



Chapter 6. FUTURE ACTIONS, COMMITMENTS, MITIGATION, AND PERMITS

The Tier 1 EIS/Section 4(f) Evaluation only advances the Baton Rouge Loop Project at a corridor level without specific environmental resource, land use, and demographic and socioeconomic impacts identified. However, even at this inventory level of analysis, it is possible to identify some Project future actions, commitments, mitigation measures/strategies and the potential permits.

The Baton Rouge Loop Project acknowledges the following preliminary future actions and commitments through the Tier 1 EIS phase.

6.1. Future Actions

During the Tier 2 phase of the Project, the following activities and/or work would be conducted for the selected Baton Rouge Loop Corridor.

- Development of alternative alignment or alignments to a sufficient detail to allow the assessment and/or evaluation of environmental impacts and right of way requirements, as well as produce refined traffic and revenues studies and capital cost estimates.
- Context Sensitive Solutions (CSS) integration in alternative alignment development. CSS activities include stakeholder engagement, visualization, and Context Sensitive Design (CSD) activities.
- Environmental, land use, and socioeconomic studies and fieldwork would be conducted to assess the impacts of the alternative alignments. These would include the following:
 - Land Cover/Land Use
 - Farmlands/Prime Farmlands - Farmland and FPPA consultation with NRCS including completion and submission of form AD-1006, Farmland Conversion Impact Rating
 - Socioeconomic analysis – Refinement of socioeconomic studies
 - Environmental justice - Analysis as appropriate
 - Identify residential and commercial displacements
 - Community facilities
 - Cultural resources: Phase I Archaeological Survey, Historic Structures Survey with National Register eligibility determination, Criteria of Effects evaluation as required
 - Air Quality analysis in accordance with FHWA and LADOTD policy
 - Noise Assessment using LDOTD “Highway Traffic Noise Policy”
 - Wetland identification and delineation with Jurisdictional



Determination as appropriate

- Waterbody (stream/bayou)
- Floodplain and floodway
- Wildlife, habitat, and ecosystems
- Threatened and endangered species (Section 7)
- Visual/aesthetics
- Mineral resources
- Indirect effects analysis (IEA)
- Cumulative effects analysis (CEA)
- Section 4(f) evaluation of resources not identified as being avoided in Tier 1 EIS.
- Section 6(f) analysis and coordination for conversion of use pursuant to Section 6(f) of the LWCF.
- Waste Sites – Phase 1 ESA and subsequent phase assessment as appropriate. Additional waste site issues may include those associated with the industrial properties in section N2 common to all North Unit Corridor Alternatives. These include:
 - Rhodia (formerly Rhone Poulenc): Review of the LDEQ files did not indicate significant groundwater issues that would affect construction of a bridge on the south side of US Hwy190;
 - UOP (formerly Kaiser): High-pH soils have been remediated and there are no known current impacts;
 - CEMUS (formerly U.S. Department of Defense, Alcoa, Kaiser and Laroche): Likely potential for high-pH soils and possible high pH in shallow groundwater;
 - TRC East Landfill (former Kaiser East Landfill): Landfill contains construction debris, high pH soils, spent bauxite, alumina pisolites (a coarse, sandy friction of the spent bauxite separated prior to the settling process), lime, and asbestos. Seepage from the landfill has resulted in high pH readings in nearby surface water bodies.
 - Formosa has ongoing monitoring and corrective action programs for ethylene dichloride in groundwater. LDEQ documentation indicated high concentrations within approximately 1800 feet of the southern boundary of N2.
 - Ethyl/Albermarle has potential for low concentrations of chlorinated organics and pesticides in groundwater within the upper 60 feet in the area north of the former Ethyl site.



- Continued consultation with the Coast Guard, Corps of Engineers, and maritime group representatives regarding the Mississippi River and Gulf Intracoastal Waterway crossings.

The Baton Rouge Loop Project would use the following design criteria and standards in the development of alternative alignments for the Tier 2 EIS phase and subsequent design phases of the project:

- Current LADOTD Design Standards for Freeways.
- American Association of State Highway and Transportation Officials (AASHTO) A Policy on Geometric Design of Highways and Streets
- AASHTO Roadside Design Guide.
- AASHTO Policy on Design Standards Interstate System

6.2. Commitments

The Baton Rouge Loop Project would not use the following Section 4(f) resources in the Tier 2 EIS phase of the project:

- North Unit
 - Cohn Preserve
 - James Watson Park
 - Cohn Arboretum
 - Live Oak Ball Park
- South Unit
 - Longwood Plantation
 - Longwood Plantation archaeology site
 - East Iberville District Park
 - Broussard Mounds archaeology site
 - Sunshine Park
- East Unit
 - Ascension Civic Center

6.3. Mitigation

At this phase, specific Baton Rouge Loop Project impacts cannot be identified or quantified. However, it is reasonable to identify mitigation strategies and measures that would be used in Tier 2 and subsequent phases. These strategies and mitigation measures are as follows:



- In general, resources would be avoided or impacts minimized where practical and practicable.
- Traffic noise – measures may include horizontal and/or vertical alignment adjustment, and noise barriers.
- Construction noise - strategies may include: limited hours of work near schools and churches when in session; and the use and maintenance of appropriate noise reduction apparatus on equipment.
- Surface and ground water – best management practices for erosion and sedimentation control in accordance with LDOTD, LDEQ and EPA SWPP policy.
- Off – site disposal of construction materials, as appropriate, in accordance with Louisiana's Resource Conservation Recovery Act and other state and federal regulations.
- Wetlands – avoidance would be the first priority. If avoidance is not practicable then minimization. Where avoidance or minimization is not feasible compensatory mitigation would be developed in accordance with the current COE regulations.
- Waterbody (stream/bayou/river) modifications/crossings – strategies include avoidance, minimization, optimal structure placement and sizing, pier placement, retaining walls, relocation, and erosion and sedimentation control.
- Floodplains - strategies include avoidance, mitigation for loss of floodwater retention, optimal structure placement and sizing, and pier placement.
- Visual – strategies include landscaping and Context Sensitive Design in appropriate locations and settings.

6.4. *Permitting*

Specific permit requirements for the Baton Rouge Loop Project cannot be identified at this point in the process. Nevertheless, certain permits are anticipated as follows:

Permits under the provision of the Clean Water Act of 1972:

- Section 401: water quality certification.
- Section 404: discharge of dredged and fill material into waters of the United States – Wetlands Encroachment.
- LPDES: LAC 33:IX.2511. Storm water discharge. Discharge of pollutants from any point source into waters of the state of Louisiana, which meets the Section 402, permit requirement.



As bridges would be required across the Mississippi River and two other navigable waterways – the Amite River and the Gulf Intracoastal Waterway, there would be permits subject to the River and Harbors Act of 1890:

- Section 9: construction of a bridge over navigable waters of the United States.
- Section 10: work in navigable waters of the United States.

Other Permits:

- Louisiana Coastal Use Permit: activity affecting the Coastal Zone, such as a project that involves either dredging or filling.
- Levee District Permits: for activity on the levee, on the batture or in the vicinity of 1500' of a Mississippi River and Tributary (M R&T) levee or in the vicinity of 300' of a Hurricane Protection Levee which occurs within the boundaries of a levee district. There are three levee districts in the Baton Rouge Loop Project study area: Atchafalaya Basin Levee District, Ponchartrain Levee District, and the Metropolitan Council of Baton Rouge.

Specific permit requirements for the Baton Rouge Loop are to be identified and refined in the Tier 2 phase.

6.5. Corridor Preservation

Actual right-of-way acquisition for this project would not occur until successful completion of the NEPA process and adequate funding is secured. In the mean time, early corridor preservation has been deemed a priority to avoid additional future impacts and cost. Restrictions to land use in the proposed corridors is not feasible at this time due to the numerous jurisdictions controlling these property rights.

Therefore, a two-pronged approach has been utilized at this stage to minimize additional corridor development: 1) identification and public dissemination of potential corridor locations, and 2) land use planning education for the affected jurisdictions and the public.

Concurrent with the Tier 1 EIS effort, a land use planning expert was brought in to work with the EIS team. The purpose of this undertaking was to work with the public to develop desirable land use scenarios for the potential corridors and to inform the governing bodies of potential methods of both short and long term methods of achieving these scenarios. Public meetings and focus groups have been held and the results will be published in a separate land use report for use by the governing authorities. This report will contain a section on corridor preservation specifying guiding principles for consideration by local jurisdictions as are appropriate at this stage of project development. In future phases, as corridors are refined and alignments determined, corridor preservation efforts should include codified restrictions and zoning by local governments in and around the project limits.