d) that are processed by the SHA under this programmatic approach. If one or more of the following conditions are not satisfied, separate environmental documentation which demonstrates that the specific conditions or criteria for the CEs are satisfied and that significant environmental impacts will not result, will be submitted to the FHWA to support the classification: 3.The action does not involve the following: ◦The acquisition of more than minor amounts of temporary or permanent strips of right-of-way for construction of such items as clear vision corners and grading. Such acquisitions will not require any commercial or residential displacements. ◦Any work in wetlands ◦Any changes in access control.	
I-4a	LA 632 Intersection Improvements		\$8.1	The effects include the abandonment of some redundant roadway segments, short term traffic impacts during construction and ROW acquisition.		

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I-1	LA 308 Flyover	SEIS 2	\$14.5	The EIS elevated alignment was north of existing US 90 and required additional ROW of which 6,000 linear feet ran through wetlands.	This concept requires less additional ROW and has a lower potential for impacts to wetlands. The only ROW required is a small area on the north side of US 90 in the vicinity of the flyover, a portion of which appears to be a wetland area. This project also will require the acquisition of access rights to approximately 9,000 linear feet of frontage on both sides of the ROW. This land has no existing driveways and either is used for agriculture or is wetlands.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
I-2	LA 182 Closure/Freeway Upgrade		\$14.0	The FEIS concept was aligned to the north in a new ROW, primarily through agricultural land but with 500 linear feet in wetlands, and included an interchange at LA 182.	I-2 requires no new ROW, but does require the acquisition of access rights along the entire length of the project at an estimated cost, including land acquisition services, of \$1,157,580. It will also change local travel patterns by closing the intersection of UA 90 and LA 182 and abandoning LA 182 between US 90 and LA 307 along which there are no existing access points.	
I-8	I-8 I-310 Interchange Improvements	EA to be conducted by the NORPC	\$23.6	The FEIS concept would have construction period traffic impacts to US 90 at the ramp terminals, but would not require ROW acquisition or relocation in the immediate area as it was primarily north of the railroad that is parallel to US 90.	This concept requires the acquisition of ROW and access rights along the southern edge of US 90. At least two businesses would require relocation assistance, and the undeveloped area to be acquired may be determined to be wetlands. A portion of existing but undeveloped ROW also may be determined to be wetlands. There would temporary lane closures during construction and US 90 would be closed for a brief off-peak period to construct the crossing.	
I-11b	Avondale East Median Widening	SEIS 2	\$16.5	The FEIS requires a strip of additional ROW on the south side that is wider than the one required by I-11b. Portions of the ROW requirement is urbanized land and some may be determined to be wetlands, but it is between US 90 and a pipeline.	This concept requires a narrow strip of additional ROW along the south side of the existing US 90 ROW. Portions of the ROW requirement is urbanized land and some may be determined to be wetlands, but it is between US 90 and a pipeline. There may be a difference in traffic noise in the adjacent neighborhoods compared to existing as a result of the travel lanes being moved closer to residences.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
I-11c	Avondale West Median Widening		\$30.9			
I-12	Huey P. Long Interchange Upgrade		\$48.8	Additional ROW is required south of the existing ROW in areas that could be determined to be wetlands. All required ROW is currently vacant except for three developed parcels at the intersection of US 90 Business and Nine Mile Point Road and a commercial use on the south side of US 90 Business. There will be some traffic lane closures during construction, but most work can be done without interfering with traffic. Both highway and rail traffic will require coordination during the construction of structures over roadways and railroads.	No additional ROW is required south of the existing ROW in areas that could be determined to be wetlands. All required ROW is currently vacant except for three developed parcels at the intersection of US 90 Business and Nine Mile Point Road. There will be some traffic lane closures during construction, but most work can be done without interfering with traffic. Both highway and rail traffic will require coordination during the construction of structures over roadways and railroads.	

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I-10	Boutte – Avondale Freeway Upgrade	SEIS 2	\$42.5	The EIS called for twin elevated structures with an at grade frontage road between them. To accommodate this section a strip of additional ROW primarily in wetlands and constrained by pipelines was required along both sides for a distance of approximately 40,000 linear feet from a point about 3,500 feet east of Davis Pond to about 3,000 west of Live Oak at which point no ROW was needed on the north, but a wider area was needed on the south.	In this concept a strip of additional ROW primarily in wetlands is required where frontage roads are to be constructed, a distance of approximately 23,500 linear feet, and for a connection from Willowdale Boulevard to the frontage road of about 2,000 linear feet in length. Approximately 2500 feet west of Live Oak the frontage roads separate to intersect with Live Oak at a sufficient distance from US 90. It can be expected that noise measurements will differ, but as there is little or no development this should not be a substantial issue.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
F-1	Des Allemands West New Freeway		\$57.4	The FEIS and the new concept have an interchange in generally the same location after which the FEIS turns south and crosses Dufrene Ponds and Bayou Des Allemands on structure for a distance of approximately 2.4 miles. This entire route, including a portion of the interchange, was in wetlands. The bayou is a Louisiana Scenic River.	This concept would be constructed at grade for approximately 2.3 miles in the disturbed area between US 90 and the railroad; some areas may be determined to be wetlands. Provisions would need to be made to accommodate any surface flow that may be identified as passing through culverts under the railroad embankment from the wetlands to the north. This issue was not resolved during the FEIS because it was decided that the highway would be elevated and routed to the south. There also may be noise impacts to the development along US 90 that may qualify for mitigation. Construction impacts would be expected where the alignment would tie into the existing system.	
F-2	Bayou Des Allemands Bridge Improvements		\$11.0	The FEIS concept was on a new alignment described in F-1 above.	Permits would be required because the bayou is a navigable waterway and a Louisiana Scenic River. During construction, through traffic would be routed to the LA 631 bridge to the north, which is a 2-lane roadway. At the time of the FEIS there was an American Bald Eagle nest within 1500 feet of US 90 on the east side of the bridge. This would need investigation.	

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F-3	Des Allemands East New Freeway Bypass	SEIS 2	\$79.0	The FEIS concept that is comparable to F-3, F-4, and much of F-5 is aligned entirely through the wetland mitigation bank that is being developed within the Sunset Drainage District . Most of the remainder of the FEIS concept that is comparable to F-5 is in wetlands other than the mitigation bank. To compare the FEIS with these projects, the approximate mileage of wetlands in and out of the mitigation bank will be presented. The FEIS extends 6.3 miles through the mitigation bank and 1.3 miles through other wetlands. This does not include the connoting roadways and ramps at the LA 635 interchange or the I-310 interchange. The EIS also relocates four residences as it crosses LA 631 .	This project is aligned entirely through the wetland mitigation bank that is being developed within the Sunset Drainage District for a distance of approximately 2.5 miles. It also includes approximately a mile of connecting road of which about 75% is in the mitigation bank.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
F-4	Des Allemands – Paradis Freeway Upgrade		\$5.4		This concept is aligned on the existing US 90 roadway. If the local request for a frontage road on the north were added to the plan, it would require a narrow strip of additional ROW, and there would be the possibility of encountering cultural resources in the vicinity of LA 635.	
F-5	Paradis New Freeway Bypass		\$123.1		This concept is aligned for approximately 2.3 miles in the mitigation bank and approximately 1.5 miles in other wetland areas and potentially wetland areas. It also requires the relocation of a commercial property.	
F-5a	Paradis/Boutte New Freeway Bypass		\$314.5	The FEIS alignment east of I-310 crosses approximately 2,500 linear feet of wetlands before crossing The Pit, a small pond, and entering the developed area of Luling and Boutte. It requires the relocation of seven residences in an Environmental Justice community and two vacant commercial buildings. After crossing LA 52 it continues on the north side parallel to the railroad that is parallel to US 90. This requires the relocation of the junction with a rail spur serving the Monsanto Plant and potentially would impact several pipelines. It then crosses the railroad to reenter the US 90 alignment near LA 3060 and includes an interchange with Willowdale Boulevard that has wetland impacts as a result of additional ROW required to the south. This interchange would be redesigned if a new alignment has been selected through the on-going NEPA for the extension of Willowdale Boulevard across US 90 and the railroad to connect to LA 18 to the north.	This concept would cross approximately 3,000 linear feet of vacant land between US 90 and Magnolia Ridge that potentially would be determined to be wetlands. It would relocate one residence and four commercial building at the intersection of US 90 and LA 52 and then enter the same alignment as the FEIS concept parallel to the railroad. It would have the same impact on the rail spur. The same interchange with Willowdale is included, which would be redesigned if the Willowdale extension alignment has been selected.	

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F-5b	Avondale Freeway	SEIS 2	\$162.8	The mainline of I-49 in this area is entirely within the existing ROW for both the EIS and F-5b. There are differences in ROW requirements that are discussed in I-11b and I-11c. As the FEIS concept has an elevated mainline, there are crossings at grade between Live Oak and Jamie.	The mainline of I-49 in this area is entirely within the existing ROW for both the EIS and F-5b. There are differences in ROW requirements that are discussed in I-11b and I-11c. As this concept is at grade except at Live Oak, Jamie, and Lapalco, no cross streets are open. Noise measurements also may change.	CEQ Regulations Section 1502.9(c) Agencies: 1. Shall prepare supplements to either draft or final environmental impact statements if: (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. 2. May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so. 3. Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists. 4. Shall prepare, circulate, and file a supplement to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.
F-6	Westbank Expressway – Huey P. Long Interchange to Ames Blvd		\$367.5	Additional ROW is required south of the existing ROW in areas that could be determined to be wetlands. All required ROW is currently vacant except for three developed parcels at the intersection of US 90 Business and Nine Mile Point Road and a commercial use on the south side of US 90 Business. There will be some traffic lane closures during construction, but most work can be done without interfering with traffic. Both highway and rail traffic will require coordination during the construction of structures over roadways and railroads.	A smaller amount of new ROW is required south of the existing ROW in an area that could be determined to be wetlands. A narrow strip of developed land on the north near the interchange is also required, but no relocations appear necessary. If the freeway is constructed at grade, different noise impacts can be anticipated.	