



LOUISIANA NATURAL AND SCENIC RIVERS SYSTEM

# PERMIT APPLICATION

Permit # 979 (Assigned by Department)

The Louisiana Department of Wildlife and Fisheries' Scenic Rivers program is authorized by LRS title 56, Chapter 9 Part II. This law requires permits authorizing activities in or affecting rivers that have been designated by the Louisiana Legislature as Natural and Scenic. Information provided on this form will be used in evaluating the application for a permit. Information in this application is made a matter of public record through issuance of a public notice. Disclosure of the information requested is voluntary, however, the data requested is necessary in order to communicate with the applicant and to evaluate the permit application. If necessary information is not provided, the permit application cannot be processed nor can a permit be issued.

## APPLICANT INFORMATION

Name of Applicant	Louisiana Department of Transportation and Development	Name of Agent (if any)
Address	1201 Capitol Access Road	Address
City, State, Zip	Baton Rouge, LA 70802	City, State, Zip
Phone	(225) 242-4507	Phone
Email Address	Jena.Milliner@la.gov	Email Address

## DESCRIPTION OF THE PROPOSED ACTIVITY

Brief summary of the description and purpose of the proposed activity (details to be attached as a separate document)

The construction of an additional eastbound and westbound lane on the I-10 from LA 42 (Highland Road) in East Baton Rouge Parish to LA 73 in Ascension Parish. The new lanes will be built in the existing median with a median barrier installed.

Is any portion of the activity complete? YES or  NO (If yes, indicate month and year of completion)

## LOCATION OF PROPOSED ACTIVITY

Stream Name	Bayou Manchac
Address	NA
City, State, Zip	Louisiana
Parish	East Baton Rouge / Ascension
Sec/Township/Range	S57, T08S, R02E
Latitude/Longitude	N30.335, W-90.986 DD

## ADJACENT LANDOWNERS

Names, Addresses, Phone Numbers of Adjacent Landowners

## ENVIRONMENTAL ASSESSMENT

Must be a separate document. See the attached instruction sheet for completing the assessment.

## CONFIRMATION OF INFORMATION ACCURACY

Application is hereby made for a Scenic River Permit to authorize the activities described herein. I certify that I am familiar with the information contained in this application and that, to the best of my knowledge and belief, such information is true, complete, and accurate. I further certify that I possess the authority to undertake the proposed activities, or I am acting as the duly authorized agent of the applicant.

Signature

11/1/2016  
Date

**CLASS B PERMIT REQUEST**

**PREPARED FOR:  
LOUISIANA DEPARTMENT OF WILDLIFE AND FISHERIES**

**REGARDING:**

**I-10 HIGHLAND TO LA 73 WIDENING INTERSTATE TO 6 LANES  
I-10  
EAST BATON ROUGE & ASCENSION PARISHES**

**PREPARED BY:  
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT**

**November 2016**



**LOUISIANA DEPARTMENT OF  
TRANSPORTATION & DEVELOPMENT**



**Environmental Section**  
PO Box 94245 | Baton Rouge, LA 70804-9245  
ph: 225-242-4502 | fx: 225-242-4500

**John Bel Edwards, Governor**  
**Shawn D. Wilson, Ph.D., Secretary**

November 1, 2016

STATE PROJECT NO.: H.009250  
FEDERAL AID PROJECT NO.: H0009250  
PROJECT NAME: I-10: HIGHLAND TO LA73  
STRUCTURE NO.: 61034501100001 & 61034501100002  
RECALL NO.: 612110 & 612120  
PARISH: EAST BATON ROUGE & ASCENSION

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LDWF Scenic Rivers Program  
2000 Quail Drive, Room 432  
Baton Rouge, LA 70808  
(225) 765-2642

ATTN: Chris Davis and Matthew Weigel

SUBJECT: Louisiana Natural and Scenic River System Permit Application

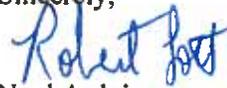
Dear Sirs,

Please find enclosed a copy of the Class B Louisiana Natural and Scenic River System Permit Application for the above referenced project.

The Louisiana Department of Transportation and Development (DOTD) is proposing to widen the I-10 by adding an additional lane in both directions from Highland Road to LA73 in East Baton Rouge Parish and Ascension Parish. This project seeks to address the increasing traffic demand along the I-10 corridor. All work will be done in existing right-of-way. At the Bayou Manchac Bridges (Str. No. 61034501100001 & 61034501100002) this work will entail constructing a new inside eastbound and westbound lane with shoulder and a median barrier. The existing bridges are 200 feet long flat slab bridge with a 40-foot width and 80-foot approaching slabs. The new bridge structures will still be reinforced concrete slab span structures that will be the same length but with a 58-foot width and 40-foot approaching slabs. The bridges are located at Latitude 30.335, Longitude -91.019 in Section 57, Township 08S, Range 02E.

I-10 will not be closed during construction. Two lanes of traffic will be maintained in both directions at all times. If you have any questions or comments please contact Jena Milliner at (225) 242-4507.

Sincerely,

  
for Noel Ardoin  
Environmental Engineer Administrator

attachments

NA/jnm



JOHN BEL EDWARDS  
GOVERNOR

State of Louisiana  
DEPARTMENT OF WILDLIFE AND FISHERIES

CHARLES J. MELANCON  
SECRETARY

Dear Scenic River Permit Applicant:

Please review and concur on the following statement regarding the issuance of permits by the Louisiana Department of Wildlife and Fisheries. This agreement must be signed and returned before a Scenic River Permit can be issued.

"I have been advised and do understand that by applying for and accepting a Scenic Rivers permit issued by the Louisiana Department of Wildlife and Fisheries, I am being allowed to engage in an activity which would otherwise be prohibited by law or for which a permit is required. I understand that the permit is not a license and confers no property right upon me. I specifically agree to abide by all State and Federal fish and wildlife laws and regulations, and all State and Federal laws and regulations which relate to this permit or the permitted activity, and by all other terms and conditions of this permit. I understand that the permit for which I am applying may be suspended, annulled, withdrawn or revoked and that I may be assessed civil penalties, all in accordance with the provision of the Louisiana Administrative Procedure Act, and that I may be denied future permits as a consequence of my failure to fully and completely comply with the terms and conditions of the permit, as well as other laws and regulations pertinent thereto. If served with or notified of a cease and desist order signed by the Scenic Rivers Administrator, I agree to immediately and without delay cease all activities and operations which relate to the permitted activity or which are impacting the Scenic River, until such time as the matter can be resolved in an adjudicatory hearing pursuant to the Louisiana Administrative Procedure Act. I understand and agree that any permit issued to me by the Louisiana Department of Wildlife and Fisheries is in the nature of a privilege which is being voluntarily extended to me by the Department and the failure on my part to cooperate with the Department can result in the loss of the privilege conferred and the denial of future requests for permits. By accepting this permit, I evidence my agreement to be bound by all conditions and stipulations set forth herein."

Authorized Signature

11/1/2016

Date

REV. 12/7/98

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## I. INTRODUCTION

The Louisiana Department of Transportation and Development (DOTD) is proposing the construction of an additional eastbound and westbound lane to I-10 from LA 42 (Highland Road) in East Baton Rouge Parish to LA 73 (Old Jefferson Highway) in Ascension Parish. These new lanes and shoulders will be built in the existing median and a median barrier will be installed to separate opposing traffic lanes. The added lanes and increased shoulder widths will help relieve traffic congestion on Interstate 10 between Highland Road and LA Highway 73 by improving the level of service in this stretch of I-10 and accessibility to I-10 between the northern portion of Ascension Parish and Baton Rouge. The proposed project limits encompass 839.864 acres that are all within the existing DOTD right-of-way. The overall project length would be approximately 16.63 miles.

Bayou Manchac is listed on the Louisiana Department of Wildlife and Fisheries (LDWF) Natural and Scenic Streams Systems. Bayou Manchac stretches from the Mississippi River levees in the west to the Amite River in the east. The bayou is a significant geographical feature as it serves as the boundary between East Baton Rouge and Ascension parishes, as well as, a boundary of East Baton Rouge and Iberville parishes. Bayou Manchac is classified as a Natural and Scenic Stream throughout its entire route from the Mississippi river to the Amite River.

As part of the I-10 widening project from Highland Road to LA 73, the DOTD is proposing to construct an additional westbound and eastbound lane with inside shoulders and median barrier on the I-10 bridges that cross over Bayou Manchac (Str. No. 61034501100001 and 61034501100002). The bridges are located at Latitude 30.335, Longitude -91.019 in Section 57, Township 08S, Range 02E.

In compliance with the National Environmental Policy Act (NEPA), this project was processed as a Categorical Exclusion. As such, the proposed construction will be covered under a U.S. Army Corps of Engineers (USACE) Nationwide 23 permit. DOTD has coordinated with the United States Coast Guard (USCG) and determined the proposed work on the Bayou Manchac Bridge crossing Bayou Manchac in Ascension and East Baton Rouge Parishes, Louisiana, is exempt under the Surface Transportation Authorization Act (STAA) from Coast Guard Permitting. A Cultural Resources Survey was conducted by DOTD staff and no archaeological sites were identified within the proposed right-of-way. The bridges within the proposed project were determined ineligible for the National Register of Historic Places. Wetland surveys were conducted by DOTD biologists on February 3, 2014 and June 14 and 18, 2014. The results of the wetland analysis show that the total proposed project could potentially impact approximately 8.81 acre of jurisdictional wetlands and 3.01 acre of Other Waters of the U.S. (See Wetland Impacts Index Maps in Appendix A). These findings were sent to the New Orleans District, USACE. USACE determined that the wetlands and Other waters of the U.S. mapped within the proposed project area are jurisdictional and subject to regulation pursuant to Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act.

The DOTD Environmental Section has prepared the following report in support of the State's Scenic River Permit Application process in an attempt to ensure the preservation and protection of Louisiana's natural resources. It is the Section's opinion that this proposed action will not

significantly disrupt the unique characteristics that make Bayou Manchac one of Louisiana's Scenic Rivers. This action will help relieve traffic congestion along the I-10 corridor, and consequently, congestion on other arterial roadways between Ascension Parish and Baton Rouge.

## **II. DESCRIPTION OF THE PROPOSED ACTION**

The DOTD is proposing to widen the I-10 and install a median barrier on the bridges crossing over Bayou Manchac in East Baton Rouge and Ascension Parishes. The bridges are located at N30.335, W-91.019 in Section 57, Township 08S, Range 02E (See Attached Project Location Map in Appendix A).

The Bayou Manchac Bridges are 200 feet long flat slab bridges which were originally constructed in 1970. The bridges currently consists of 8-25 feet spans with 40 feet width for both eastbound and westbound I-10. The superstructure was replaced in 1992 in conjunction with an overlay of I-10. The structure is generally in good condition and will be widened and rehabilitated as part of the current interstate widening project.

The construction on the Bayou Manchac Bridges will add a new inside travel lane and shoulder by widening of the existing substructure and superstructure. Two new 18 inch precast concrete piles will be installed and the cap widened to accommodate the widened superstructure. After removal of the inside bridge railing, the superstructure will be widened to a total width of 58 feet for each bridge. The existing 80 feet pile supported approach slabs will be replaced with 40 feet approach slabs.

The bridge inspection report indicated approximately 100 to 150 square feet of deteriorated deck surface which had been filled with asphalt. Deteriorated areas will be outlined by a 1 inch deep saw cut. All asphalt and deteriorated concrete will be removed and the areas repaired with structural concrete patch material from the Qualified Products List. The bridge inspection report indicates that there is some minor cracking and spalling of concrete slab spans under the outside barrier rail at Bents 8 and 9 of the eastbound bridge. A ½ inch minimum depth saw cut will be used to outline the repair area. Loose and deteriorated concrete will be removed and the damaged areas repaired with structural concrete patch material from the Qualified Products List.

I-10 will not be closed during construction. Two lanes of traffic will be maintained in both directions at all times. The length of the project area for the Bayou Manchac Bridges will be approximately 0.07 mile.

### III. DESCRIPTION OF THE PROJECT AREA

The proposed project area is within the existing right-of-way along I-10 in East Baton Rouge and Ascension parishes (see Wetland Impacts Index Maps in Appendix A). The majority of the right-of-way is mowed and maintained uplands with engineered drainage structures. Neither hydrophytic vegetation nor wetland hydrology indicators were observed within a majority of the existing right-of-way. Many of the roadside ditches within the project limits have no relatively permanent water flow or high water mark and convey water that is low in volume, infrequent, and of short duration.

Bayou Manchac begins near the Mississippi River levees and stretches 18 miles to the Amite River in the west, forming part of the border between East Baton Rouge Parish and Iberville Parish and between East Baton Rouge and Ascension Parish. Within the proposed project area, Bayou Manchac has a narrow band of mixed hardwood woodlands flanked to the west and northeast by residential subdivisions. Bayou Manchac's riparian corridor is 90% undeveloped and offers high scenic value.

The soil type mapped within the proposed project area near Bayou Manchac by the U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS) consist of Galvez silt loam, 0 to 2 percent slopes, frequently flooded, and Memphis complex, 5 to 30 percent slopes.

Vegetation species near Bayou Manchac Bridges were typical of East Baton Rouge and Ascension Parish roadside habitats (i.e., deciduous scrub-shrub and/or forest habitat). Trees include red maple (*Acer rubrum*), sweetgum (*Liquidambar styraciflua*), and black willow (*Salix nigra*). Shrubs located within the project area are waxmyrtle (*Myrica cerifera*), eastern baccharis (*Baccharis halimifolia*), buttonbush (*Cephalanthus occidentalis*), and American black elderberry (*Sambucus nigra* ssp. *canadensis*). Herbaceous plants include palmetto (*Sabal minor*), greenbriers (*Smilax* spp.), southern dewberry (*Rubus trivialis*), and Japanese climbing fern (*Lygodium japonicum*).

On February 3, 2014, and June 12 and 18, 2014, DOTD biologists conducted a site visit to determine the presence of jurisdictional wetlands and Waters of the U.S. within the project limits, and to delineate and map the wetland boundaries, if present. DOTD biologists determined that the wetlands in proposed project area near Bayou Manchac consisted of 0.055 acre of forested wetland habitat not impacted by the project, 0.584 acres of jurisdictional Other Waters of the U.S. impacted by the project and 0.689 acre of jurisdictional Other Waters of the U.S. not impacted by the project (See Attached Wetland Impact Map 2 in Appendix A).

#### **IV. PERMIT EVALUATION CRITERIA**

The following is a discussion of the potential impacts due to construction of the proposed project on parameters listed in the guidelines for the evaluation of Louisiana Natural and Scenic Streams.

##### ***A. Contemporary Cultural Associations***

Based on site investigation, there are no other structures within the existing DOTD right-of-way at the area of the proposed bridge widening. Therefore, it is not anticipated that this proposed project would have any impacts to cultural associations.

##### ***B. Historic/Archaeological Sites***

A cultural resources survey was conducted and the final report concluded that none of the structures identified during the survey were eligible for nomination to the National Register of Historic Places. In a letter dated November 13, 2014, the SHPO concurred with this finding. Therefore, the proposed project will have no impact to any known historic properties.

##### ***C. Economic Changes***

The activities of the proposed project do not pose any long-term economic changes for the surrounding communities. While there may be temporary inconveniences during construction, the project will not alter community cohesion or accessibility, nor will it cause any relocation to occur within the area surrounding the bridge structure. When the project is completed, cohesion and accessibility to the surrounding communities will continue.

According to the 2015 census on population and housing, East Baton Rouge Parish has a population of 446,753 and Ascension Parish has a population of 119,455. The 2010 census figures were 440,178 and 107,194 respectively.

##### ***D. Wilderness Quality***

Based on a review of the National Park Services (NPS), U.S. Wildlife & Fisheries Service (USFWS), and Louisiana Department of Wildlife & Fisheries (LDWF) GIS databases, there are no State or Federally listed "wilderness" areas within the project area. The project area within the existing DOTD right-of-way does not meet the characteristics to be classified as a wilderness area. It is not anticipated that this bridge construction will alter any natural quality that already exists along the project corridor. Construction impacts, including noise, physical disruption, and increased human activity, will affect the wilderness quality in the immediate area of the project. However, these impacts will be short-term. Following project construction, the wilderness quality of the area should return to its previous status.

### ***E. Scenic Quality***

The proposed construction activities will temporarily impact the scenic quality within the existing DOTD right-of-way. The herbaceous habitat within the existing DOTD right-of-way will rehabilitate quite rapidly while the forested habitat will rehabilitate at a slower rate in the post-construction period based on the succession rate of vegetation observed within the project area. The techniques used in the removal of any vegetation are described in section VI.B of this permit.

The clearing of vegetation and other construction activities within the forested portions of the existing DOTD right-of-way will reduce the scenic values in the immediate area of the proposed bridge expansion until native vegetation can be re-established. The scenic value of the right-of-way will not be adversely impacted by the proposed project. Following the expansion of the existing bridge structure, the scenic quality of the project area should return to a state similar to pre-project conditions.

### ***F. Recreational Resources***

Bayou Manchac in the immediate vicinity of the proposed project area, has no parks, sites, or other recreational areas. In a letter dated July 21, 2014, the Natural Resource section of the Office of State Parks concurred with this finding. Another letter from the Outdoor Recreation section of the Office of State Parks, dated July 8, 2014, also concluded that the proposed project did not interfere with any existing recreational facilities.

### ***G. Ecological Impacts***

The proposed project activities are confined to the existing DOTD right-of-way. Construction activities will have only minor effects on the ecological balance in the project area. Any disruption of the ecology in the immediate area will be minimal and temporal. The local ecology should return naturally in a short amount of time.

The findings resulting from the wetland analysis conducted by DOTD biologists on February 3, 2014, June 12, 2014, and June 18, 2014, was sent to the New Orleans District, USACE. A letter dated July 14, 2014, from USACE determined that the wetlands and Other Waters of the U.S. mapped within the proposed project area require a Department of the Army permit under Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act. The proposed project was approved as a Categorical Exclusion by FHWA on August 4, 2015, so a Department of the Army Nationwide 23 permit will be required.

### ***H. Fish and Other Aquatic Life***

There will be sporadic increases in water turbidity in the area of the bridge construction and downstream of the project area. Erosion controls described further in this permit will reduce any major impacts to the overall stream quality as far as fish and aquatic life are concerned. There should be no long-term adverse impacts on fisheries and other aquatic resources resulting from the proposed construction activities.

### **I. *Wildlife***

The existing forested habitat located along the northeast and southwest sides of I-10 within the existing DOTD right-of-way, provides limited food and cover along with suitable nesting habitat for wildlife species in the area. This area likely provides a suitable travel corridor and watering opportunities to wildlife species in the area. There are no known listed threatened or endangered species that will be affected by the proposed project activities within the project area.

Based on information obtained from the USFWS, Louisiana Ecological Services Office, Online Endangered Species Act (ESA) Technical Assistance Form submitted by DOTD on August 4, 2014, the proposed project is not an activity that would affect listed threatened or endangered species, nor designated critical habitat within Ascension Parish. Therefore a "No Effect" conclusion is appropriate. A letter dated August 5, 2014, from the Office of Wildlife in LDWF concurred with this finding. The USFWS ESA Technical Assistance forms for the project area and Office of Wildlife letter can be found in Appendix D.

### **J. *Botanical***

The botanical impacts within the project corridor will be minor. The site investigations were conducted by DOTD biologists on February 3, 2014, and June 12 and 18, 2014. No significant or unusual botanical species were observed within the limits of the existing DOTD right-of-way. DOTD has an Engineering Directive governing the treatment of significant trees (EDSM I.1.1.21). In order to qualify as a significant tree, it must be a live oak, red oak, white oak, magnolia, or bald cypress that is considered aesthetically important, 18" or greater diameter at breast height (DBH) (4' -6" above the ground), and having a form that separates it from the surrounding vegetation or is considered historic. A historic tree is a tree that stands at a place where an event of historic significance occurred that had local, regional, or national importance. A tree may also be considered historic if it has taken on a legendary stature to the community; mentioned in literature or documents of historic value; considered unusual due to size, age or has landmark status. Significant trees must be in good health and not in a declining condition. No trees meeting these qualifications were observed in the project area. Therefore no impacts to significant or unusual botanical species or trees of significance are expected.

### **K. *Geological and Hydrological Features***

No significant landmarks or geological features are found within the immediate project area and thus, no impacts are expected. The project area is located on the Southern Hills Aquifer System in an area mapped as having low recharge potential. The proposed project is confined to the existing DOTD right-of-way and will have no impact on the recharge potential of the aquifer.

### **L. *Water Quality***

Primary contact recreational use and secondary contact recreational use on Bayou Manchac are fully supported. Fish and wildlife propagation are not supported. The Louisiana Department of Environmental Quality (LDEQ), 2014 Louisiana Water Quality Inventory: Integrated Report list

the impairments in Bayou Manchac as nitrate/nitrite, dissolved oxygen, phosphorus, chloride, sulfates, and total dissolved solids. The sources for these impairments are listed as on site treatment systems and natural conditions.

The installation of temporary erosion control features will be coordinated with the construction of the permanent erosion control features to the extent necessary to assure economical, effective, and continuous control of erosion and water pollution throughout the life of the project.

## V. ALTERNATIVES

Two alternatives were considered for the project, build and no-build. DOTD has selected the build alternative over the no-build alternative, which does not address the purpose and need of this project. The overall purpose of the project is to meet increasing traffic demands on the I-10 by constructing an additional travel lane with new inside shoulders in each direction in the existing median, and installing a median barrier to separate the opposing traffic lanes.

### Build Alternative

As proposed, the project consists of building an additional lane of the I-10 in both directions with new inside shoulders and median barrier. This project includes the currently existing I-10 Bayou Manchac Bridges.

### No-Build Alternative

The no-build alternative would leave the I-10 as a 4-lane Portland cement concrete interstate roadway unable to handle its increasing capacity demands.

## **VI. METHODS OF CONSTRUCTION**

### ***A. Construction Techniques***

All work will be conducted within the existing right-of-way. Construction operations will be accomplished utilizing land-based equipment.

### ***B. Actions to Minimize Detrimental Effects***

In an effort to minimize project damage, DOTD, Office of Highways, will require that the project take certain measures toward reducing environmental and ecological damages. The planning measures taken or proposed to minimize harm are given below (in accordance with the Department's *Louisiana Standard Specifications for Roads and Bridges*, 2006 edition).

#### **1. Construction In, Over or Adjacent to Navigable Waters**

All work in, over, adjacent or continuous to navigable waters and/or wetlands will be conducted in accordance with the rules and regulations of the USACE and the USCG.

Navigable clearance on waterways will not be infringed upon, and existing navigable depths will not be impaired except as allowed by permits issued by the responsible agency.

The DOTD will obtain a permit from the USACE relative to approval of construction plans for bridges, causeways, embankments, dredging and spoil disposal, etc. for work in navigable waters and/or wetlands. The DOTD will be responsible for conformance with all provisions and conditions of the permit.

#### **2. Prevention of Soil Erosion and Water Pollution**

The DOTD will exercise planning and forethought in coordinating the work of protecting the project and adjoining properties from soil erosion and siltation by effective and continuous erosion control methods of either a temporary or permanent nature. The area of bare soil exposed at any time by construction operations will be kept to a minimum.

#### **3. Environmental Protection**

The DOTD will comply with all Federal, State and local laws and regulations controlling pollution of the environment, including air, water and noise. The contractor will take necessary precautions to prevent pollution of all waters and wetlands with fuels, oils, asphalts, chemicals or other harmful materials and to prevent pollution of the atmosphere from particulate and gaseous matter.

#### **4. Excavation and Embankment Construction**

Borrow pits will be located a minimum distance of 300 feet from the right-of-way unless otherwise authorized in writing by the engineer. In instances where pits are located closer than

300 feet and are visible from the roadway, they will be screened in accordance with Department requirements at no additional cost to the Department. When resources of borrow are located adjacent to a stream or river listed on the National System of Wild and Scenic Rivers or the Louisiana Natural and Scenic Rivers System, the borrowed pits, and any stockpiled materials, will be located not less than 300 feet from the natural bank of the stream.

All materials designated usable and to be placed in embankments from required excavations will have been tested and classified in their original position by the Department's Testing Laboratory before being excavated and placed in the embankment or other final positions on the project. These materials will be subject to the restrictions for materials hereinafter contained, and will conform to DOTD regulations.

Excavation and embankments for the roadway, intersections and entrances will be finished to reasonable smooth and uniform surfaces. Excavation operations will be so conducted that material outside of the limits of construction will not be disturbed. Prior to beginning excavation, grading and embankments operations in any area, all necessary clearing and grubbing in that area will have been completed.

Drainage excavation and rough grading will be performed simultaneously, unless otherwise directed. Drainage excavation may be disposed of or placed in the embankment, unless otherwise specified. Roots, stumps and other obstructions located inside and in bottoms of ditches and channel changes will be cut to conform to required cross section and grade. No excavated material will be left within 3 feet of the edge of the ditch or channel.

If DOTD excavating operations encounter cultural artifacts or archaeological, historical or paleontological sites, the operations will be temporarily discontinued. The engineer will contact the proper authorities in order that an appropriate assessment may be made to determine the disposition thereof of any necessary actions that maybe required relative to the site. When directed, the DOTD will excavate the site in such manners as to preserve the artifacts encountered.

## **5. Temporary Erosion Control**

The installation of temporary erosion control features will be coordinated with the construction of the permanent erosion control features to the extent necessary to assure economical, effective, and continuous control of erosion and water pollution throughout the life of the contract.

The DOTD will make sufficient precautions to prevent pollution of streams, canals, lakes, reservoirs, and other water impoundments, with fuels, oils, bitumen, or other harmful materials. Also, the schedule of operations will be so as to avoid or otherwise minimize pollution or siltation of such streams, etc., and to avoid interference with movement of migratory fish. No residue from dust collectors or washers will be dumped into any live stream.

Construction operations in rivers, streams, lakes, tidal waters, reservoirs, canals, and other impoundments will be restricted to those areas where it is necessary to perform filling or excavation to accomplish the work showed in the plans and to those areas which must be entered

to construct temporary or permanent structures. As soon as conditions permit, rivers, streams and impoundments will be promptly cleared of all obstructions placed therein or cause by construction operations.

When structures are constructed near streams, the stream banks will be kept in their natural state as much as possible. The DOTD will not unduly strip existing protective vegetation in the vicinity of the stream banks and will so conduct this operation as not to damage the banks with equipment. No bank up stream or downstream will be excavated except by approval of the engineer. Banks cut for work roads will be located downstream and replaced to their original shape and density. Unnecessary stripping of vegetation along banks in the construction area will not be permitted.

Frequent fording of streams with construction equipment will not be permitted. Except as necessary for construction, excavated material will not be deposited in rivers, streams, canals, impoundments, or in a position close enough thereto, to be washed away by high water or runoff.

The DOTD will not disturb lands or waters outside the limits of construction, accept as may be found necessary and authorized by the project engineer. However, all work will be confined to the permitted project limits.

The location of, and method of operation in, borrow pits, material pits, and disposal areas furnished by the DOTD for waste material from the project (other than commercially operated sources) will meet the approval of the engineer as being such that erosion during and after completion of the work will not result in probability of detrimental siltation or water pollution.

Permanent erosion control features will be incorporated into the project at the earliest practical time. Use of temporary erosion control features will be authorized to correct conditions that develop during construction which weren't foreseen at the time of design, to control erosion prior to the time it is practical to construct permanent control features, or to provide immediate temporary control of erosion that develops during normal construction operations but is not associated with permanent erosion control features on the project.

The DOTD will schedule operations such that the area of unprotected erodible earth exposed at any time is not larger than the minimum area necessary for efficient construction operations but is not associated with permanent erosion control features on the project.

Clearing and grubbing will be so scheduled and performed that grading operations can follow immediately thereafter, and grading operations will be so scheduled and performed that permanent erosion control features can follow as soon as practical.

## **6. Other**

In addition to the requirements or regulations of the Standard Specifications, the DOTD will conform to all prevailing requirements, restrictions and controls of Federal and State laws rules or regulations for pollution control or abatement (noise, water, air, soils erosion).

Subsequent to the completion of construction and the ultimate use of the facility, there may be possible applications of herbicides and/or pesticides involved within the highway right-of-way during future operations and maintenance activities.

Applications of herbicides by DOTD are usually made in the following situations:

1. Soil sterilants under guard rail and around posts and other areas in which grass is not wanted.
2. Contact herbicides are used in ditches and other like areas to increase the flow of water for good maintenance.
3. Selective herbicides are used on the right-of-way to kill undesirable species in order to reduce mowing and for beautification.

All of the above-described applications are made under the supervision of properly trained and accredited individuals in the various fields of agriculture, who possess the required knowledge and training necessary in the handling and use of herbicides and other related agricultural chemicals.

The DOTD does not make any pesticide applications; however, pesticides are applied to the highway right-of-way by the USDA and the Louisiana State Department of Agriculture, through their pesticide application programs. These applications are made in four to five-year cycles and are regulated through their policies and procedures.

## VII. REFERENCES

Louisiana Department of Environmental Quality, Louisiana Water Quality Inventory: Integrated Report, 2014. Baton Rouge, La.

Louisiana Department of Transportation and Development, Office of Highways, 2006. Louisiana Standard Specifications for Roads and Bridges. Baton Rouge, La.

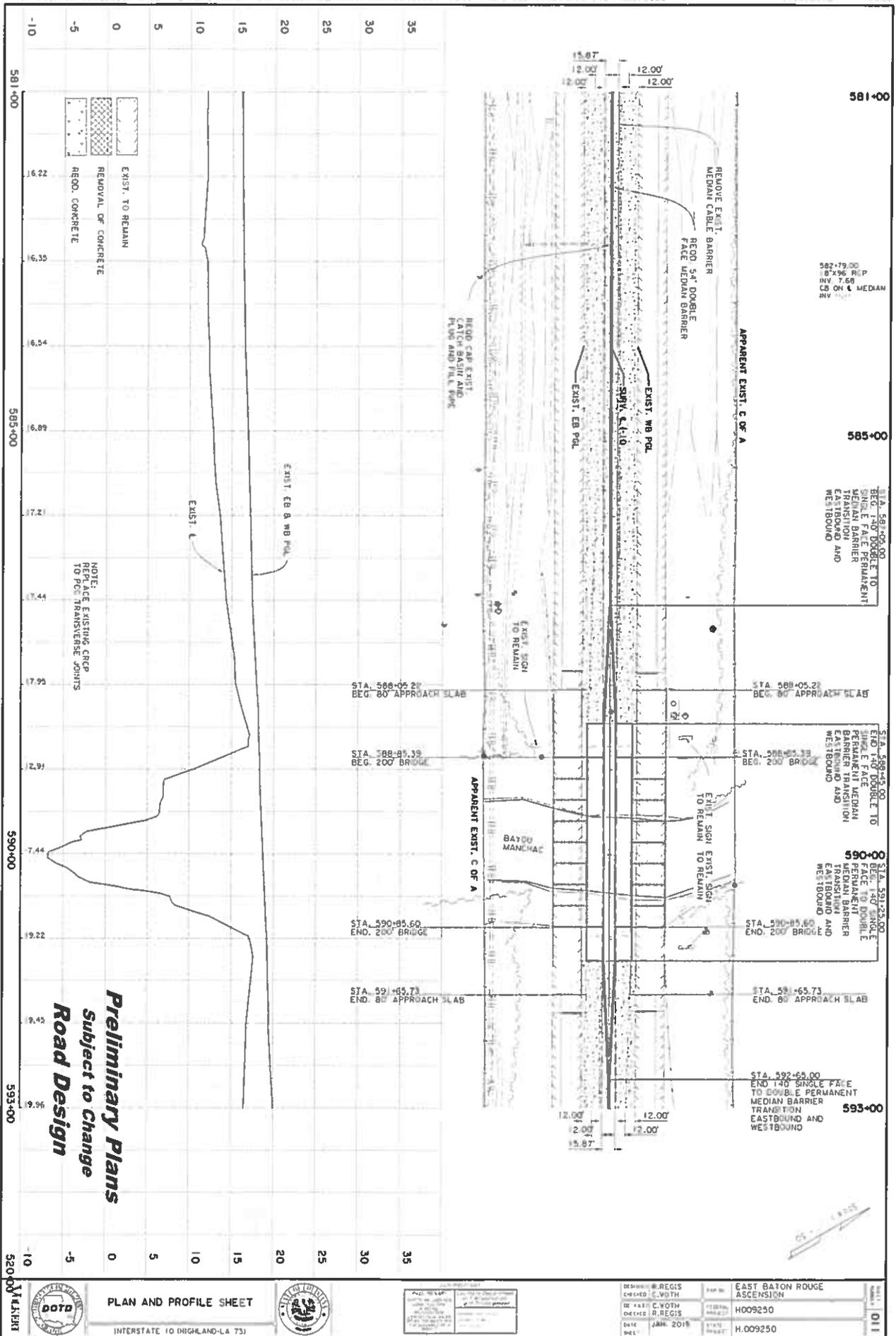
Louisiana Department of Wildlife and Fisheries. August 1993. Louisiana's Natural and Scenic Streams System. Baton Rouge, La.

Louisiana Department of Wildlife and Fisheries. May 2013. Scenic River Management Plan for Bayou Manchac. Baton Rouge, La.

U.S. Census Bureau

U.S. Department of Agriculture, Natural Resource Conservation Service. Web Soil Survey, Accessed October 28, 2014, [websoilsurvey.sc.egov.usda.gov/App/HomePage.htm](http://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm).

U.S. Fish and Wildlife Service, Louisiana Ecological Service Office, ESA Technical Assistance Form, Accessed August 4, 2014, [www.fws.gov/lafayette/](http://www.fws.gov/lafayette/).



**Preliminary Plans**  
 Subject to Change  
**Road Design**

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PLAN AND PROFILE SHEET

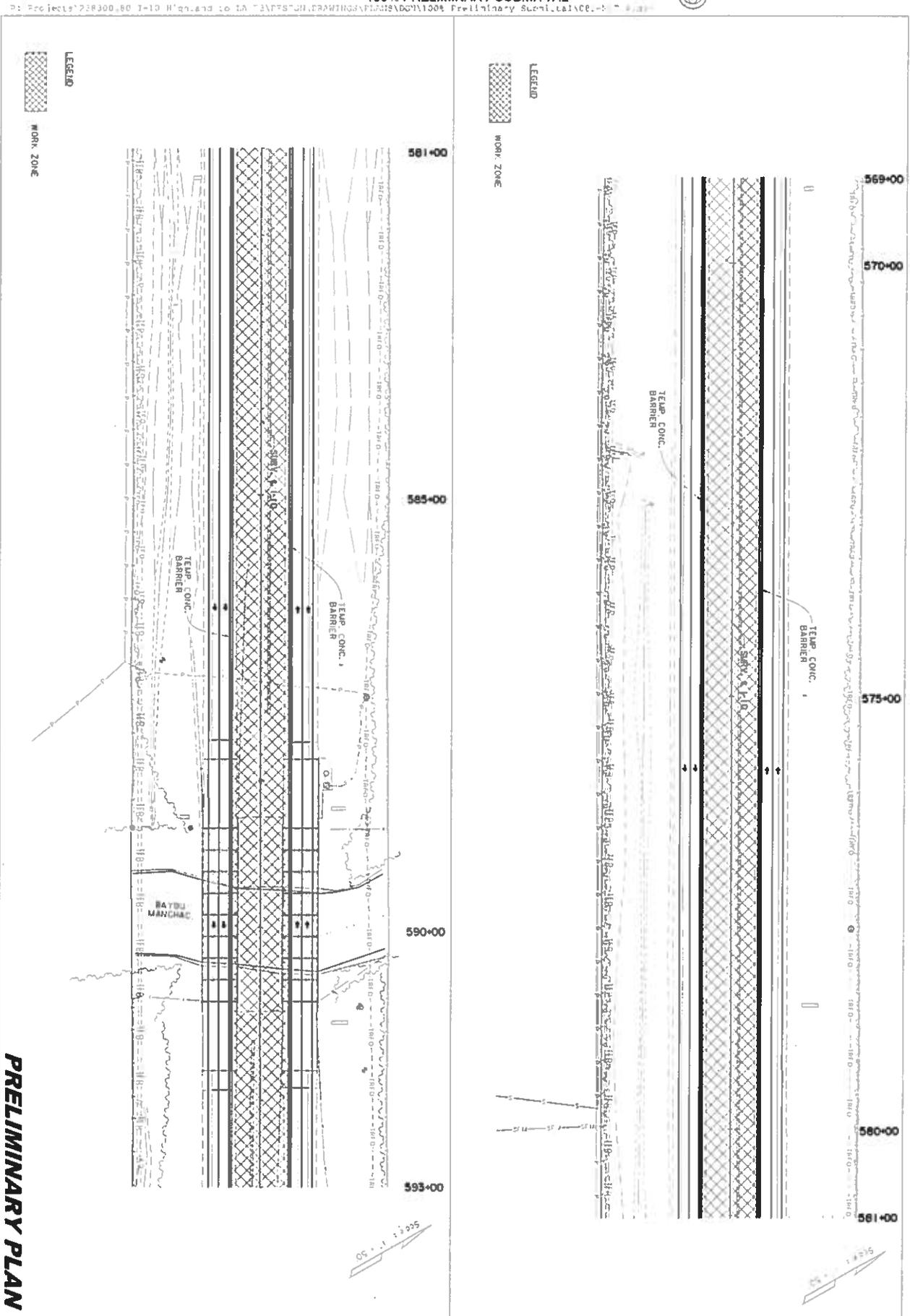
INTERSTATE 10 (HIGHLAND-LA 73)



DESIGNED BY	REGIS
CHECKED BY	C. WOTH
DATE	JAN. 2018
DRAWN BY	REGIS
CHECKED BY	C. WOTH
DATE	JAN. 2018

PROJECT	EAST BATON ROUGE ASCENSION
NO.	H009250
DATE	JAN. 2018
SCALE	H.009250

Sheet 011



**PRELIMINARY PLAN**

MARKERT



**SEQUENCE OF CONSTRUCTION  
PHASE I**  
INTERSTATE 10 (HIGHLAND-LA 73)



PREPARED BY: [Name]  
CHECKED BY: [Name]  
DATE: [Date]

DESIGNED BY: R. REGIS  
CHECKED BY: C. VOITH  
DATE: JAN. 2015

PROJECT: EAST BATON ROUGE  
ASCENSION  
H009250  
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## SITE PHOTOGRAPHS



Photo 1: I-10 eastbound bridge at Bayou Manchac, facing north.



Photo 2: Bayou Manchac upstream from I-10 Eastbound, facing west



**Photo 3: I-10 eastbound bridge at Bayou Manchac, facing southeast**



**Photo 4: Vegetated roadside ditch on I-10 eastbound, facing southeast.**



**Photo 5: Armored drain emptying into forested wetland near Bayou Manchac Bridge, facing southwest.**