

## **TRANSPORTATION**

Dredging and filling are sometimes required to construct land transportation projects. Adverse impacts can be minimized by applying the following guidelines:

- a. Pre-application meetings and site visits should be held before securing and committing resources to a preferred right-of-way.
- b. Roadways, railways and airports should avoid wetlands. Where wetland crossings cannot be avoided, bridging should be used rather than filling, and the least environmentally damaging route, preferably along cleared, existing rights-of-way and road beds should be followed. Suitable erosion control and vegetation restoration methods should be used on bridge approaches. Span bridges are preferred over culverts because they do not disrupt flow.
- c. Structures should be designed and maintained to prevent shoaling and alteration of natural water circulation. Suitable erosion control and vegetation restoration should be implemented at wetland crossings.
- d. Construction of road improvement projects should follow the existing alignments. Existing causeway and fill areas should be used wherever possible. Clearing of riparian vegetation occurring along rivers, streams and creeks, as well as brush and trees on the project site, should be avoided.
- e. Transportation facilities should be designed to accommodate other public utilities, thus avoiding the need for additional wetland alteration. An example would be using bridges to support transmission lines and pipelines.
- f. When possible, temporary board roads are encouraged in sensitive areas in lieu of fill roadways.
- g. Transportation facilities should be designed to direct runoff into detention ponds.
- h. Other guidelines for Housing Developments, Drainage Canals and Ditches, and Disposal of Dredged Material may be applicable.