



March 23, 2026

Louisiana Department of Wildlife and Fisheries
Scenic Rivers Program
Amelia Wolfe
2000 Quali Drive
Baton Rouge, LA 70808

RE: Louisiana Department of Wildlife and Fisheries Louisiana Natural and Scenic Rivers System Permit Application Package for Norfolk Southern Bridge 5.20-NT over Bayou St. John Superstructure Replacement and Substructure Rehabilitation

On behalf of Norfolk Southern Railway (NS), HDR Engineering Inc. (HDR) is requesting authorization from the Louisiana Department of Wildlife and Fisheries (LDWF) for superstructure replacement and substructure rehabilitation (the project) of a railroad bridge crossing Bayou St. John, one of two historic and scenic rivers in Louisiana protected under the LDWF Scenic Rivers Program. Construction of the proposed project is anticipated to begin in May 2026. The timeframe for construction would be approximately 6 months. The permit application is located in **Attachment A**.

Project Location

The project is located at milepost (MP) 5.20-NT on the New Orleans District in the city of New Orleans in Orleans Parish, Louisiana, at 29.992678°, -90.086320° (i.e. 29°59'33.68" N, 90°5'10.70" W) in the Louisiana coastal zone (**Attachment B, Sheet 1 – Vicinity Map**).

Project Description

NS proposes to replace the superstructure and rehabilitate the substructure (i.e. encasement of existing abutments) of the existing bridge at MP 5.20-NT over Bayou St. John due to the structure reaching the end of its useful life. Details of the proposed work are summarized below and illustrated in the permit plats located in **Attachment B, Sheets 1-3**.

Proposed Bridge Superstructure Replacement and Substructure Rehabilitation

The existing bridge is a one span, 59-foot long, two-track steel through-plate girder (TPG) bridge. The superstructure of the existing bridge will be replaced with a one span, 57-foot



long two-track, steel deck girder bridge. The proposed bridge substructure rehabilitation consists of reinforcing the existing bridge abutments via concrete encasement. As depicted in **Attachment A, Sheets 2-3**, three inches of the existing abutments will be removed and subsequently be encased with six inches of concrete to prevent further deterioration. Proposed permanent impacts from the abutment rehabilitation within the proposed project limits include approximately 4.63 cubic yards (cy) of concrete, impacting 0.001 acre (ac) of Bayou St. John. During the rehabilitation, approximately 19.07 cy of natural spoils and existing ballast will be excavated around the existing abutments and placed on site around the newly encased abutments.

Proposed Temporary Off-Track Access and Construction Work Plan

Construction and material staging will occur at the location of the existing bridge in and adjacent to Bayou St. John (**Attachment B, Sheet 2**). Construction would be performed off-track, but within the limits of the proposed workspace (i.e., proposed project limits) and railroad right-of-way (ROW) for staging equipment and materials. No additional ROW is anticipated for acquisition; however, NS will request temporary right of entry from the current adjacent landowners for temporary access and staging within the project limits (**Attachment B - Sheet 2**). Minor temporary impacts to the land adjacent to Bayou St. John will occur due to the need for more space for material and equipment staging during construction of the project, but the impacts will be minor (**Attachment B – Sheet 2**).

Access to the proposed workspace would occur off-track via land. NS will utilize an existing unmaintained, gravel access road located off of Florida Ave. and another proposed access route via New Orleans City Park. The access routes will be temporary and improved with geofabric and graded stone in uplands, only. To access the abutments within the Bayou St. John during construction, a temporary causeway (i.e., culvert pipes laid on rock to facilitate water passage for the duration of construction) will be installed within the channel, north and south of the existing bridge, approximately 100 feet in length, average of 75 feet in width and 9.25 feet in height. To determine impacts to hydrology and hydraulics from the construction of the temporary causeway across Bayou St. John, a HEC-RAS temporary conditions model was run for a 2-year storm event by HDR for two options, including 1.) two, 48-inch diameter pipes or 2.) three, 36-inch diameter pipes, laid on rock. To preserve the existing flow regime, it was determined that both alternatives show a negligible impact to water surface elevation conditions. Temporary impacts to Bayou St. John water bottoms (approximately 0.157 ac) will occur due to the installation of a temporary causeway during construction (**Attachment A, Sheet 2**). The causeway will be removed following



construction, and Bayou St. John will be restored to pre-construction conditions at this location.

Forested areas in uplands north of the rail and southwest of the bridge are anticipated to be cleared and grubbed of trees for access or staging within the proposed project limits. Tree clearing and grubbing will be minimized to the extent practicable and limited to those areas needed for staging and access only. Cleared vegetation will be disposed of at a state approved facility.

Environmental Assessment

Impacts from the proposed project activities to Bayou St. John and its banks were assessed and as a part of this permit application and are included in **Attachment C**. Color Photos representative of the proposed project area are included in **Attachment D**.

List of Other Permits Required

Below is a list of other permits required as a result of the proposed project activities.

- United States Army Corps New Orleans District, Section 404 Permit, Nationwide Permit 3 or 14
- Louisiana Department of Energy and Natural Resources – Office of Coastal Management, Coastal Use Permit
- Louisiana Department of Environmental Quality, Section 401 Blanket Water Quality Certificate
- Louisiana Department of Environmental Quality, Section 402 National Pollutant Discharge Elimination System – Storm Water General Permit for Small Construction Activities (LAR200000)
 - If required (i.e., greater than 1 acre but less than 5 acres soil disturbance), will be completed by the construction contractor, if necessary



Requested Action

On behalf of the applicant, we request written verification from the LDWF that the proposed activity is authorized under the LDWF's Scenic Rivers Program.

Note that for security and safety considerations, entry onto NS property (i.e., to the project site for inspection purposes) will require personal protective measures (e.g., hard hat, safety-toed boots, safety glasses, and safety vest) as well as prior arrangement with a NS representative by contacting Patrick Weldon at (540) 577-9480 or Jake Watson at (404) 529-1225.

Thank you for your time and for your expeditious handling of this request. Please contact me directly at any time at (337) 962-0619 or by email at Amber.Robinson@hdrinc.com if additional information is required.

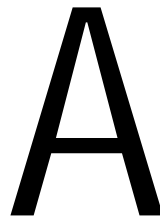
Sincerely,

A handwritten signature in blue ink, appearing to read 'Amber Robinson'.

Amber Robinson, PWS
Environmental Lead
HDR Engineering, Inc.

Attachments Enclosed:

- Attachment A – Permit Application Form
- Attachment B – Permit Plats
- Attachment C – Environmental Assessment
- Attachment D – Representative Color Photos

A large, bold, black letter 'A' is positioned on the right side of the page, overlapping the white background and the dark blue vertical bar.

Attachment A – Natural and
Scenic Rivers Permit
Application



LOUISIANA NATURAL AND SCENIC RIVERS SYSTEM

PERMIT APPLICATION

Permit # 1418 (Assigned by Department)

The Louisiana Department of Wildlife and Fisheries' Scenic Rivers program is authorized by LRS title 56, Chapter 8 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 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	Patrick Weldon, Norfolk Southern	Name of Agent (if any)	Amber Robinson, HDR Engineering, Inc.
Address	1400 Norfolk Southern Dr.	Address	5750 Johnston Street
City, State, Zip	Birmingham, AL 35210	City, State, Zip	Lafayette, LA 70503
Phone	(540) 577-9480	Phone	(337) 962-0619
Email Address	patrick.weldon@nscorp.com	Email Address	amber.robinson@hdrinc.com

DESCRIPTION OF THE PROPOSED ACTIVITY

Brief summary of the description and purpose of the proposed activity (details to be attached as a separate document)
 This project proposes to replace the existing superstructure and rehabilitate the substructure of a railroad bridge over Bayou St. John. The existing bridge has exceeded its functional lifespan and rehabilitation of the substructure is proposed as it is the least environmentally intrusive method. Construction would last approximately 6 months.

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 St. John
Address	Florida Ave. and Moss St.
City, State, Zip	New Orleans, Louisiana 70119
Parish	Orleans Parish
Sec/Township/Range	S11, T12S, R11E
Latitude/Longitude	29.992678°, -90.086320°

ADJACENT LANDOWNERS

Names, Addresses, Phone Numbers of Adjacent Landowners
Louisiana State University, 1190 Florida Ave., New Orleans, LA 70119
NO City Park Improvement Assc., 1 Palm Dr., New Orleans, LA 70119

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.

03/16/2026

Signature

Date

JEFF LANDRY
GOVERNOR



TYLER M. BOSWORTH
SECRETARY

PO BOX 98000 | BATON ROUGE LA | 70898

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."


/s/ Patrick Weldon

Authorized Signature

3/20/2026

Date

REV. 5/23/25

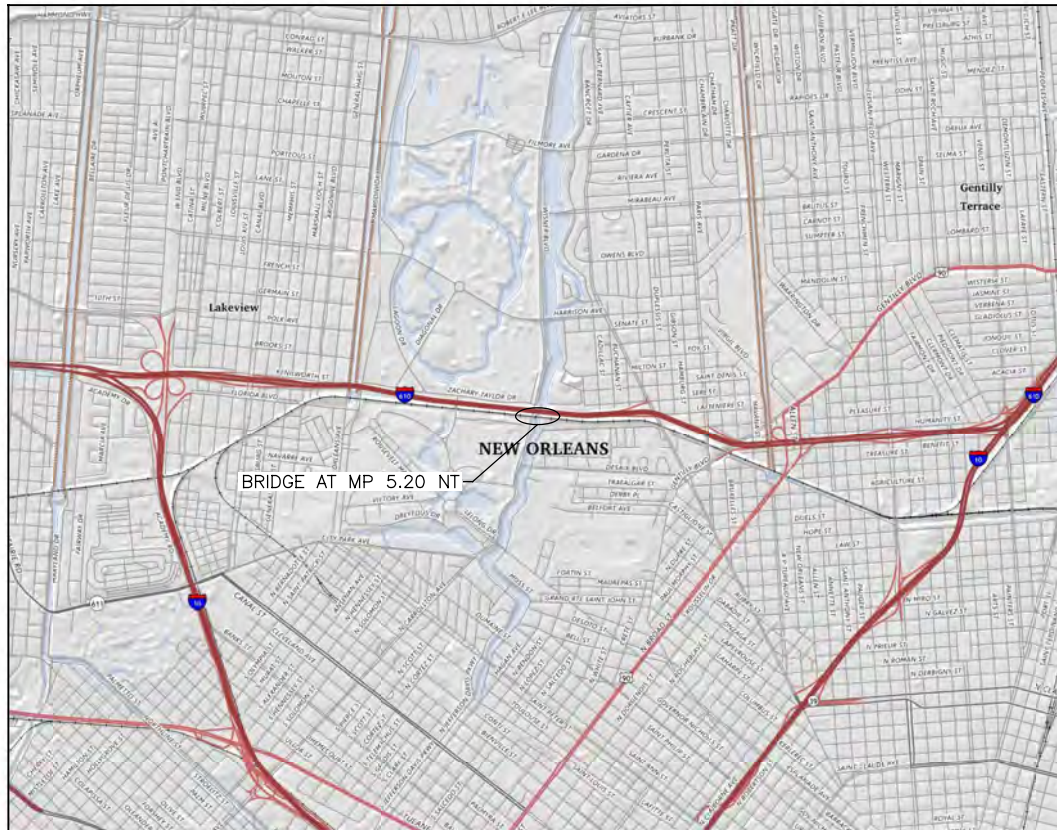


B

Attachment B – Scaled
Drawings

USER: davisrnith

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USGS QUAD MAP NEW ORLEANS EAST, LA
 USGS QUAD MAP SPANISH FORT, LA
 LATITUDE: 29° 59' 33.68" N
 LONGITUDE: 90° 05' 10.70" W
 LOUISIANA SOUTH NAD83

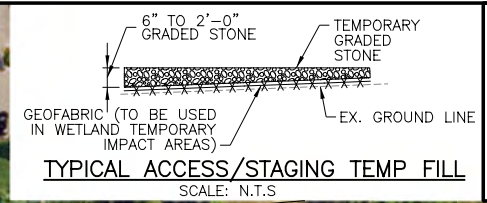
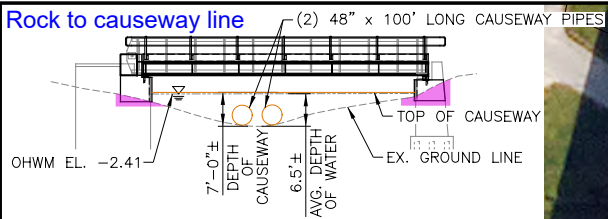
VICINITY MAP
 SCALE: NTS

FOR PERMITTING PURPOSES ONLY

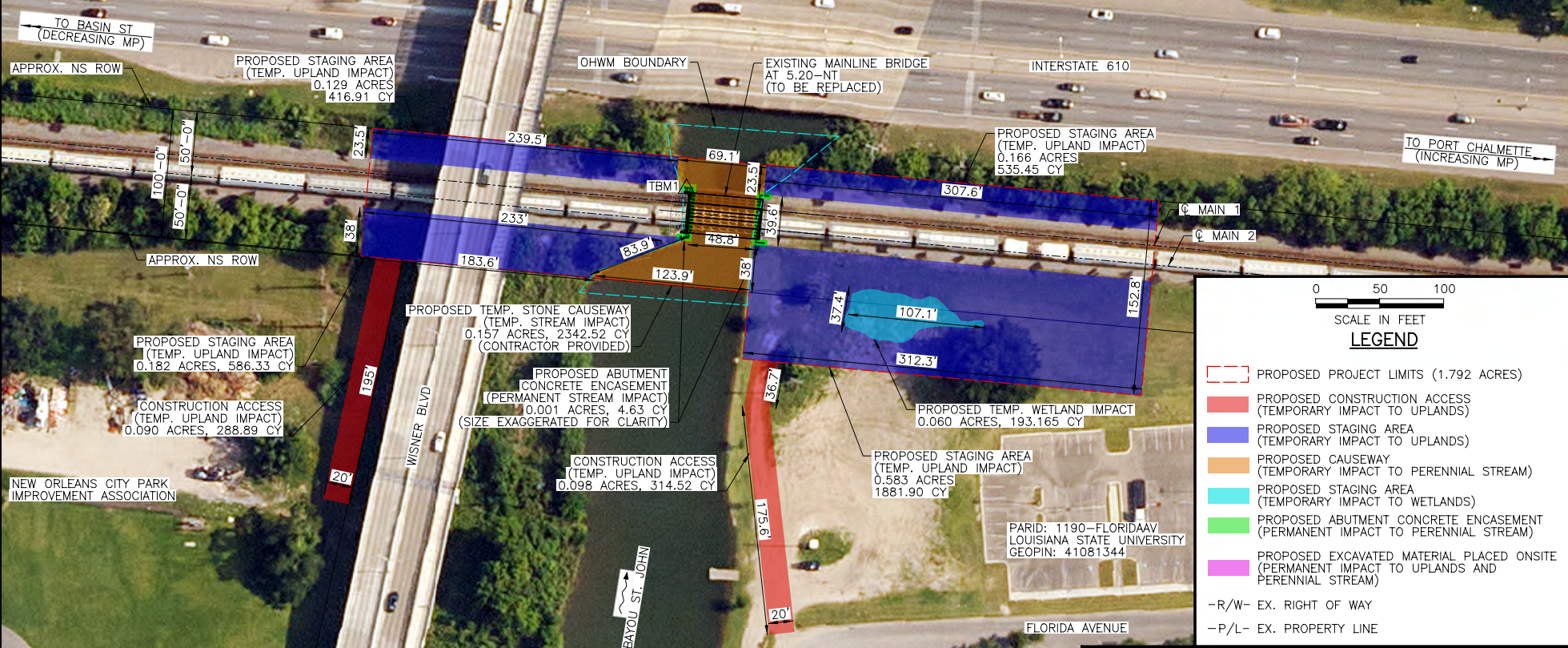


HDR ENGINEERING, INC.
 76 SOUTH LAURA STREET
 SUITE 1600
 JACKSONVILLE, FL 32202
 904-996-8900

REV	BY	DATE	DESCRIPTION
 NORFOLK SOUTHERN RAILWAY			
NEW ORLEANS DISTRICT		ALABAMA DIVISION	
BRIDGE AT 5.20-NT OVER BAYOU ST. JOHN NEW ORLEANS, LA			
SPAN REPLACEMENT AND SUBSTRUCTURE REHABILITATION			
OFFICE OF CHIEF ENGINEER – BRIDGES & STRUCTURES			ATLANTA, GA
DRAWING TITLE			
DGN RCM	VAL SEC	V-1 LA MAP 6	MILE POST 5.20-NT
DWN DJS	FILE No.	XXXXXXXXX	DATE 3/20/2026
CHK TRM	SHEET NUMBER	S1 OF S3	DRAWING NUMBER 5.20-NT 26 01



PROPOSED TEMPORARY CAUSEWAY ELEVATION
 SCALE: N.T.S.
 CAUSEWAY DETAILS AND RESTORATION
 TO CONFORM WITH ENVIRONMENTAL PERMIT



0 50 100
 SCALE IN FEET

LEGEND

- PROPOSED PROJECT LIMITS (1.792 ACRES)
- PROPOSED CONSTRUCTION ACCESS (TEMPORARY IMPACT TO UPLANDS)
- PROPOSED STAGING AREA (TEMPORARY IMPACT TO UPLANDS)
- PROPOSED CAUSEWAY (TEMPORARY IMPACT TO PERENNIAL STREAM)
- PROPOSED STAGING AREA (TEMPORARY IMPACT TO WETLANDS)
- PROPOSED ABUTMENT CONCRETE ENCASEMENT (PERMANENT IMPACT TO PERENNIAL STREAM)
- PROPOSED EXCAVATED MATERIAL PLACED ONSITE (PERMANENT IMPACT TO UPLANDS AND PERENNIAL STREAM)

-R/W- EX. RIGHT OF WAY
 -P/L- EX. PROPERTY LINE

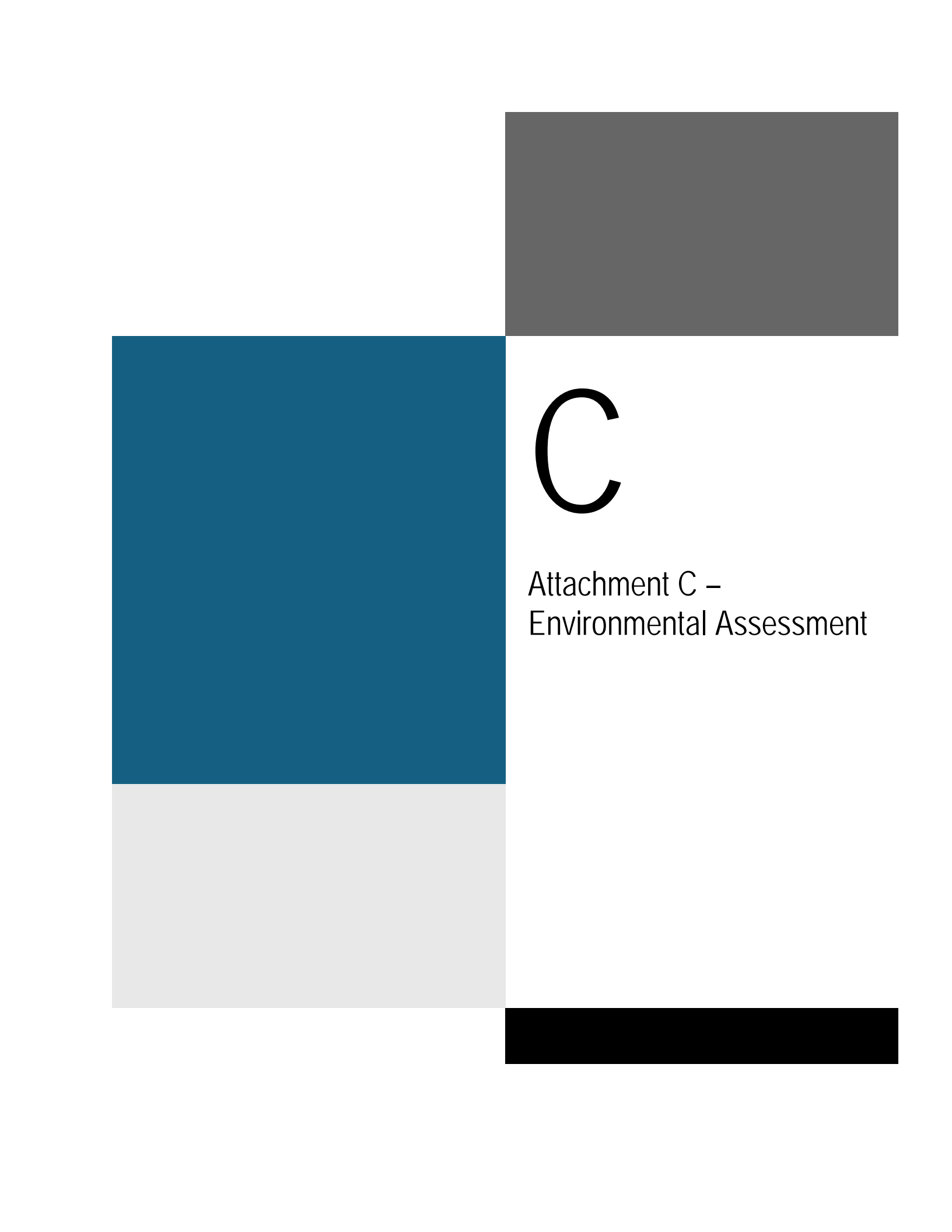
- NOTES**
1. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY CONSTRUCTION EASEMENTS FOR PROPERTY USE OUTSIDE OF RAILROAD RIGHT-OF-WAY, INCLUDING SUGGESTED CONSTRUCTION ACCESS, STAGING AREA AND TEMPORARY CAUSEWAY.
 2. TEMPORARY IMPACTS TO POTENTIAL WATERS OF THE U.S., INCLUDING VEGETATED WETLANDS TO BE RESTORED TO PRECONSTRUCTION ELEVATIONS AND AFFECTED AREAS ALLOWED TO REGROW IMMEDIATELY FOLLOWING CONSTRUCTION COMPLETION. TREE CLEARING WITHIN THE PROPOSED PROJECT LIMITS WILL BE MINIMIZED TO THE EXTENT PRACTICABLE AND WILL BE DISPOSED OF AT A STATE APPROVED FACILITY. EXCAVATED MATERIAL WILL BE USED AS FILL MATERIAL NEAR THE BRIDGE ABUTMENTS IN UPLANDS.
 3. ALL PERSONS REQUIRED TO VISIT THE PROPOSED PROJECT LIMITS SHOULD CONTACT JAKE WATSON, NS BRIDGE SUPERVISOR (CELL 404-529-1225) TO COORDINATE ACCESS ONH RAILROAD PROPERTY.

REV	BY	DATE	DESCRIPTION
NEW ORLEANS DISTRICT		ALABAMA DIVISION	
BRIDGE AT 5.20-NT OVER BAYOU ST. JOHN			
NEW ORLEANS, LA			
SPAN REPLACEMENT AND SUBSTRUCTURE REHABILITATION			
OFFICE OF CHIEF ENGINEER - BRIDGES & STRUCTURES		ATLANTA, GA	
DRAWING TITLE			
SITE PLAN			
DGN RCM	VAL SEC V-1 LA	MAP 6	MILE POST 5.20-NT
DWN DJJ	FILE No. XXXXXXXX	DATE 3/23/2026	
CHK TRM	SHEET NUMBER S3 OF S3	DRAWING NUMBER 5.20-NT 26 01	

FOR PERMITTING PURPOSES ONLY

HDR ENGINEERING, INC.
 76 SOUTH LAURA STREET
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 JACKSONVILLE, LE, FL 32202
 904-599-8900

USER: davismith
 FILENAME: c:\pwworking\national01\d0615994\5.20 NT-SPO1PS.dgn



C

Attachment C –
Environmental Assessment



Attachment B: Environmental Assessment

Project Description: Norfolk Southern Railway (NS) proposes to replace the existing railroad bridge superstructure and rehabilitate the substructure (i.e., encase existing abutments with concrete) at Mile Post 5.20-NT over Bayou St. John due to the structure reaching the end of its useful life (see cover letter for project workplan details). To facilitate construction of the substructure rehabilitation, a temporary causeway would be installed on either side of the bridge within Bayou St. John for de-watering of the work area around the bridge abutments and provide necessary access. The causeway would be approximately 100- feet long, 75-feet wide, and 9.25-feet high and would include two, 48-inch diameter pipes on top of rock. The pipes were sized for a 2-year storm event and will direct water toward and through the pipe openings, maintaining existing hydrology and hydraulic conditions in the channel. The timeframe for construction would be approximately 6 months. The following sections evaluate anticipated impacts to resources under the purview of the LDWF Scenic River Program.

1. Existing Land Use

The land in the vicinity of the project limits is in an urban environment and consists primarily of privately held commercial property and state-owned lands. Most of the project area lies within the Norfolk Southern Railroad right-of-way, which is owned by the railroad and actively used for commercial rail operations. Historic aerial imagery indicates that this corridor has supported rail transit since at least 1936. Additional disturbed areas, including road right-of-way and maintained lawn formerly associated with a paddle sports business (no longer in operation), occur within and adjacent to the proposed project limits. The existing land use will remain the same following proposed project activities.

2. Wilderness Qualities

A narrow corridor of upland forest occurs north of the rail, within the Norfolk Southern railroad right-of-way and US Interstate Highway 610 right-of-way. A maintained utility right-of-way exists to the southwest of the bridge and an open herbaceous area (i.e., maintained lawn) occurs to the southeast. The flora documented at the site consisted of both native and introduced species typical of urban environments. Vegetation at the site included *Ulmus parviflora*, *Celtis laevigata*, *Prunus caroliniana*, *Paspalum notatum*, *Sorghum halpense*, *Campsis radicans*, and *Parthenocissus quinquefolia*. The project will result in minor, temporary impacts to wilderness qualities. The proposed project limits occur within an urban corridor of New Orleans that is actively used for commercial purposes. Tree clearing will be required to provide staging and access for construction equipment and bridge materials during construction. The forested areas to be impacted are located entirely within disturbed road and railroad right-of-way and are therefore

considered low quality in terms of wilderness character. Tree clearing and grubbing will be limited to only those areas necessary for construction, and the cleared areas are expected to re-vegetate following project completion.

3. Scenic/Aesthetic Values

The proposed project crosses a historic bayou that is used for recreational paddling. The land within and adjacent to the proposed project limits is developed and used for commercial purposes. The existing bridge superstructure is heavily weathered and covered with graffiti and will be replaced with new materials. Other than limited tree clearing within existing railroad and roadway right-of-way mentioned in **Section 2 – Wilderness Qualities**, the proposed project will not result in permanent impacts to the stream or its banks. As a result, the scenic and aesthetic values of Bayou St. John are not anticipated to be diminished and in the case of the weathered bridge, may be improved.

4. Ecological Regimes

Bayou St. John is a turbid, artificially controlled, concrete-lined waterway. The flood control structure is located near Lake Pontchartrain and is normally closed to prevent storm surges from entering the bayou but is also used to regulate exchange of tidal water between the lake and Bayou St. John at times. This project may temporarily increase turbidity at the bridge location because of the causeway installation and removal. The installation of the causeway will not affect the existing ecological regime as the pipes installed will be large enough to match the existing hydrology and hydraulic conditions and allow passage of mobile aquatic species. The proposed project will have temporary, minor, localized impacts to Bayou St. John's ecological regime because of the installation of the temporary causeway, and conditions will be restored to pre-construction conditions following construction.

5. Recreational Use/Opportunities

Bayou St. John is used for fishing and kayak and paddle board sports. Additionally, the proposed project limits are adjacent to a kayak launch once operated by Bayou Paddlesports; however, according to online sources, the business is currently closed and for sale. Fishing normally occurs near Dumaine Bridge, Bayou Metairie Bridge and City Park; therefore, it is unlikely recreational anglers will be impacted by the proposed project. Access to the kayak launch will not be affected because the kayak launch is not currently owned and operated.

During construction, installation of a temporary causeway will restrict through-passage of paddlers. Paddlers launching south of the project limits will be unable to travel north

under the railroad bridge, and paddlers launching north of Interstate 610 will be unable to travel south. These effects will be minor, temporary and localized. Upon completion of construction and removal of the causeway, recreational use will return to pre-construction conditions. Additionally, the NS bridge is private property and carries an active freight rail line. Therefore, land within NS right of way should not be accessed for paddle sports by the public.

6. Fish and Other Aquatic Life

According to available information, freshwater fishery species such as largemouth bass, channel catfish and bluegill occur in the segment of Bayou St. John near the proposed project limits. No submerged aquatic vegetation was observed in the bayou within the proposed project limits. The pipes installed within the temporary causeway will be sized to maintain flow through the channel and allow passage of mobile aquatic species. Temporary construction activities may affect aquatic organisms with limited mobility; however, these effects are expected to be localized and short-term. Following removal of the causeway, aquatic species are expected to reestablish in the project area. Therefore, impacts to fish and other aquatic life are anticipated to be minor, temporary (i.e. confined to the construction window) and localized.

7. Wildlife

Bayou St. John and its banks in the vicinity of the proposed project limits is located within a disturbed, urban environment. Wildlife likely to occur in the area includes avian species, freshwater fish species, aquatic turtle species, alligators and various insects. Installation of a temporary causeway along with tree clearing and grubbing, is proposed to provide access and staging for equipment and materials associated with the bridge rehabilitation. Tree clearing will be limited to the areas necessary for construction, totaling approximately 0.295 acre, and adjacent forested areas outside the project limits will not be affected. Given the urbanized setting, wildlife densities within the project limits are expected to be low. If wildlife is present, adjacent forested and aquatic habitats provide similar refuge during construction activities. If tree clearing occurs during the migratory bird season, a qualified biologist will conduct a nest survey within seven days prior to clearing to minimize potential impacts on avian species. Mobile wildlife species are expected to temporarily disperse from the area during construction. Following completion of the project, cleared areas will be allowed to naturally revegetate, and wildlife is expected to return to pre-construction conditions. Therefore, these effects will be minor, temporary and localized.

8. Historical and Archaeological Resources

A Louisiana Cultural Resources Map (LACRM) search revealed that the proposed APE has not been previously surveyed for cultural resources, and that there are also 27 archaeological resources that have been recorded within the 1 mi (1.6 km) search radius. The APE partially overlaps the grounds of City Park, which contains individually eligible historic properties, none of which are located within the APE. Access at the western end of the bridge would be located in a clearing alongside the Wiesner Boulevard overpass, accessible via Celebration Drive. The Pelican Greenhouse, buildings housing Celebration in the Oaks, and the New Orleans City Park Grounds Department are located on the northern side of Celebration Drive, which is isolated from the landscaped areas of the park to the south (a chain link fence extends along the southern side of Celebration Drive and the park grounds) and to the north by I-610. The Project would not be visible from the NRHP-eligible historic properties within the park, and the Project would not result in any effects to those historic properties. Therefore, no historic properties are located within the APE. For the Project as currently proposed, this survey recommends a finding of no historic properties affected pursuant to 36 CFR 800.5.

9. Geological Resources

To the best of our knowledge, no geological resources adjacent to Bayou St. John will be affected by the proposed project.

10. Botanical Resources

Dominant flora species at the site included both native and introduced species, such as *Ulmus parviflora*, *Celtis laevigata*, *Prunus caroliniana*, *Paspalum notatum*, *Sorghum halpense*, *Campsis radicans*, and *Parthenocissus quinquefolia*. Tree clearing is proposed in disturbed railroad and roadway right-of-way located northeast and west of the rail, totaling approximately 0.295 acres. Other areas of temporary impact are characterized as herbaceous and are proposed to be covered with geofabric (wetland impact areas) and rock for staging and on land access, totaling approximately 1.31 acre of total temporary impacts some of which is already disturbed and/or covered with stone. After construction, the rock and geofabric would be removed and the area would be allowed to revegetate to pre-construction conditions. Therefore, these effects will be minor, temporary and localized.



11. Water Quality and Quantity

The United States Environmental Protection Agency has identified Bayou St. John as impaired for primary contact (i.e. swimming) due to microbial life. Secondary contact (i.e. boating) and aquatic life are considered in “Good Condition.” A temporary causeway and pipes will be installed to contain the existing abutments during bridge rehabilitation and provide access for equipment across the bayou. Causeway installation and its subsequent removal may temporarily increase turbidity within Bayou St. John. A Spill Prevention, Control, and Countermeasure (SPCC) plan that is consistent with all United States Environmental Protection Agency (EPA) guidance will be developed and implemented. Additionally, stormwater best management practices will be implemented by the construction contractor to reduce stormwater impacts during construction. The hydraulic opening before and after construction would be nearly identical, 99.7 square feet and impacts to the surface water elevation during construction will be negligible. Overall, the proposed project will result in minimal temporary impacts during construction activities and will not degrade the long-term water quality of the project site. No impacts to groundwater are anticipated from the proposed project.

12. Hydrologic Features

Bayou St. John is located in the Lake Pontchartrain Watershed and is artificially controlled by a structure upstream of the proposed project limits near Lake Pontchartrain. Water sources include rainfall, runoff and Lake Pontchartrain when the gates are open; however, the gates are normally closed. The rehabilitation of the railroad bridge will not impact the existing hydrology of Bayou St. John. The hydraulic opening before and after bridge rehabilitation would be identical, 99.7 square feet. The installation of a causeway across the channel will have temporary effects on the bayou, but pipes will be installed as a part of the causeway to maintain existing flow; therefore, impacts will be localized, temporary and minor in nature during the pipe installation and removal window.

13. Cultural Resources

Any ground disturbance will be limited to the existing railroad ROW and will be within areas previously disturbed by construction of the railroad bridge. Creation of the staging areas and access roads will be completed by covering the existing surface with imported fill and will not require ground disturbance. Data available through the Louisiana Cultural Resources Map (LACRM) database maintained by the Louisiana Office of Cultural Development, Division of Historic Preservation, shows no previously identified cultural resources are located within the APE. Bridge 5.20-NT, the only historic-age



structure in the APE, has not been previously evaluated for listing in the National Register of Historic Places (NRHP). Bridge 5.20-NT is recommended not eligible for listing in the NRHP having found the lack of historical and engineering significance under NRHP Criteria A through D. Though the western end of the APE extends partially into the grounds of City Park, the Project would not be visible from the NRHP-eligible historic properties within the park, and the Project would not result in any effects to those historic properties.

14. Economic Impact of Project

This project seeks to improve freight rail safety at Mile Post 5.2-NT along Norfolk Southern's rail corridor. The project is expected to provide economic benefits to the local and interstate economy through continued safe and efficient rail operations, which may contribute to sustained freight movement and associated economic activity.

Steps to Minimize and/or Offset Potential Impacts to the River

NS selected rehabilitation of the existing bridge rather than full replacement thereby minimizing permanent impacts to Bayou St. John. Permanent impacts to water bottoms are minor and limited to the concrete encasement of existing abutments only. Unavoidable impacts to the bayou are from temporary construction activities. During preliminary design and planning, NS limited the proposed project limits to the smallest area needed to construct and access the proposed project feasibly, safely and efficiently within existing disturbed rail ROW and adjacent disturbed property with only minor temporary, localized impacts to Bayou St. John and its adjacent environments. All temporary fill in the bayou and on adjacent land would be removed at the conclusion of construction and disturbed areas would be restored to preconstruction conditions.

Alternatives Considered

Alternative project locations, designs and access routes were limited due to the nature and location of the bridge repairs of the bridge located at Mile Post 5.2-NT on NS railroad. Under the no-action alternative, the existing bridge would not be repaired; therefore, it would not meet the purpose and need of the proposed project. During preliminary planning, alternative designs were considered and the proposed configuration is the least environmentally impactful option that still meets the project's purpose and need. The rehabilitation of the existing abutments is needed to strengthen the bridge and to maintain safe service of the interstate commerce freight rail line. This alternative is considered preferred because it limits environmental impacts and the chosen alternative is the best design to protect the abutments without full replacement. Full replacement of the existing




bridge was also considered; however, full replacement would be more impactful to the biological and aquatic environment. The superstructure replacement was selected for its reliability and limited impact to the biological and aquatic environment.

Most temporary access and material and equipment staging will occur within existing, already disturbed railroad right-of-way (ROW) and on adjacent disturbed property in uplands. Additional temporary access and staging (i.e. causeway, staging area, and on land access routes) is needed outside of the railroad ROW across Bayou St. John and via New Orleans City Park for ease of access during construction. On-land access and staging from and along United States Interstate Highway 610, north of the proposed project limits, was considered; however, these locations would not provide safe access and workspace size needed to construct this project. The use of a causeway with pipes within Bayou St. John is required as a portion of the proposed concrete encasement of the existing abutments is below water and the causeway will act as containment (i.e., dewatering) during excavation and encasement activities. Also, the causeway would provide manpower and equipment access across the channel to set up containment and formwork near the abutments. Additionally, the width of access on land on either side of the causeway and bridge needs to be as wide as the causeway to support the size of the equipment needed to construct the project. The other dewatering alternative considered was a sheet pile cofferdam. A sheet pile cofferdam is not a feasible dewatering solution in this case because the work area requiring dewatering is the existing concrete abutments, which are largely under the existing steel bridge span. Due to the low clearance of the existing superstructure, there is not sufficient vertical headroom to access with equipment needed to vibrate sheet piles into the ground for adequate dewatering activities. A temporary bridge and access via barge was also considered as alternatives, but neither alternative would provide the containment (i.e., de-watering) and in-stream access needed to support construction activities for the abutment encasements. Impacts to vegetated wetlands and streams from material staging and access (approximately 0.06 ac to vegetated wetlands and approximately 0.166 ac to streams) are to be temporary in nature, with very small permanent impacts to stream water bottoms (4.63 cy and 0.001 ac) as a result of the proposed bridge maintenance.

Applicant's Compliance History

To our knowledge, neither HDR Engineering nor Norfolk Southern has been cited for noncompliance of Historic or Scenic Rivers in Louisiana.



D

Attachment D – Color
Photographs



Attachment D: Representative Color Photographs

HDR Engineering, Inc.

Client Name:

Norfolk Southern Railway Company
(NS)

Site Location:

NS MP 5.20-NT over Bayou St. John Superstructure Replacement and
Substructure Rehabilitation

Photo #1

Date:

October 28, 2025

Description:

View facing west at bridge 5.20-NT over Bayou St. John on the southeast embankment. Note disturbed rail right of way at bridge location.



Photo #2

Date:

October 28, 2025

Description:

Facing southwest, standing on the east bank of Bayou St. John and looking upstream at the west bank.





HDR Engineering, Inc.

Attachment D: Representative Color Photographs

Client Name:

Norfolk Southern Railway Company
(NS)

Site Location:

NS MP 5.20-NT over Bayou St. John Superstructure Replacement and
Substructure Rehabilitation

Photo #3

Date:

October 28, 2025

Description:

Facing north,
standing on the east
bank of Bayou St.
John and looking
downstream at bridge
5.20-NT over Bayou
St. John. Note
maintained lawn
adjacent to project
limits.



Photo #4

Date:

October 28, 2025

Description:

Facing west, standing
on the east bank of
Bayou St. John and
looking across Bayou
St. John at the west
bank north of bridge
5.20-NT. Note
existing railroad
bridge at photo left
and I-610 bridge at
photo right.





Attachment D: Representative Color Photographs

HDR Engineering, Inc.

Client Name:

Norfolk Southern Railway Company
(NS)

Site Location:

NS MP 5.20-NT over Bayou St. John Superstructure Replacement and
Substructure Rehabilitation

Photo #5

Date:

October 28, 2025

Description:

Facing east, standing on the west bank of Bayou St. John and looking across Bayou St. John at the west bank north of bridge 5.20-NT. Note I-610 at photo left and the existing railroad bridge at photo right.



Photo #6

Date:

October 28, 2025

Description:

Upland herbaceous area along the southeast embankment of the NS RR right-of-way. View facing west.





Attachment D: Representative Color Photographs

HDR Engineering, Inc.

Client Name:

Norfolk Southern Railway Company
(NS)

Site Location:

NS MP 5.20-NT over Bayou St. John Superstructure Replacement and
Substructure Rehabilitation

Photo #7

Date:

October 28, 2025

Description:

Upland forested area along the northwest embankment of the NS RR right-of-way to be cleared. View facing south.



Photo #8

Date:

October 28, 2025

Description:

Upland maintained herbaceous area within a transmission line right-of-way along the southwest embankment of the NS RR right-of-way. View facing west. Note this area will be utilized as an access route.

