# S.0 SUMMARY

## S.1 Introduction

The subject of this Final Environmental Impact Statement (FEIS) is the development of Interstate Highway 49 (I-49) South in the US 90 corridor between the LA 1 / LA 308 interchange at Bayou Lafourche near Raceland in Lafourche Parish and the existing completed portion of the elevated Westbank Expressway near Ames Boulevard in Jefferson Parish, a distance of 36.3 miles. This project also includes an extension of Interstate Highway 310 (I-310) from its current alignment to an interchange with I-49, a distance of approximately 2.3 miles. The total length of mainline interstate construction would be 38.6 miles.

A Notice of Intent (NOI) was published in the *Federal Register* on March 3, 2006, advising the public of the initiation of the planning process leading to this EIS in accord with the National Environmental Policy Act (NEPA).

Earlier, in March 2003, NOI's were published for two separate Sections of Independent Utility (SIU) for I-49 South. SIU 1 extended from the LA 1/LA 308 interchange at Bayou Lafourche in Lafourche Parish to the Davis Pond Diversion in St. Charles Parish, a distance of approximately 23 miles. SIU 2 overlapped SIU 1, extending from LA 306 in St. Charles Parish to the completed portion of the elevated Westbank Expressway near Ames Boulevard in Jefferson Parish, a distance of approximately 20 miles.

The NOI of March 2006 gave a project length of 43 miles, which is the sum of the distances in the NOI's issued in March 2003. The elimination of the overlap between LA 306 and the Davis Pond Diversion, accounts for the Selected Alternative having a length shorter than the length given in the NOI of March 2006.

The NEPA planning process was initiated at that time to select an alignment for each SIU. Conceptual engineering design was undertaken, as were technical investigations of the affected environment and the environmental consequences of the alternatives. Three rounds of Public Information Meetings, three in each Parish for each SIU, twelve in all, plus numerous other meetings with public officials and residents, were held throughout 2003, 2004, and early 2005. In August 2005, the DEIS for SIU 1 was published. The comment period, extended in consideration of the disruption resulting from the hurricane season, ended on December 31, 2005, and included Public Hearings on November 10 and 15, 2005.

Based on comments received, it was determined that the separate planning processes for the two SIUs, should be combined into a single process. In preparing a combined DEIS the Purpose and Need, the Alternatives Analysis, and the data that describes the affected environment in the corridor and the environmental consequences of the alternatives were compiled from the DEIS documents prepared originally for the separate SIUs. In some cases, additional conceptual design and technical investigation was undertaken to reflect conditions resulting from combining the SIUs.

It should be noted that most of the data gathering and analysis for this project was undertaken prior to Hurricane Katrina. The regional effects of Katrina are still being studied by several statewide planning groups. In the interim, FHWA, DOTD, and the

other preparers of this FEIS believe that the data and analysis results developed for this project are still valid planning tools considering the scope and location of the Selected Alternative. Regional and local needs for I-49 South remain as long-term growth and development patterns are expected to continue generally according to predicted trends, thereby exacerbating traffic demand and safety issues on existing roadways. The need for hurricane evacuation is greater since Katrina.

The data, assumptions, and findings in the design year impact analyses of the Selected and No-Build alternatives contained in this FEIS are considered reasonable given the expectation that pre-Katrina long-term trends will continue generally as projected.

## S.2 Project Overview

I-49 South is intended to provide a transcontinental highway linking the coastal ports of Louisiana to the entire central United States and central Canada. In Louisiana, I-49 would connect the interchange of I-49 and Interstate Highway10 (I-10) in New Orleans with I-49 in Arkansas. I-49 currently is complete between Shreveport and Lafayette. I-49 South is the section between I-10 in Lafayette and I-10 in New Orleans which would upgrade the existing United States Highway 90 (US 90) corridor. I-49 South would result in the improvement of access throughout the southern region of the state. It may relieve congestion on I-10 between Lafayette and New Orleans.

This project is proposed by the Louisiana Department of Transportation and Development (DOTD) in cooperation with the Federal Highway Administration (FHWA) and will be developed in coordination with federal and state resource agencies.

## S.3 Purpose and Need

The project purpose is to upgrade a portion of the US 90 corridor to become an extension of I-49 South in order to:

- Connect I-49 South to north Louisiana and the nation (system linkage);
- Facilitate hurricane evacuation;
- Increase capacity to meet the travel demand in 2030, the design year of the project;
- Improve safety and efficiency through higher roadway design standards;
- Enhance the economic potential of Louisiana through improved access to ports, airports, industrial sectors, and tourist attractions; and
- Achieve these goals while maintaining consistency with flood control plans and with *Louisiana's Comprehensive Master Plan for a Sustainable Coast* and other programs that provide for the protection of the natural environment.

## S.4 Development of Alternatives

This FEIS includes a Selected Alternative, which is a Build Alternative, and the No-Build Alternative. The No-Build Alternative assumes that the proposed project is not constructed, but that other projects programmed in the regional transportation plan are completed. The Selected Alternative was developed through an iterative process that:

- Developed alternative alignments meeting DOTD design criteria;

- Completed screening level identification of the natural and built environments and their constraints;
- Reviewed findings with the public, public officials, and regulatory agencies; and
- Modified line and grade alternatives in response to environmental constraints and comments.

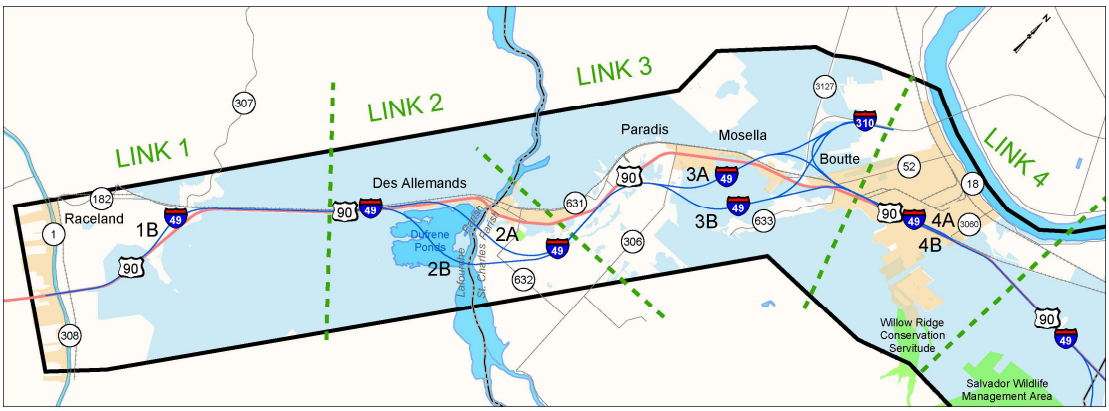
Public Involvement was extensive prior to the close of the SIU 1 comment period. Since the document has been combined, there has been an additional public information meeting, numerous public officials meetings, and a coordination meeting with the Agencies. A Public Hearing was held during March 2007 in each of the affected parishes during the comment period for the combined DEIS.

Following the first round of public information meetings for each SIU in April 2003, numerous alternatives were developed. These alternatives were reduced in number through an alternatives analysis that considered the results of research into environmental constraints. Avoidance of sensitive resources, including wetlands, protected species, and cultural resources, and continuing consultation with regulatory agencies, were important to this alternatives analysis.

The overall project was divided into six Links so that sections with similar characteristics could be studied in greater detail. SIU 1 included Links 1 through 4, and SIU 2 included Links 3 through 6. Following the second information meetings and consultation with the agencies, alternatives for each link were selected for presentation at the third meetings and for inclusion in the DEIS for each SIU.

For SIU 1, the Alternatives selected for inclusion were 1A, 2A, 2B, 3A, 3B, 4A, and 4B. These are shown in **Exhibit S-1**. All possible combinations of these would produce eight Build Alternatives that were compared with the No-Build. The combination identified as the Preferred Alternative in SIU 1 was 1A, 2B, 3A, and 4A.

**Exhibit S-1**
**Build Alternatives in the DEIS for SIU 1**

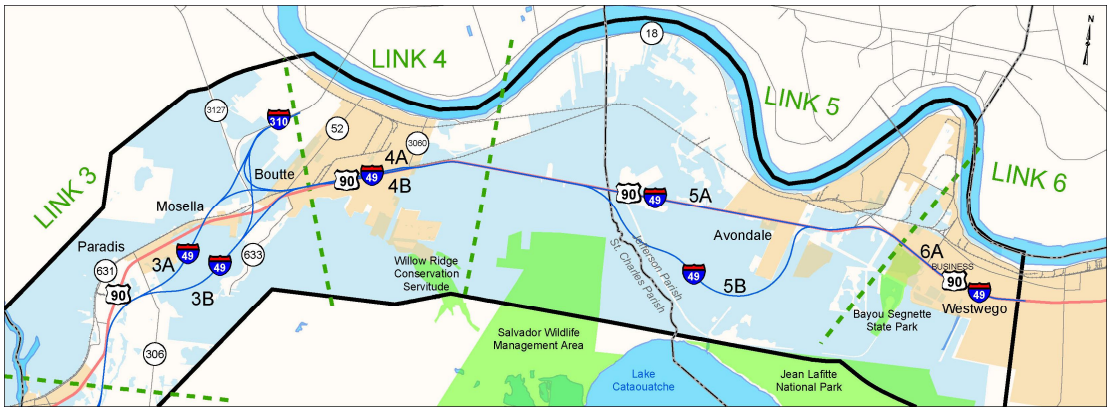



It was determined that the SIU's should be combined before the DEIS for SIU 2 could be completed. However, Alternatives had been selected for inclusion: 3A, 3B, 4A, 4B, 5A, 5B, and 6A. These Alternatives are shown in **Exhibit S-2**. Alternatives 3A, 4A, and 6A were identified as preferred, but no Preferred Alternative was identified for Link 5.

Following the SIU 1 comment period and consideration of the comments received, and in light of the events of the 2005 hurricane season, two determinations were made by the sponsoring agencies:

1. The two SIU's would be combined into a single EIS process to avoid the possibility of segmentation, and
2. The mainline of I-49 would be elevated throughout the project.

**Exhibit S-2**
**Build Alternatives in the Preliminary DEIS for SIU 2**




These determinations led to refinements in the conceptual engineering. Geometric changes made to provide for full elevation of the mainline led to the development of Alternative 1B in Link 1 and Alternative 6B in Link 6.

The determination to elevate I-49 led to the elimination of Alternative 5B, which has an alignment that cannot be constructed on an elevated structure and maintain adequate stopping sight distance, and Alternative 4B, which had an at grade mainline.

As a consequence of Hurricane Katrina and the process of combining the two EIS's, DOTD and FHWA selected a Preferred Alternative which was presented in a combined DEIS that was made available on February 16, 2007. The Preferred Alternative has subsequently been designated the Selected Alternative in this FEIS, and it is compared to the No- Build. The Selected Alternative illustrated in **Exhibit S-3** includes 1B, 2B, 3A, 4A, 5A, and 6B.

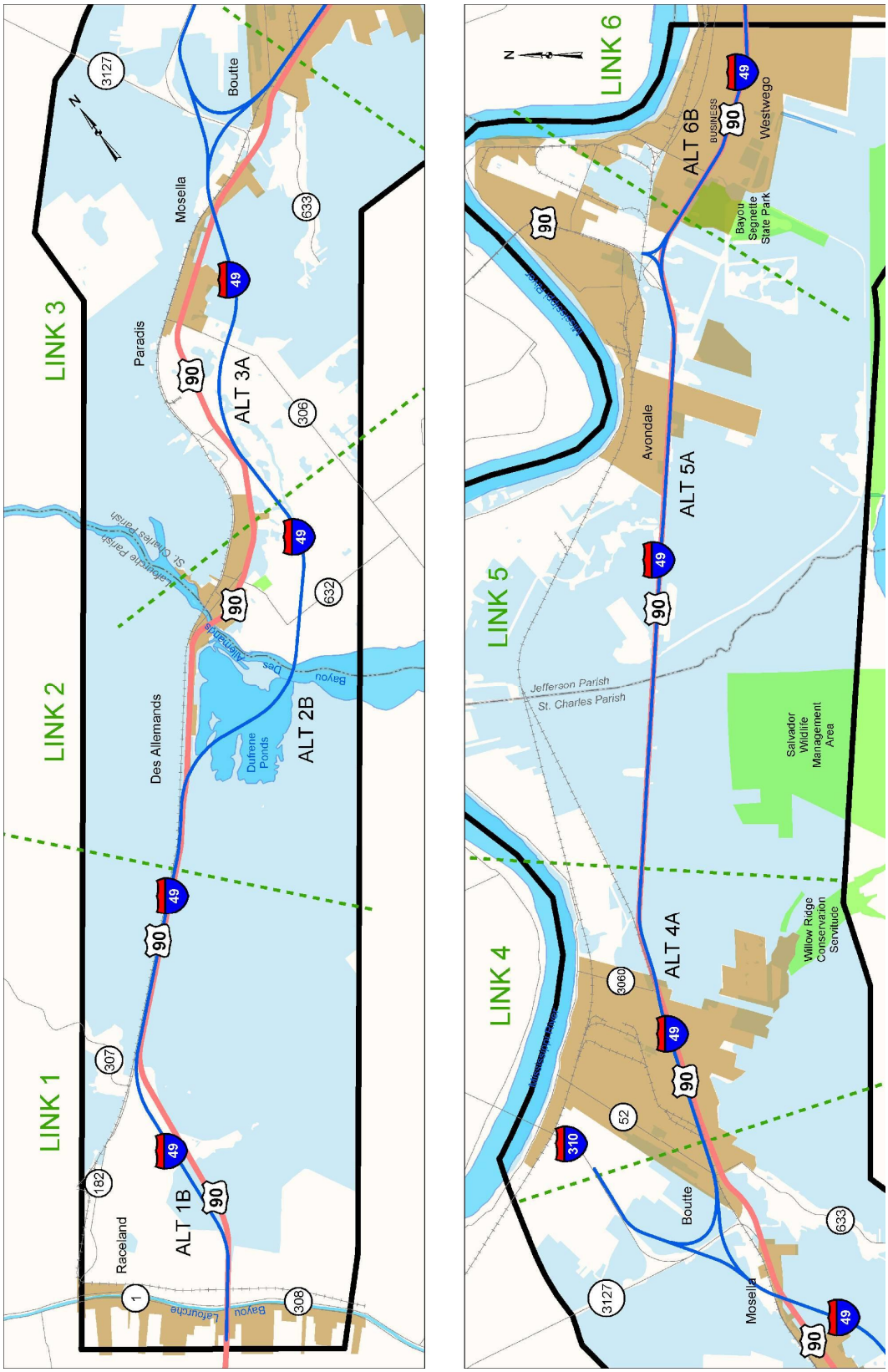
## S.5 Description of Selected Alternative

The Selected Alternative is fully described and illustrated in Chapter 2. The environmental consequences are discussed in Chapter 5, and the proposed mitigation and permits are discussed in Chapter 6. The link alternatives that comprise the Selected Alternative are summarized in Sections S.5.1 through S.5.6.

### S.5.1 Alternative 1B

Link 1 extends from LA 1 to just west of Dufrene Ponds. Alternative 1B evolved from early decisions that I-49 South should follow the US 90 ROW as closely as possible to minimize impacts to wetlands, and that an interchange with LA 182 should be provided.

**Exhibit S-3**
**Selected Alternative**



Between LA 182 and the US 90 interchange in Link 2, the width of the existing US 90 fill section can be reduced to correspond to the two lane access road to be comprised of the existing eastbound US 90. The alignment of 1B includes:

- An elevated mainline across the Barataria Basin between LA 182 and Bayou Des Allemands eliminating any potential additional impacts to local hydrology;
- A route for vehicles traveling on LA 308 to travel northbound on I-49 and for southbound vehicles on I-49 to reach LA 308;
- The provision of local access along the existing US 90 ROW;
- The improvement of traffic operations at the intersections of LA 182 with US 90 and with LA 307; and
- The assurance that the I-49 mainline would remain above the probable flood elevation.

From LA 182 to the point that it ties into the Bayou Lafourche Bridge, Alternative 1B, unlike the previous at grade Alternative 1A, would be elevated 16.5 feet above the grade of LA 182 and occupy a ROW separate from US 90. This separation of the ROW would allow the Parish to extend the remnant of US 90, operating as an access road for abutting properties, from its western termination to LA 308. This extension had been requested by the Parish early in the scoping process; constructing the extension is not part of the I-49 South project.

### S.5.2 Alternative 2B

Link 2 extends from just west of Dufrene Ponds to about 2.3 miles west of Bayou Gauche Road (LA 306). Alternative 2B continues from Link 1 to an interchange with US 90 at the western end of the developed area along Dufrene Ponds; it then crosses the Ponds and Bayou Des Allemands, traverses the Paradis Wetland Mitigation Bank, and terminates near the interchange with LA 635 between Des Allemands and Paradis in St. Charles Parish. Alternative 2B is essentially unchanged from that which was presented in the DEIS for SIU 1, but a slight realignment within the Paradis Mitigation Bank was required as Link 2 approaches Link 3 because of the realignment in Link 3 associated with the interchange with LA 635 that replaces an interchange with US 90.

Alternative 2B would achieve the Link 2 goal of providing a freeway and an interchange with US 90 to provide local access, while avoiding or minimizing the environmental impacts that characterized 2A.

### S.5.3 Alternative 3A

Link 3 extends from just west of LA 306 to just east of Paul Maillard Road (LA 52). Alternative 3A begins at the point that I-49 becomes parallel to US 90 in the Paradis Wetland Mitigation Bank, has an interchange with LA 635, travels south of Paradis, and turns north between Paradis and Mosella to cross US 90 and the BNSF Railroad. Alternative 3A then curves to the right, crosses LA 3127, and continues east to join Link 4 parallel to and on the north side of the BNSF Railroad. Interstate-to-interstate ramps connecting I-49 South to I-310 and a diamond interchange with LA 3127 would be constructed as part of Alternative 3A. Alternative 3A also would include a new southern terminus for LA 3127 with a single signalized intersection at US 90 to replace the two intersections now operating.

Alternative 3A is substantially the same as was presented in the SIU 1 DEIS. Alignment refinements not found in that document include:

- An interchange with LA 635 rather than the interchange with US 90 to serve the area at the western end of Link 3;
- A modified configuration of the I-49 interchange with I-310 to provide for the ramp from southbound I-49 to I-310 to depart from the right;
- A modified alignment of the ramp from northbound I-49 to northbound I-310; and
- The realignment of I-49 northward to the east of LA 3127 to accommodate the realignment in Link 4.

As 3A crosses the highway and railroad it results in some residential relocations and noise impacts to properties in two minority or low-income neighborhoods. One is located on Old Spanish Trail (LA 631) in Mosella adjacent to the railroad. The other neighborhood is Boutte between LA 3127 and the Monsanto property.

### S.5.4 Alternative 4A

Link 4 extends from just east of Paul Maillard Road to just east of the Davis Pond Diversion Canal. Alternative 4A would parallel the BNSF Railroad as it crosses the Monsanto property and then curve to the right to cross the railroad into the US 90 ROW approximately at Barton Avenue. It continues in the US 90 ROW through the Willowdale Boulevard interchange and crosses the Davis Pond Diversion canal.

The alignment of Alternative 4A is substantially the same as presented in the SIU 1 DEIS. The two refinements made include:

- The realignment of I-49 northward while parallel to the BNSF Railroad to avoid taking railroad ROW and to simplify coordination with Monsanto regarding required infrastructure relocations; and
- The widening of the ROW between Barton Avenue and the Davis Pond Diversion Canal to improve the geometry of the Willowdale interchange.

### S.5.5 Alternative 5A

Link 5 extends along the US 90 alignment from Link 4 at the Davis Pond Diversion Canal to the beginning of US 90 Business. From the Davis Pond Diversion canal to the Avondale Canal the mainline would be on two elevated structures near the edges of the ROW with a 2-way, 2-lane service road between them on the existing fill section of US 90. The ROW in this area would be expanded slightly to provide the desirable 25 feet outside the elevated roadways.

From the Avondale Canal to the interchange with US 90 Business and the approach to the Huey P. Long Bridge, the ROW would be widened to provide frontage roads on each side with the elevated I-49 in the center of the ROW. All additional required ROW would be acquired south of the existing ROW. At the Huey P. Long interchange, Alternative 5A would provide new ramp connections in both directions between the I-49 mainline and the frontage roads with the Bridge Approach (US 90 East). North of the Union Pacific Railroad, LA 18 would be relocated to the south to eliminate the signalized intersection of US 90 and LA 18.

The alignment of Alternative 5A has been modified since the third round of public information meetings for SIU 2. The first five of these changes listed below were

presented at the fourth public information meeting. The sixth change results from comments received during the public comment period for the combined DEIS.

- A widened ROW west of Avondale to provide 25 feet outside the elevated structure;
- A widened ROW in Avondale to provide sufficient width to expand the capacity of the mainline and the frontage roads in the future if demand increases;
- Reorganization of the ramps to provide two full diamond interchanges, one with Lapalco Boulevard as the connecting road and the other with the combination of Dexter Drive / Homeplace Street, Butler Road, and Avondale Garden Road as connecting roads;
- Removal of the southbound exit to Segnette Boulevard;
- Realignment of LA 18 at US 90 to reflect the change in the Regional Transportation Plan that routes LA 18 on the US 90 alignment between the intersection of the two roads and West Bridge Circle; and
- A provision that, if 2030 traffic projections made at the time of design justify the change, the 2-lane frontage road would be constructed as a 4-lane roadway with a median and left turn lanes.

### S.5.6 Alternative 6B

Link 6 extends from the beginning of US 90 Business to Ames Boulevard. Alternative 6B provides a 6-lane mainline and a 6-lane frontage road system in the existing ROW of US 90 Business (Westbank Expressway). ROW acquisition would be limited to small strips along the edges of the ROW at the western end of Link 6.

The configuration of Alternative 6B has been refined since the third round of public information meetings for SIU 2. These changes were presented at the fourth public information meeting. Refinements included full elevation of mainline I-49. Previously, Alternative 6A descended to grade just west of Ames Boulevard and returned to an elevated section farther west.

Other refinements included relocation of entrance and exit ramps as follows:

- A northbound entrance and southbound exit between Westwood Drive and Ames Boulevard that creates a diamond when paired with the existing US 90 ramps; and
- A full diamond ramp configuration at Victory Drive.

## S.6 Environmental Consequences

The following environmental consequences are the issues of concern for I-49 South:

- *Relocation of residences, commercial buildings and businesses, and other facilities.* This includes the relocation of 15 residences, 12 businesses, and an estimated 11 other impacts that include, in some cases, partial takings or takings of auxiliary facilities.
- *Control of Access.* In at least five locations along US 90 and US 90 Business, existing full access roads, access to existing urban development will be impacted by control of access at ramp terminals.
- *Environmental Justice.* All residential takings in St. Charles Parish, estimated to number 13, are in neighborhoods occupied by minority residents.
- *Scenic Streams.* A new bridge will cross Bayou Des Allemands, a state scenic stream.

- *Aquatic Ecology.* Especially during construction, there is a concern that aquatic fauna could be disturbed.
- *Wetlands.* 66% of the study area is included on the National Wetland Inventory. Avoiding wetland impacts and minimizing those that cannot be avoided is an important goal of the project. An estimated 578.9 acres of wetlands will be impacted.
- *Floodplains.* A large portion of the study area is in the 100-year floodplain. As the mainline of I-49 is elevated and local access is provided by existing roadways to the greatest extent possible, only new at-grade roadways, primarily at interchanges, would impact the floodplain.
- *Levees.* Appropriate physical separation between the highway and the levees, both horizontal and vertical, must be maintained with the numerous levees in the corridor.
- *Protected Species.* The American bald eagle is present in the study area and measures to ensure its protection, as well as the protection of certain other protected species, must be undertaken.
- *Hazardous sites.* There are 79 recognized environmental conditions in the study area of which 59 are in or adjacent to the ROW.
- *Utilities.* Numerous electrical transmission lines, pipelines, drainage structures, and railroad facilities in the corridor, in some cases, would be impacted by construction.
- *Visual Quality.* Maintaining visual continuity along the Westbank Expressway is a concern.

## S.7 Avoidance, Minimization, and Mitigation of Consequences

The following summarizes the measures taken during preparation of this FEIS or proposed to be taken during design and construction to avoid, if possible, or to minimize or mitigate, if necessary, the environmental consequences outlined in S.6:

- *Relocation of residences, commercial buildings and businesses, and other facilities.* This will be accomplished in accord with DOTD policy, the requirements of Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the project commitments regarding Environmental Justice.
- *Control of Access.* During the design phase, to reduce the impacts of control of access along existing full access roads, a public involvement process, including Access Management Workshops, will be undertaken in communities where this condition may occur.
- *Environmental Justice.* Relocation will be undertaken as described above and as described in Appendix 6-A for the Honor Family. Additional public involvement activities to assure participation by minority and low-income residents, as described in Table 7-5, would be scheduled during the ROW acquisition, design, and construction phases of the project.
- *Scenic Streams.* Potential impacts to Bayou Des Allemands would be resolved through the Class B Scenic Streams Permit process.
- *Aquatic Ecology.* Best Management Practices (BMP's) will be undertaken throughout construction to minimize impacts to the aquatic environment.

- *Wetlands.* Suitable compensatory mitigation for impacts to wetlands will be determined through the United States Army Corps of Engineers (USACE) Section 404 and LDNR Coastal Use Permit processes. The Selected Alternative is considered the least damaging, yet practicable alternative.
- *Floodplains.* To avoid impact to the floodplain, the finished roadway grade of the at-grade roadways will be above the 50-year floodplain elevation and culverts will be designed to convey normal drainage as well as storm flows per DOTD drainage design policies. Elevation of the mainline throughout the alignment avoids potential floodplain impact.
- *Levees.* The design of the elevated mainline would provide sufficient vertical clearance to assure maintenance of the Sunset Drainage District levee, the Davis Pond Diversion Canal levee, and any future levee that may be funded for construction, prior to the final design of the appropriate section of this project, in an alignment that requires a crossing by I-49.
- *Protected Species.* As it appears that the Selected Alternative would have no adverse impact to the eagles, consultation with USFWS and LDWF has been concluded prior to issuing this FEIS. If wading bird rookeries are encountered during construction, work would be suspended pending consultation. Also, the incidence of swamp milkweed and western umbrella grass will be considered during design.
- *Hazardous sites.* Further investigation will be undertaken, as determined to be required during design, and remediation may be necessary. The discovery of any REC during construction would be handled according to DOTD *PPM No. 48.*
- *Utilities.* Typically, utilities are relocated prior to or during construction, but the facilities on the Monsanto site in Link 4 would be studied as a separate study during the design phase. The relocation of those facilities would be completed prior to construction of Segment 7 as defined in the Implementation Plan.
- *Visual Quality.* As shown in **Exhibit S-4**, the extension of the Westbank Expressway between Ames Boulevard and the Huey P. Long Bridge interchange would be designed to have an appearance identical to the existing completed portion of that roadway.

**Exhibit S-4**
**Extension of Westbank Expressway**

## S.8 Permits

The Selected Alternative would involve the preparation and submittal of several federal and state permit applications as indicated in **Table S-1**.

**Table S-1**
**Permits Required by the Selected Alternative**

| PERMIT | LINK | | | | | |
|---|---|---|---|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| Section 10/404 | X | X | X | X | X | X |
| Section 401 Certification | X | X | X | X | X | X |
| Storm Water General Permit | X | X | X | X | X | X |
| Coastal Use Permit | | | X | X | X | X |
| USCG Bridge | Possible | X | | | | |
| Class B Scenic Streams | | X | | | | |
| Levee Board Authorization | | | | | X | |
| Other LPDES Permits | Possible | Possible | Possible | Possible | Possible | Possible |

## S.9 Project Costs

Chapter 8 presents an Implementation Plan for the Selected Alternative. As the basis for the Draft Project Management Plan that will be prepared before the ROD is issued and for the Financial Plan that must be approved at the time funding authorization is requested for construction, the Implementation Plan includes estimates of design, ROW acquisition, mitigation, and construction costs including Construction Management and Program Management. These costs are in Year of Expenditure dollars and are summarized in **Table S-2**. Currently, no funding source has been identified for the design, right-of-way acquisition, and construction of this portion of I-49. All estimated construction dates are dependent on the availability of future funding.

As discussed in more detail in Chapter 8, mitigation costs, except for wetland mitigation, are included in the ROW acquisition estimates:

- The cost of wetland mitigation ranges from $20,000 to $23,000 per acre depending on the characteristics of the impacted acre. Assuming two compensatory acres for each potential wetland acre, the estimated cost is included below in FY 2009.
- The estimated cost of relocating residential properties at $100,000 per residence and estimates for commercial relocation are included in the ROW estimate.

Construction contingencies are estimated at 15% in all cases except for construction of the frontage roads between Avondale Canal and Lapalco Boulevard. In that area the estimated contingency is 20% to account for anticipated drainage improvements.

**Table S-2**
**Estimated Cost of Selected Alternative by Louisiana Fiscal Year ($ million)**

| FY | Design | ROW | Construction and Contingency at Mid-point | CM and PM at Mid-point | Wetland Mitigation | Total Estimate |
|---|---|---|---|---|---|---|
| 2008 | 59.0 | | | | | 59.0 |
| 2009 | 118.7 | 34.8 | | | 23.4 | 176.9 |
| 2010 | 40.0 | 5.1 | 67.6 | 10.5 | | 123.2 |
| 2011 | 42.6 | 3.8 | 585.8 | 89.8 | | 722.0 |
| 2012 | 21.0 | 0.7 | 263.0 | 41.0 | | 325.7 |
| 2013 | | 0.2 | 40.6 | 6.3 | | 47.1 |
| 2014 | | | | | | 0.0 |
| 2015 | | | 937.7 | 146.0 | | 1083.7 |
| 2016 | | | 720.9 | 112.2 | | 833.1 |
| 2017 | | | 464.2 | 72.3 | | 536.5 |
| 2018 | | | 811.4 | 126.3 | | 937.7 |
| 2019 | | | | | | 0.0 |
| 2020 | | | 153.4 | 23.9 | | 177.3 |
| **Total** | 281.3 | 44.6 | 4044.6 | 628.3 | 23.4 | 5022.2 |

NOTE: Column totals may vary due to rounding.

## S.10 Steps to Conclude the NEPA Process

A public comment period began with the publication in the *Federal Register* of the Notice of Availability for the DEIS on February 16, 2007. During that period, a public hearing was held in Jefferson, Lafourche and St. Charles Parishes. Written comments were accepted from the public, local government, and agencies throughout the comment period, and oral comments were recorded at the hearing. Following the conclusion of the comment period on April 9, 2007, all comments were reviewed, coordination meetings were held with the agencies, and with others as appropriate, and an alternative was selected by FHWA and DOTD.

This Final Environmental Impact Statement (FEIS) includes written responses to all comments received. After review of this FEIS, a Record of Decision (ROD) will be issued by FHWA when it is established that all requirements of NEPA have been satisfied.

## S.11 Table of Permits, Mitigation, and Commitments

The following table lists the permits, mitigation, and commitments that must be filed, approved, and completed prior to, during or upon completion of construction, or, in some cases, during design. A complete description of all permits and mitigation to be conducted as part of the proposed action is included in Chapter 6.

| Permit, Mitigation, or Commitment | Entity granting Approval |
|---|---|
| Section 10/404 Permit | USACE |
| Section 9 Permit | USCG |
| 401 Water Quality Certification | LDEQ |
| Coastal Use Permit | LDNR |
| Coast Guard Bridge Permit | USCG |
| Navigation Study | USCG |
| Class B Scenic River Permit | LDWF |
| Storm Water General Permit | LDEQ |
| Other LPDES Permits | LDEQ |
| Mitigation for Wetland Impact | USACE, LDNR, LDEQ |
| Update/Conduct Survey for Bald Eagle Nests and Wading Bird Colonies | USFWS, LDWF |
| Residential Acquisitions and Relocations | FHWA, DOTD |
| Relocation of Honor Family as a group | FHWA, DOTD |
| Commercial Acquisitions and Relocations | FHWA, DOTD |
| Update the Phase I ESA as required | DOTD, LDEQ |
| Coordinate with Pipeline and Power Companies on Relocations | DOTD |
| Update Traffic projections prior to design, especially between Davis Pond and Segnette Boulevard | DOTD |
| Use of BMP's during construction | DOTD |
| Assure Vibration Monitoring during construction in developed areas | DOTD |
| Investigate Site 16JE29 after ROW acquisition. | DOTD |
| Test construction area near Old Mt. Airy Cemetery to assure no disturbance of unmarked graves | DOTD` |
| Conduct Facility Relocation Study on Monsanto property | DOTD |
| Public Involvement regarding Access Management during design | DOTD |
| Authorization to cross Cataouatche Levee | USACE;<br>Southeast Louisiana Flood Protection Authority West |
| Schedule construction to minimize impacts to harvests, school trips, and wading bird nesting. | DOTD |

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