APPLICATION FOR AN INDIVIDUAL PERMIT (CWA 404) FOR THE CC BEL ROAD EXTENSION/EVACUATION ROUTE

FOR

CC BEL ROAD, ELTON
ALLEN PARISH, LOUISIANA
MVN-2024-00905-SH

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Coushatta Tribe of Louisiana
CC Bel Road Extension/Evacuation Route
Allen Parish, Louisiana
Application for an Individual Permit
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Project Description

The Coushatta Tribe of Louisiana (CTLA) has been awarded $11.4 MM in federal funding through the U.S. Department of Transportation (USDOT) under the **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)** Grant Program. The purpose of the grant program is to provide safer roads more resilient to extreme weather directed at regions defined as historically disadvantaged or areas of persistent poverty. This funding will be used to upgrade and extend 2.5-miles of CC Bel Road implementing the complete streets design approach for accessibility and meet the 50-year design storm frequency standard for evacuation routes. The project will include 1.3-miles of new roadway construction, a new bridge crossing over Bayou Blue, and an 8-foot-wide bicycle and pedestrian pathway along the entire length of the road. The grant will fund the engineering design, surveying, environmental compliance, right-of-way acquisition, and construction of the project.

The proposed 2.5-mile roadway construction will be designed to meet federal highway USDOT and LADOTD standards for evacuation routes. This will require an additional 9' of elevation to achieve grades above the frequent flood (A/AE) elevations.

The proposed 2.5-mile roadway will connect Powell Road to LA Highway 26 by improving approximately 1.2 miles of existing unpaved roadway and constructing 1.3 miles of new roadway. Approximately 0.2-miles of roadway improvements will occur on an existing graded aggregate drive, a portion of which is on Coushatta Trust Land; and 1.0 mile of existing roadway improvements are planned for Briscoe Road terminating at LA Highway 26. Approximately 1.3 miles of new roadway will be constructed through a forested area to connect these existing road segments and will include a bridge crossing over Bayou Blue. The proposed upgrades roadway will be designed to create an all-weather emergency access evacuation route from the CTLA Tribal Reservation to a designated state hurricane evacuation route (State Highway LA 26) in Allen Parish, Louisiana. When completed, the road will provide the only ingress and egress for the CTLA Reservation during significant storm and flooding events.

Background

The Coushatta Tribe owns approximately 6,000-acres in Louisiana, including acreage in Allen Parish. The federally recognized Coushatta Tribe of Louisiana tribal reservation is situated at the intersection of two secondary parish roads (Powell Road and CC Bel Road) which are prone to closure by flooding during significant storm events, effectively isolating the reservation and the immediate area. The primary reservation area lies near the intersection of where the

concentration of Tribal Agencies/Departments and Services are located (see **Exhibit 1**) and includes:

Police – Fire – EMS
Department of Health
Wellness Center
Public Safety
Administration & Tribal Council
Public Works
Historic Preservation
Environmental & Natural Resources
Judicial
Education
Social Services
Housing

Purpose and Need

The CTLA reservation and surrounding areas frequently experience significant storm events which cause both primary access roads, Powell Road and CC Bel Road, to become impassable. This isolates the reservation, specifically the Tribal Agencies/Departments, until flood water slowly recedes, eliminating ready access to emergency aid and interrupting daily commutes. **Exhibit 2** outlines the primary reservation site and illustrates the surrounding FEMA A/AE Flood Hazard areas. This exhibit also shows the closest three existing evacuation routes to the centralized services area; US Highways 190 and 165 and Louisiana State Highway 26. These routes are also shown on the Louisiana Emergency Evacuation Map included as **Attachment A**. The Coushatta Tribe's services area lies nearly central to the three highways and routes and is surrounded by and separated from all three evacuation routes by A/AE Flood Hazard area. This is better substantiated by the USGS Topographic Map **(Exhibit 3)** that matches the location of the Flood Hazard areas with Bayou Blue that is located both east and west of the services area, merges south, then flows under Powell Road. Recently bridges constructed on both of these roads were replaced by Louisiana Department of Transportation and Development (LADOTD), but the existing road grades and bridge profiles were not raised due to limited R/W and funding. The proposed extension of CC Bel Road east to LA Highway 26, the closest designated hurricane evacuation route, will resolve these accessibility issues and provide access to the reservation and area residents during and following significant storm events.

Project Site

The proposed road extension segment is in a rural residential area primarily dominated by pine silviculture, and to a lesser extent agricultural farming, grazing, municipal facilities, roads, and utility gas line servitudes. Soil data **(Exhibit 4)** from the NRCS indicates that the proposed project alignment contains four (4) soil types: two soil types associated with uplands, Glenmora Silt Loam (non-hydric), and Kinder-Gis Complex (non-hydric) and two types associated with wetland

conditions, Guyton-Ouachita Complex (hydric), and Prairieland Silt Loam (hydric). This mapping unit was limited to a portion of the alignment and aligned within the field delineated wetlands on-site.

A jurisdictional delineation was performed by UES Ecologists between May 22 and July 11, 2024, on the site using the 1987 Corps Manual and the Atlantic and Gulf Coastal Plain Regional Supplement. The "Jurisdictional Delineation Report Prepared for the Coushatta Tribe of Louisiana" was submitted on September 29, 2024, and an application for a Nationwide 14 was subsequently submitted October 30, 2024. An Approved Jurisdictional Determination (AJD) was issued by USACE on September 24, 2025, and is included as **Attachment B.** This application is submitted in accordance with that determination. The ENG FORM 4345 is provided in Attachment C.

Proposed Impacts

The proposed 2.5-mile roadway construction will be designed to meet federal highway USDOT and LADOTD standards for evacuation routes. This will require an additional 9' of elevation to achieve grades above the frequent flood (A/AE) elevations. The proposed alignment will cross three wetland features (including Bayou Blue) and two additional headwater tributaries (2 and 3). The westernmost features (Wetlands 3 and 4) will impact 3,659 sq. ft./0.084-acres and 1742 sq. ft. /0.04-acres and require 406.6 c.y. and 193 c.y. of clean fill, respectively. The crossing of Bayou Blue and its adjacent wetlands (5 and 6) will be completed by a fill causeway impacting 129,373 sq. ft./2.97-acres requiring 14,375 cubic yards of fill in wetlands and 885 sq. ft./0.02-acres of fill (625 c.y.) of fill in Tributary 1. Additionally, the applicant proposes a 30' wide by 150' long bridge spanning over Bayou Blue with seven 18" PCC concrete pilings. To increase the hydrological cross-section of the proposed bridge span, the applicant proposes to dredge 7274.52 sq. ft./0.167-acres resulting in the removal of 1,482 c.y. of material.

Approximately 3199.8 sq. ft./0.073-acres of the 2.97-acre impact will include 355 c.y. of clean riprap to armor and stabilize bridge headwalls and protect the side slope bank from scour and erosion. In addition, 1723 sq. ft./0.04-acres/191 c.y. of fill will be placed below the Ordinary Water line of Bayou Blue to ensure proper grades of the slope of the banks.

Tributary 2 will require 871 sq. ft./0.02 acres of fill requiring the placement of 97 cubic yards of material in conjunction of the placement of a 72" by 72" RCB. An additional 3,049 sq. ft./0.07 acres (339 c.y.) of this water will be dredged to reshape/improve upstream connectivity into the structure. Similarly, two 18" RCPA's will be installed across Tributary 3 impacting 7405.02 sq. ft/0.17-acres requiring 822 c.y. of fill and reshaping/dredging of 436 sq. ft./0.01-acres requiring 48 c.y. of surface waters.

The project proposes a total of 3.06-acres of fill and 0.06 of dredging in wetlands and 0.21-acres of fill (including riprap) and 0.247-acres of dredging in surface waters tributaries. An Impact Summary Table is found on the following page which details what type of impact, the area, and

the cubic yardage from the impacts. The table provides Project Sheet references where the impacts are illustrated. The Project Sheets can be found immediately after the Exhibits.

Impact Summary Table

AJD Jurisdiction feature	Project Sheet number	Impact type	Structure	Sq. ft. of impacts	Impact acreage	Cubic yards
Wetland 3	2, 6	Fill Dredge/cut	72" RCB	3,659 261	0.084-ac 0.006-ac	406.6
Wetland 4	2, 7	Fill	3-24" RCPA	1,742	0.004-ac	193
Wetland 5, 6 & Non-wetland Water 1	3	Fill	Fill road/ 2 - 72" RCB	129373.2	2.97-ac	14,375
Totals		Fill Dredge/cut		7,405.2 261	3.06-ac 0.006-ac	14,974.6 261
Tributary 1	3, 8	Dredge/cut	150' bridge span	7,274.2	0.167-ac	1,482
Tributary 1	3, 9	Fill	PZ 27 headwall	885	0.02-ac	625
Tributary 2	4, 10	Fill Dredge/cut	72" RCB	871.2 3,049.2	0.02-ac 0.07-ac	97
Tributary 3	5, 11	Fill Dredge/cut	2 – 18" RCPA	7,405.2 435.6	0.17-ac 0.01-ac	822
Totals		Fill Dredge/cut		9,161.4 435.6	0.21-ac 0.247-ac	1,544 1,482

Avoidance and Minimization

Avoidance and minimization measures have been incorporated in both the planning and design phases of the project. The overall objective is to provide an ingress/egress evacuation route from the Coushatta Tribe's centralized Tribal Agencies/Departments to an existing evacuation route. As stated above, the Tribal Agencies/Departments lie central to three existing evacuation routes; US Highways 190 and 165 and Louisiana State Highway 26. Connectors to each of these existing evacuation routes were developed to evaluate for the proposed route and are shown on **Exhibit 2**. FEMA's Resilience Analysis and Planning Tool (RAPT) was used to determine/map the A/AE Flood zones that are also shown on **Exhibit 2**. The proposed connector to the east to LA Highway 26 is the shortest route to an existing evacuation route and was chosen as the proposed alternative. In general, evacuation in this portion of

southwest Louisiana is directed north towards Alexandria along US Highway 165. The need to travel north eliminates the Alternative 1 connector to US Highway 190 as a practical alternative for most evacuation scenarios, since it is south of the CTLA Tribal Agency/Department complex. The second alternative to Highway 165 would be the costliest alternative as it would require improvements (correction of elevation deficiencies) to approximately 7.7 miles or three times more than the proposed alternative and require more potential floodplain impacts than the proposed alternative.

Additional avoidance is incorporated into the project through construction design. To minimize impacts to Bayou Blue the applicant is proposing a 150' long bridge to span over the approximately 50' open water section of Blue Bayou allowing for increased hydrological flow and will be supported by five concrete pile sections. The design maximizes the cross-section flow and limits WOTUS impacts through riprap that will aid in protecting the structure from scour and erosion.

Mitigation

The project will have fill impacts to wetlands and surface waters of the Bayou Blue watershed. A mitigation plan will be developed after the initial review and comments have been received which addresses the applicant avoidance and minimization measures.

Erosion and Sediment Control

The applicant proposes to place erosion control devices such as staked hay bales, silt fencing, sandbags, and temporary berms along the perimeter of the project site and all other construction activities that result in more than minimal soil disturbance. The silt fence will be trenched 4 to 6 inches underground and backfilled on the uphill side of the upland/wetland interface to prevent under washing and sedimentation into wetlands.

Floating turbidity screen will be utilized as necessary to prevent turbidity during the piling installation process.

The applicant will take all measures necessary to prevent erosion and sedimentation.

Supplies and materials will be staged on the upland areas of the project, and any disturbed areas will be seeded or sodded until permanent stabilization is achieved.