JOINT PUBLIC NOTICE

March 17, 2014

United States Army
Corps of Engineers
New Orleans District
Regulatory Branch
Post Office Box 60267
New Orleans, La. 70160-0267

(504) 862-2548/ FAX (504) 862-2574
Project Manager
Johnny Duplantis
Permit Application Number
MVN-2013-02322-WPP

State of Louisiana
Department of Environmental Quality
Post Office Box 4313
Baton Rouge, La. 70821-4313
Attn: Water Quality Certifications

(225) 219-3225/FAX (225) 325-8125
Project Manager
Elizabeth Johnson
WQC Application Number
WQC # 140313-04

Interested parties are hereby notified that a permit application has been received by the New Orleans District of the U.S. Army Corps of Engineers pursuant to: [X] Section 10 of the Rivers and Harbors Act of March 3, 1899 (30 Stat. 1151; 33 USC 403); and/or [X] Section 404 of the Clean Water Act (86 Stat. 816; 33 USC 1344).

Application has also been made to the Louisiana Department of Environmental Quality, for a Water Quality Certification (WQC) in accordance with statutory authority contained in Louisiana Revised Statutes of 1950, Title 30, Chapter 11, Part IV, Section 2074 A(3) and provisions of Section 401 of the Clean Water Act (P.L.95-17).

PROPOSED PORT FOURCHON NORTHERN EXPANSION – PHASE III

NAME OF APPLICANT: Greater Lafourche Port Commission, P.O. Box 490, Galliano, Louisiana, 70354.

DESCRIPTION: Dredging of an approximately 3,972' x 27' Slip (D) in the Port's Northern Expansion to include the filling of an adjacent water bottom for industrial development. The applicant is proposing the development of a Permittee Responsible Mitigation Plan (PRMP) which addresses compensatory mitigation for the 13.2 acres of impacts to in-kind wetland resources anticipated by the project. The applicant's draft PRMP is attached to this Public Notice for review.

LOCATION: Located at Latitude 29.13941, Longitude -90.19056, at Port Fourchon, Louisiana, in Lafourche Parish. The Project is located within the Lafourche Basin, Hydrologic Unit 08090301.

The comment period for the Department of the Army Permit and the Louisiana Department of Environmental Quality WQC will close **20 days** from the date of this joint public notice. Written comments, including suggestions for modifications or objections to the proposed work, stating reasons thereof, are being solicited from anyone having interest in this permit and/or this WQC request and must be mailed so as to be received before or by the last day of the comment period. Letters concerning the Corps of Engineers permit application must reference the applicant's name and the Permit Application Number, and be mailed to the Corps of Engineers

at the address above, **ATTENTION: REGULATORY BRANCH**. Similar letters concerning the Water Quality Certification must reference the applicant's name and the WQC Application number and be mailed to the Louisiana Department of Environmental Quality at the address above.

The application for this proposed project is on file with the Louisiana Department of Environmental Quality and may be examined during weekdays between 8:00 a.m. and 5:00 p.m. Copies may be obtained upon payment of costs of reproduction.

Corps of Engineers Permit Criteria

The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers is soliciting comments from the public, federal, state, and local agencies and officials, Indian Tribes, and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the U.S. Army Corps of Engineers to determine whether to make, modify, condition, or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

No properties listed on the National Register of Historic Places are near the proposed work. The possibility exists that the proposed work may damage or destroy presently unknown archeological, scientific, prehistorical, historical sites, or data. Copies of this notice are being sent to the State Archeologist and the State Historic Preservation Officer.

Our initial finding is that the proposed work would neither affect any species listed as endangered by the U.S. Departments of Interior or Commerce, nor affect any habitat designated as critical to the survival and recovery of any endangered species.

This notice initiates the Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The applicant's proposal would result in the destruction or alteration of 13.2 acre(s) of EFH utilized by various life stages of red drum and penaeid shrimp. Our initial determination is that the proposed action would not have a substantial adverse impact on EFH or federally managed fisheries in the Gulf of Mexico. Our final determination relative to project impacts and the need for mitigation measures is subject to review by and coordination with the National Marine Fisheries Service.

If the proposed work involves deposits of dredged or fill material into navigable waters, the evaluation of the probable impacts will include the application of guidelines established by the Administrator of the Environmental Protection Agency. Also, a certification that the proposed activity will not violate applicable water quality standards will be required from the Department of Environmental Quality, before a permit is issued.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

You are requested to communicate the information contained in this notice to any other parties whom you deem likely to have interest in the matter.

The applicant has certified that the proposed activity described in the application complies with and will be conducted in a manner that is consistent with the Louisiana Coastal Resources Program. The Department of the Army permit will not be issued unless the applicant received approval or a waiver of the Coastal Use Permit by the Department of Natural Resources.

Darrell S. Barbara
Chief, Western Evaluation Section
Regulatory Branch

Attachments

STATE VICINITY MAP

NOT TO SCALE

NORTHERN EXPANSION – PHASE III

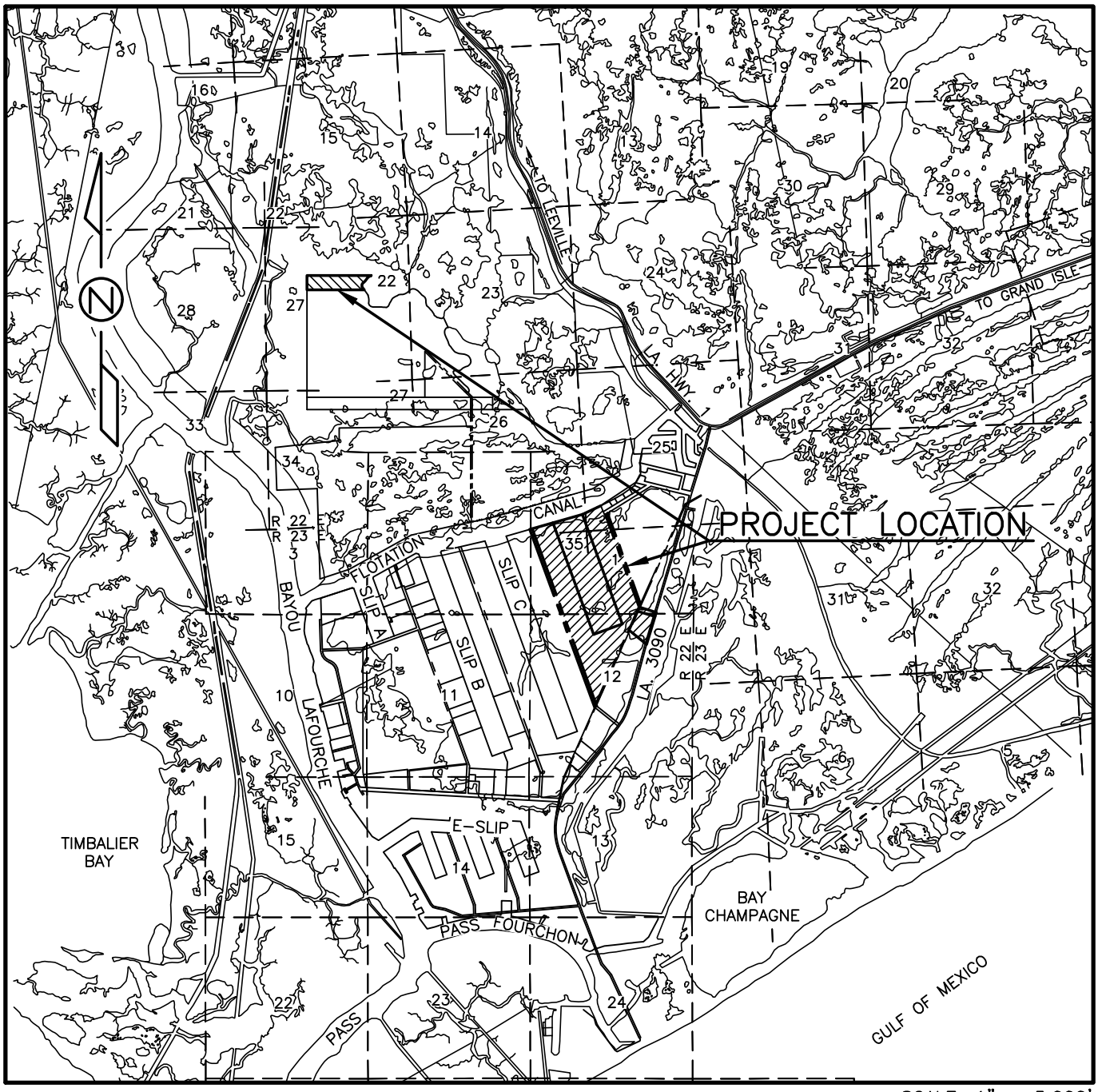
WORK TO BE PERFORMED: DREDGING, FILL

APPLIED BY: GREATER LAFOURCHE PORT COMMISSION
AREA: PORT FOURCHON, LOUISIANA

PICCIOLA & ASSOCIATES, INC.
CIVIL ENGINEERS LAND SURVEYORS
NAVAL ARCHITECTS MARINE ENGINEERS
P.O. BOX. 687
CUT OFF, LOUISIANA 70345
(985) 632-5786

P20131083
J.N. 0328-1301

REV: 12-18-2013
REV: 11-13-2013
REV: 10-09-2013
DATE: 07-02-2013



SCALE: 1" = 5,000'

LOCAL VICINITY MAP

WORK TO BE PERFORMED: PORT FOURCHON NORTHERN EXPANSION – PHASE 3
APPLIED BY: GREATER LAFOURCHE PORT COMMISSION
AREA: PORT FOURCHON, LA.
PROPERTY IS LOCATED IN SECTIONS 1, 2, 12, 25, & 35 T–23–S, R–22–E

LATITUDE = 29° 08' 21.87"
LONGITUDE = 90° 11' 26.03"
(LAT. & LON. IS LOCATED APPROXIMATELY AT THE SOUTHWEST CORNER OF SLIP "D")

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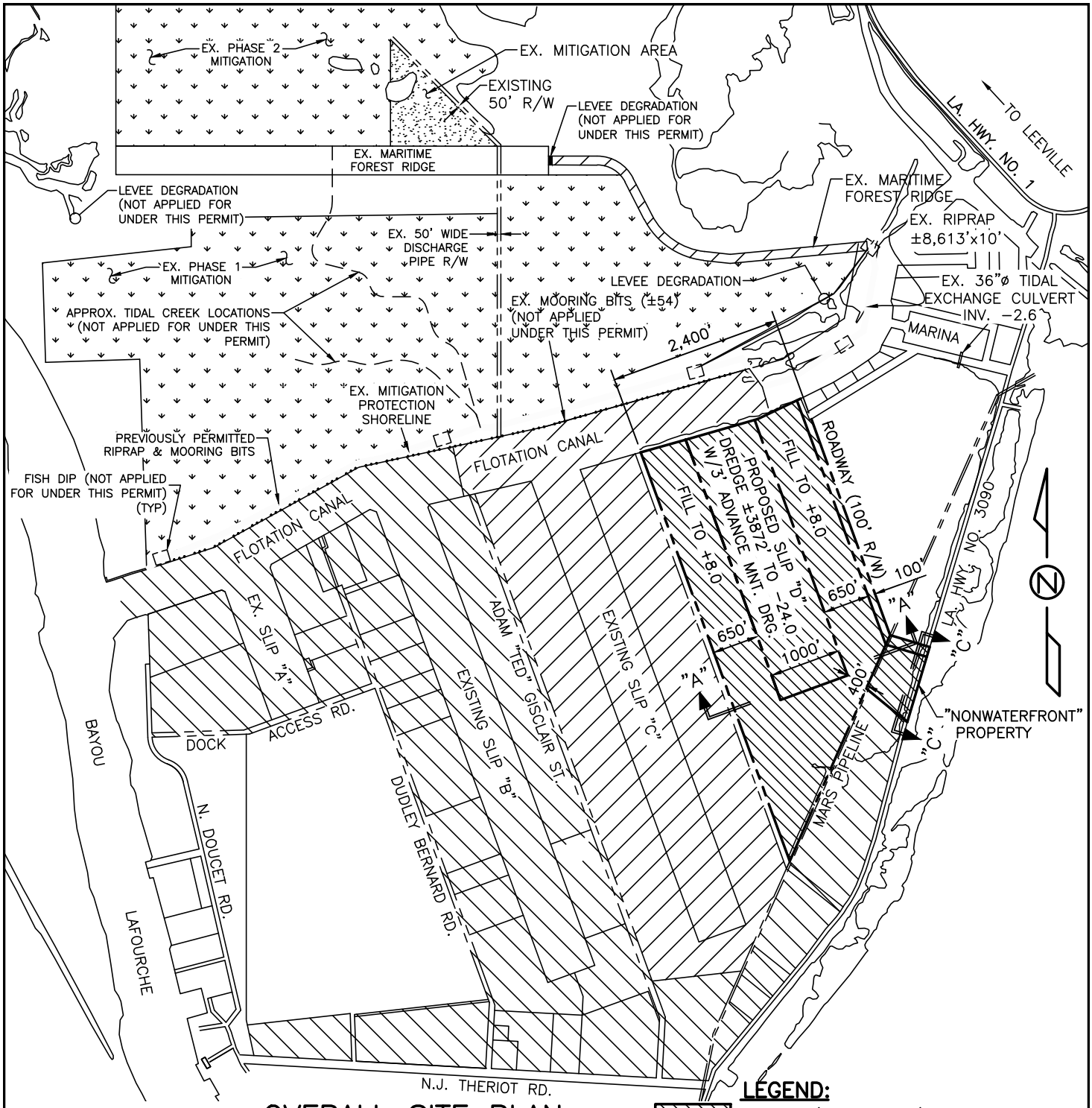

OVERALL SITE PLAN

2000 0 2000

SCALE: 1" = 2000'

LEGEND:

- PHASE 3 (±277 ACRES)
  SEE SHEET 4 FOR PHASE 3 MITIGATION
- EX. PHASE 1 (CUP P981007 & COE PERMIT EG-19-980-1340)
- EX. PHASE 1 MITIGATION (CUP P981007 & COE PERMIT EG-19-980-1340)
- EX. 23.28 AC. MITIGATION AREA (CUP P080321 & MVN 2008-978-CY)
- EX. PHASE 2
- EX. PHASE 2 MITIGATION

NOTES:

1. EXISTING RIPRAP AND MOORING BITS PERMITTED UNDER COE CX-19-980-1340-3, WQC TR 030613-01, AND CUP P20030916.
2. SEE SHEET 6 AND 8 FOR MORE INFORMATION ON SECTION "A"-"A" AND "C"-"C".

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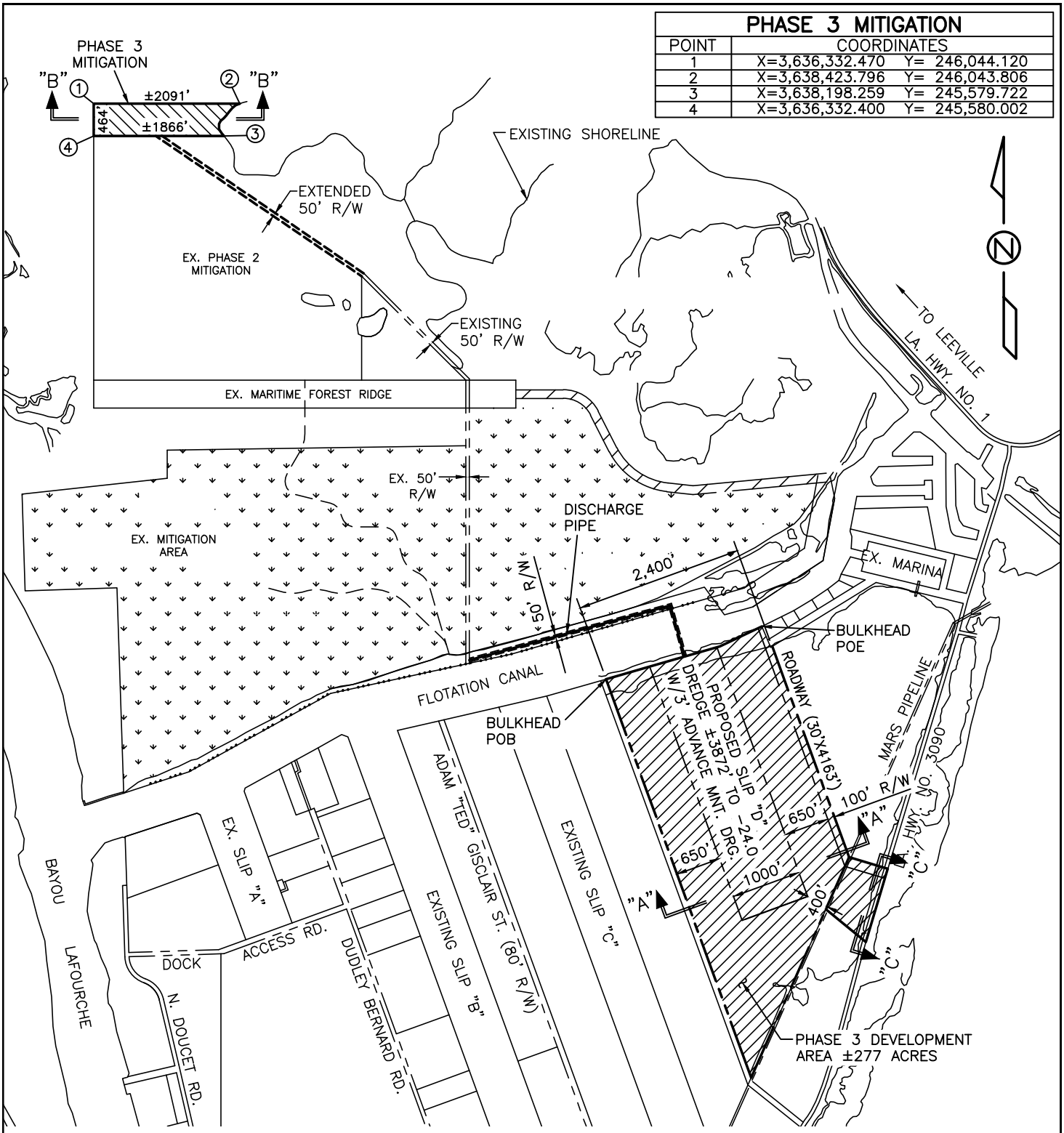

PHASE 3 MITIGATION	
POINT	COORDINATES
1	X=3,636,332.470 Y= 246,044.120
2	X=3,638,423.796 Y= 246,043.806
3	X=3,638,198.259 Y= 245,579.722
4	X=3,636,332.400 Y= 245,580.002

PHASE 3 SITE PLAN

2000 0 2000

SCALE: 1" = 2000'

LEGEND:

PHASE 3 DEVELOPMENT AREA – ±277 ACRES TOTAL

PHASE 3 MITIGATION – ±20 ACRES TOTAL

NOTES:

1. SEE SHEETS 6 THROUGH 8 FOR MORE INFORMATION ON SECTION "A"–"A" THROUGH SECTION "C"–"C".
2. BULKHEAD TOTAL LENGTH = 10,033'

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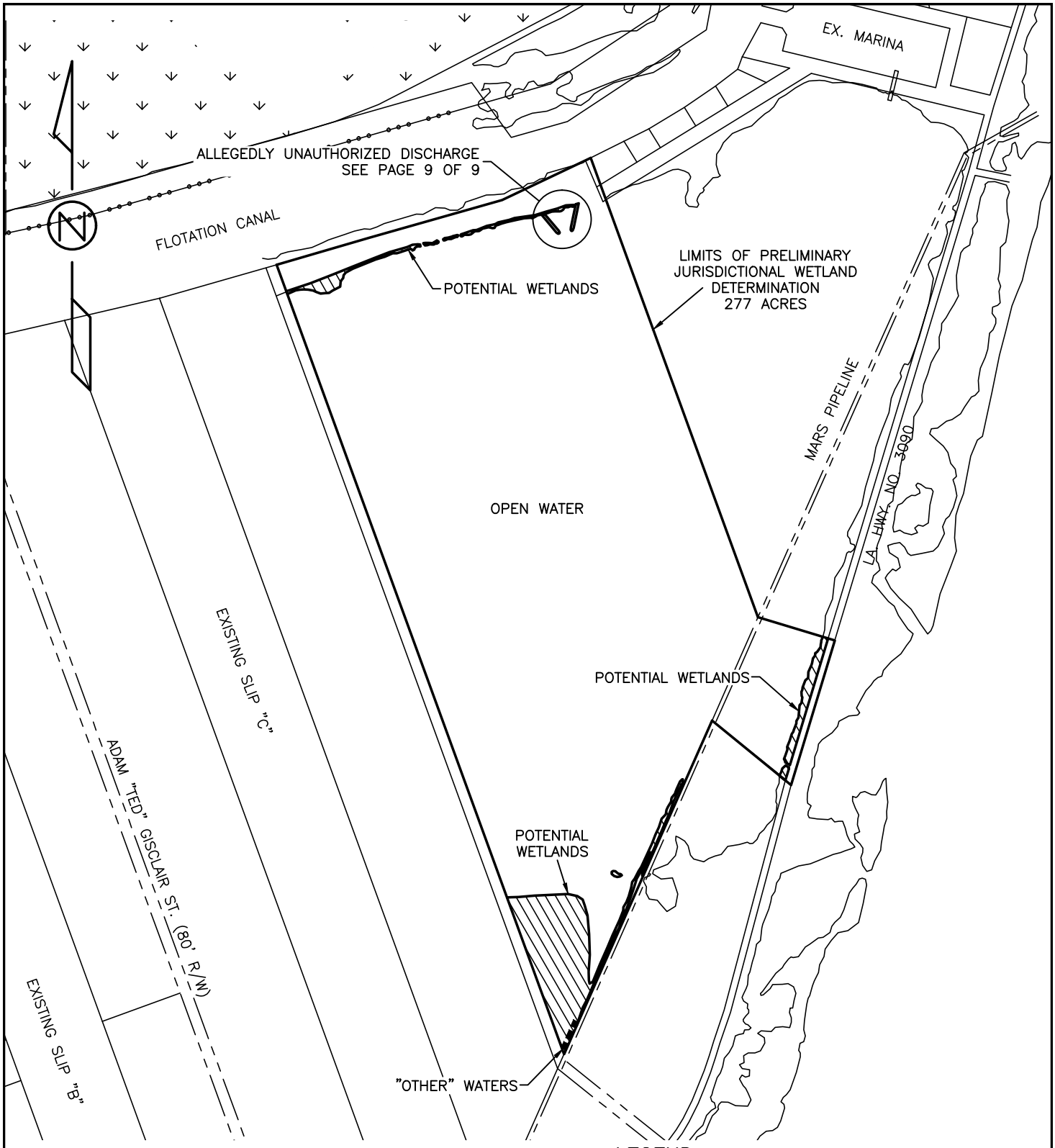

PHASE 3 IMPACT SITE PLAN

2000 0 2000

SCALE: 1" = 2000'

LEGEND:

POTENTIAL JURISDICTIONAL WETLANDS – 13.20 ACRES

POTENTIAL "OTHER" WATERS OF THE U.S. – 362.81 LIN. FT.

NOTE:

IMPACT AREAS WERE TAKEN FROM A WETLAND DATA REPORT PREPARED FOR THE GREATER LAFOURCHE PORT COMMISSION BY PROVIDENCE ENGINEERING AND ENVIRONMENTAL GROUP, L.L.C. DATED JUNE 10, 2013.

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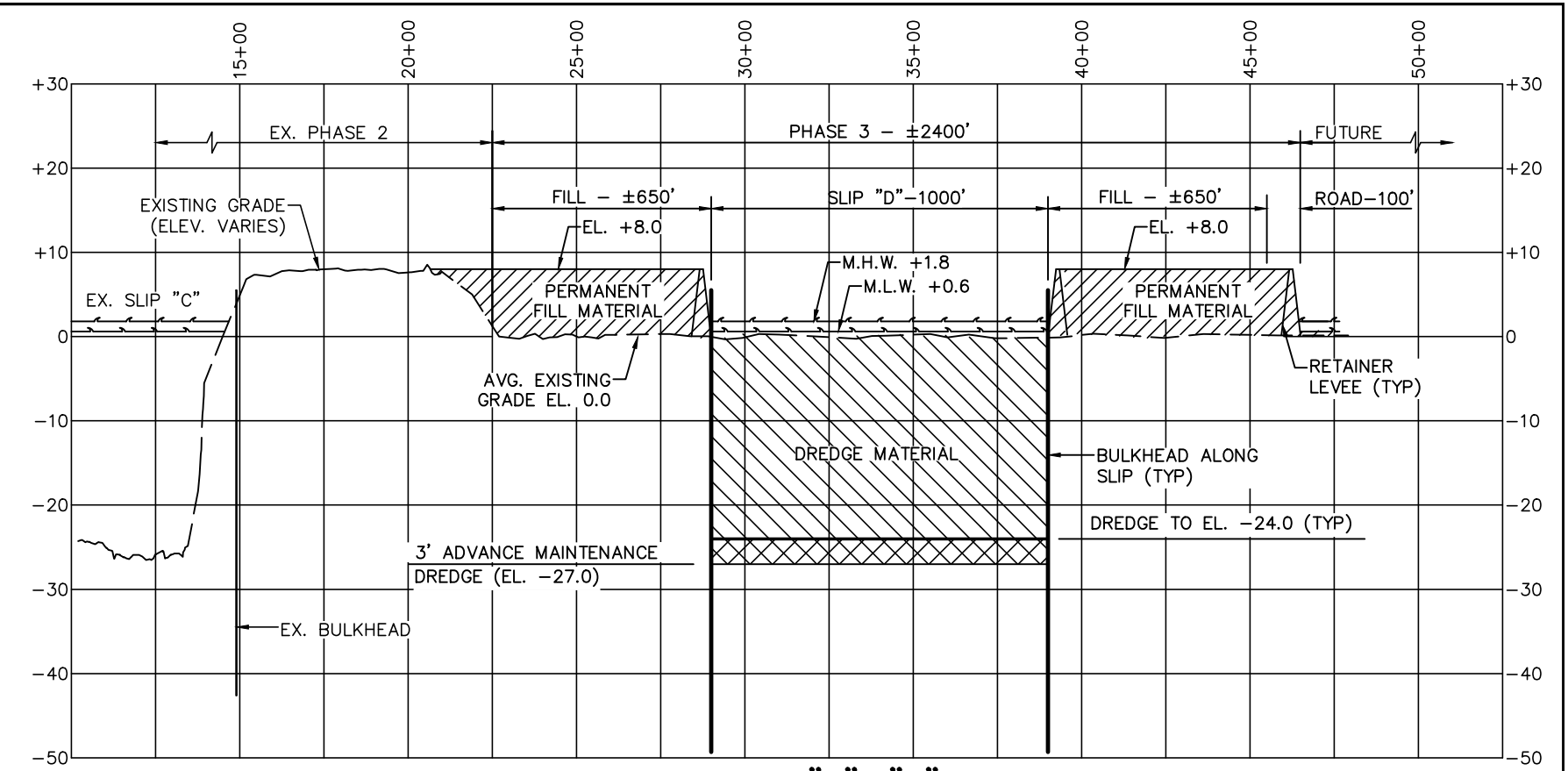


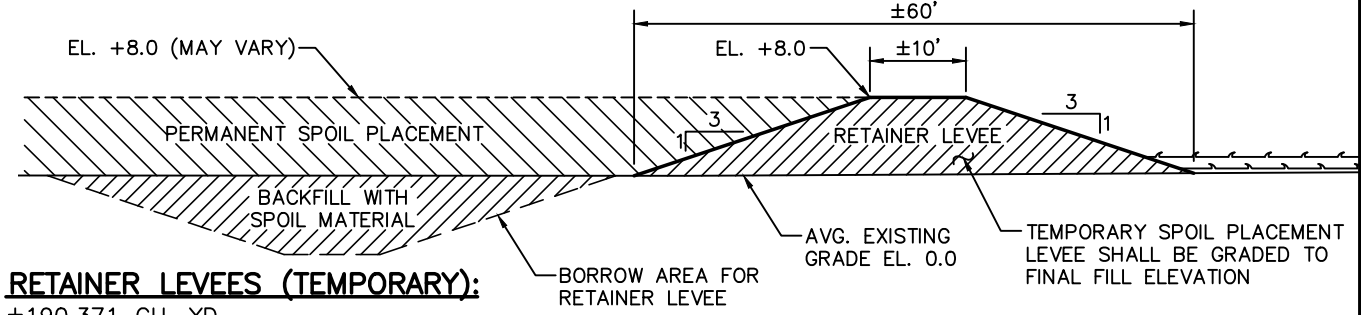
SECTION "A"–"A"

SCALE: HORZ. 1"=500' VERT. 1"=20'

500 0 500

LEGEND:

- FILL (EL. +8.0)
- DREDGE (EL. −24.0)
- 3' ADVANCE MAINTENANCE DREDGE (EL. −27.0)



TYPICAL RETAINER LEVEE

SCALE: 1" = 20'–0"

20 0 20

DREDGE AREA FOR SLIP "D":
±88 ACRES

DREDGE VOLUME FOR SLIP "D":
3,872,000 CU. YD.

FILL AREA FOR PHASE 3:
±188 ACRES

TOTAL FILL VOLUME FOR PHASE 3 DEVELOPMENT:
±2,431,234 CU. YD.

RETAINER LEVEES (TEMPORARY):
±190,371 CU. YD.
±25 ACRES

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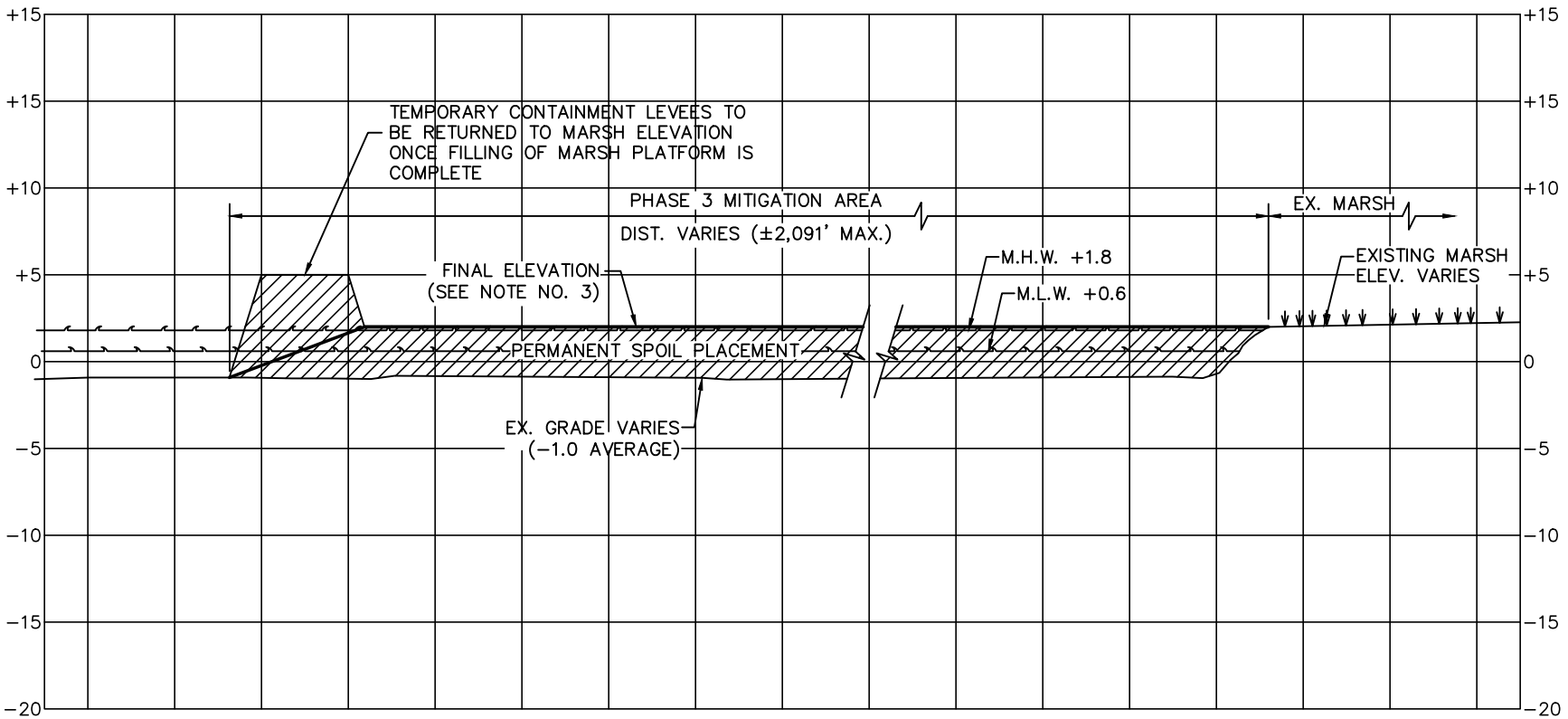

PHASE 3 MITIGATION AREA – SECTION "B"–"B"

SCALE: HORZ. 1"=20' VERT. 1"=10'

20 0 20

NOTES:

1. MATERIAL GENERATED FROM THE DREDGING OF SLIP "D" SHALL FIRST BE UTILIZED TO FILL THE MITIGATION AREA PRIOR TO BEGINNING FILLING PROCESSES ALONG SLIP "D".

2. IN AN EFFORT TO OBTAIN OPTIMUM ELEVATIONS IN THE MITIGATION AREA THE FINAL FILL ELEVATIONS FOLLOWING COMPACTION AND CONSOLIDATION SHALL RANGE BETWEEN +1.5 FEET TO +2.0 FEET NGVD WITH NO FINAL ELEVATIONS TO EXCEED +2.5 FEET NGVD. NO MORE THAT 15% OF THE FINAL FILL AREA SHALL EXCEED +2.0 FEET NGVD. IF 15% OR MORE OF THE FINAL FILL AREA EXCEEDS +2.0 FEET NGVD THE PERMITTEE SHALL TAKE WHATEVER STEPS NECESSARY TO COMPLY WITH THE 15% RESTRICTION CRITERIA.

3. TO ASSURE THE PLACEMENT OF SPOIL MATERIAL TO PROPER ELEVATIONS, SURVEY STAKES MARKED WITH THE TARGET ELEVATION (+1.5 TO +2.0 FEET NGVD) SHALL BE PLACED ON A 200–FOOT GRID THROUGHOUT THE MITIGATION DISPOSAL AREA.

4. A FULL TIME INSPECTOR WILL BE ON SITE TO ASSURE THE TARGET ELEVATION IS MET AND NOT EXCEEDED. BASED ON AS–BUILT SURVEYS ADDITIONAL WORK MAY BE REQUIRED, AT THE PERMITTEE'S EXPENSE, TO OBTAIN APPROPRIATE ELEVATIONS WITHIN THE MITIGATION AREA.

PHASE 3 MITIGATION:
±20 ACRES

TOTAL NATIVE FILL VOLUME FOR PHASE 3 MITIGATION:
±89,260 CU. YD.

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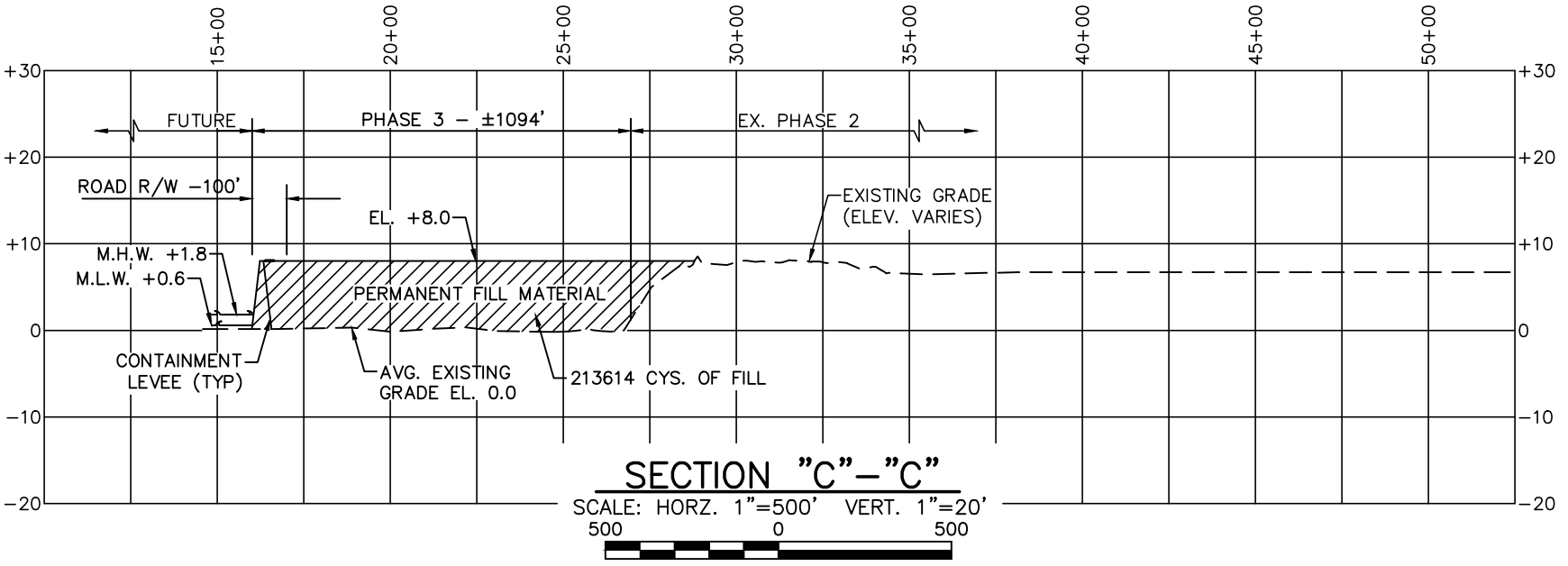
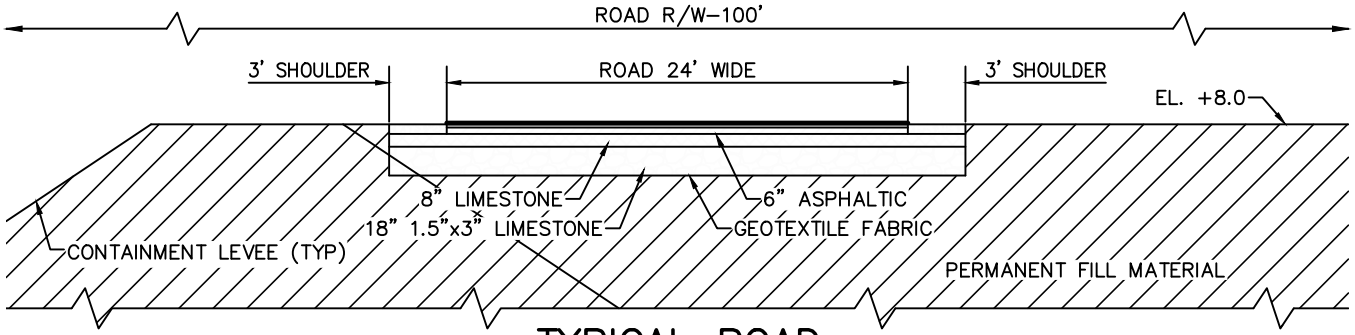


SECTION "C"–"C"

SCALE: HORZ. 1"=500' VERT. 1"=20'

500 0 500



TYPICAL ROAD

SCALE: HORZ. 1"=10' VERT. 1"=10'

10 0 10

NOTE:
TOP 12"–95% COMPACTION

LEGEND:

FILL (EL. +8.0)

FILL AREA FOR ROAD:
±2.87 ACRES

TOTAL NON–NATIVE FILL VOLUME FOR ROAD:
±12,334.80 CU. YDS.
(INCLUDES 2,313 CU. YDS. ASPHALT)
(INCLUDES 10,022 CU. YDS. CRUSHED STONE OR GRAVEL)

FILL AREA FOR NONWATERFRONT:
±13.97 ACRES

NATIVE FILL VOLUME FOR NONWATERFRONT:
±213,613.60 CU. YDS. (INCLUDED IN 2,431,234 CU. YD. TOTAL)

FILL AREA FOR ROAD ON NONWATERFRONT:
±1.08 ACRES

NON NATIVE FILL VOLUME FOR ROAD ON NONWATERFRONT:
±1,744.40 CU. YDS. (INCLUDED IN ±12,334.8 CU. YD. TOTAL)

P20131083
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REV: 11–13–2013
REV: 10–09–2013
DATE: 08–14–2013

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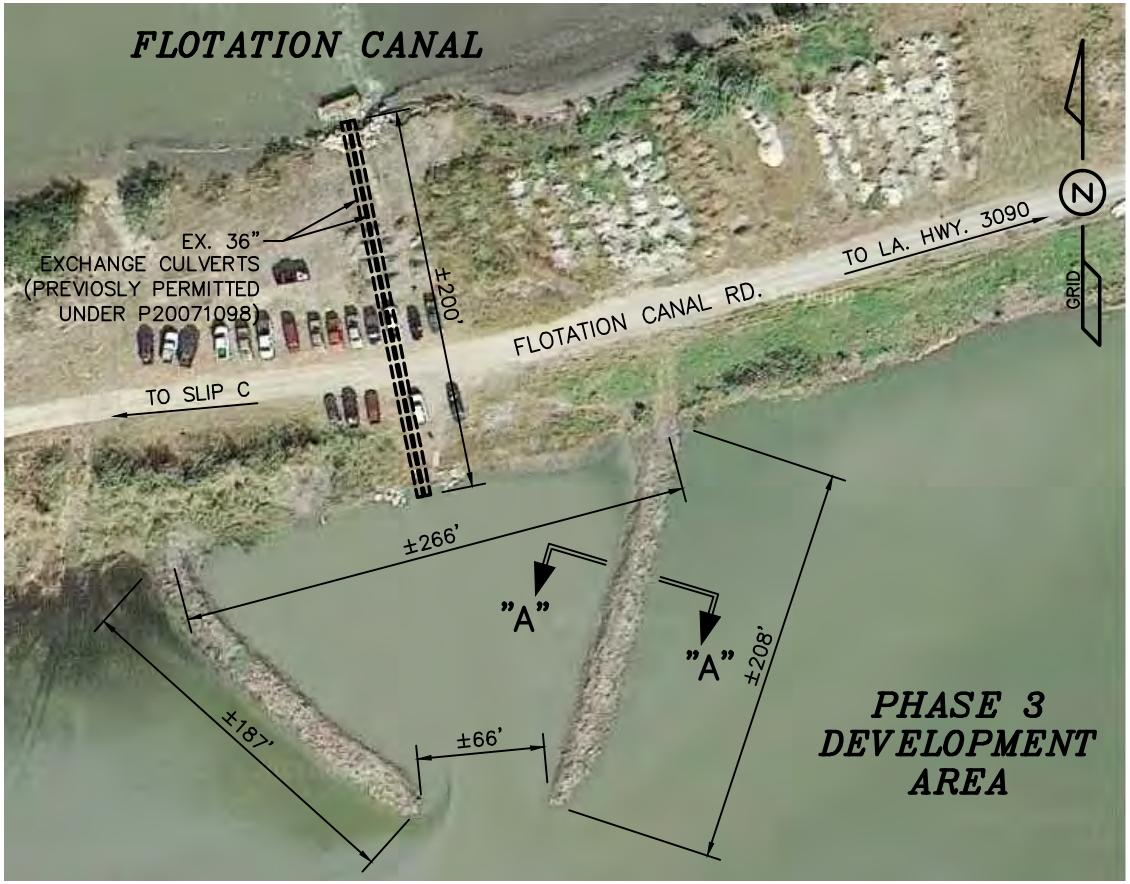
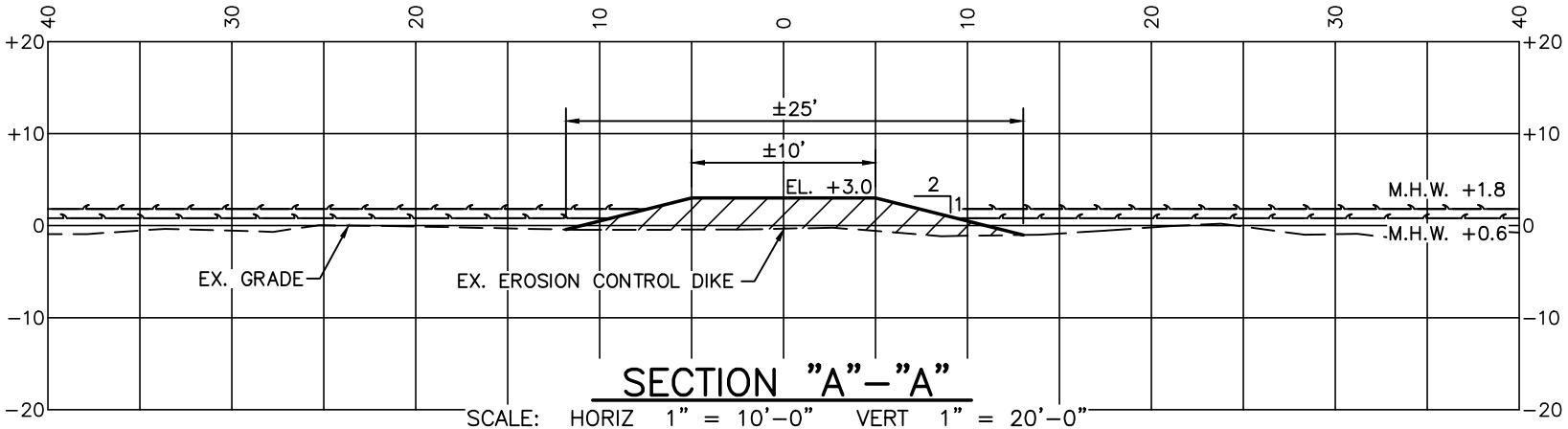
IMPACTED NON. VEGETATED WATER BOTTOMS

±0.2 ACRES (TOTAL)
±702 CU. YDS.



ALLEGEDLY UNAUTHORIZED DISCHARGE

SCALE: 1" = 100'-0"



SECTION "A"-"A"

SCALE: HORIZ 1" = 10'-0" VERT 1" = 20'-0"

REV: 12-18-2013
REV: 11-13-2013
REV: 10-09-2013
DATE: 07-02-2013

P20131083
J.N. 0328-1301

January 24, 2014
Proposed Mitigation Plan – P20131083, MVN-2013-02322-WPP

I. Introduction

The Greater Lafourche Port Commission ("Port") applied on July 23, 2013 for the necessary permits (P20131083 and MVN-2013-02322-WPP, respectively) to proceed with Phase III of its Northern Expansion development. This project, essentially consisting of the dredging and development of Slip D (the "Phase III Project") is part of a planned, phased expansion of Port Fourchon.

We trust the NAJ dated October 25, 2013 and subsequently approved on December 17, 2013 sufficiently impresses the importance of Port Fourchon as the Gulf Coast's premier intermodal hub for offshore oil and gas activity and justifies the need for the Phase III Project.

A recent wetland delineation indicates that the Phase III Project will potentially impact roughly 13.20 acres of wetlands. This mitigation plan ("Phase III Mitigation") proposes creating roughly 20 acres of marsh to offset these potential wetland impacts associated with the Phase III Project. The Port proposes to construct the Phase III Mitigation in open water north of its ongoing Phase II Mitigation (P20071098; MVN-2008-00037WW) generally situated north of the Maritime Forest Ridge (the "Ridge").

II. Scope of Work

The Port proposes to utilize roughly 89,260 cubic yards of native spoil to construct the 20 acres of intertidal marsh wetlands as depicted on the plans[1] accompanying the instant permit application and attached hereto as Exhibit A. The work will result in a marsh platform with a final (post-compaction and consolidation) elevation ranging between +1.5 and +2.0 ft. NGVD. The site of the Phase III Mitigation, along with adjacent lands, is owned in fee title by the Port and is presently comprised of shallow, open water.

The proposed mitigation project will provide many benefits with the creation of new, emergent habitat. The creation of a vegetated marsh platform provides important habitat for aquatic species (Rakocinski et al.1992, Rozas 1992). Increased productivity of juvenile fish species is believed to occur when ample food sources are easily accessible (Boesch and Turner 1984, Zimmerman and Minello 1984). Shallow water along the marsh edge provides food and protection for young speckled trout, redfish, shrimp, and blue crabs (Barataria-Terrebonne Estuarine Basins Map 1996). The marsh platform will also provide habitat and forage for wading and migratory waterfowl, and to a lesser degree, furbearing animals. The new platforms will also provide additional protection to the adjacent Maritime Forest Ridge and Phase II Mitigation.

[1] As Revised 12-18-13

III. Site Selection

Factors such as ownership, interrelationship with existing Port mitigation projects, wildlife protection and management, protection and maintenance, access and construction feasibility were considered in selecting the Phase III Mitigation site.

The Phase III Mitigation site is situated on lands fully owned by the Port. While the site of the Phase III Project is jointly owned by the Port and City of New Orleans as the trustee of the Edward Wisner Trust ("Wisner"), Wisner graciously accepted the Port's proposal to perform mitigation on Port-owned property.[2]

The Phase III Mitigation site sits just north of the Port's Phase II Mitigation Site and the Ridge. A tidal creek to be cut in the Ridge and a system of creeks to be installed on the Phase I Mitigation Area between the Ridge and Flotation Canal will establish water exchange and an ecological connection between the Phase III Mitigation site and previous mitigation sites, maximizing the beneficial effects of one another.

The Phase III Mitigation site is situated within the Port-established Harrison J. Cheramie Wildlife Sanctuary. Hunting, fishing, trapping or any other means of taking wildlife from the sanctuary is prohibited and strictly enforced. Trespassers and violators are cited and prosecuted. The Phase III Mitigation Site is accessed via pipeline servitude established and reserved the Port.

IV. Site Protection Instrument

As stated earlier, the Phase III Mitigation site is fully owned by the Port as a political subdivision of the State in its capacity as a private person, ensuring the Port full control of the Phase II Mitigation for the life of this plan.

V. Baseline Information

Comprehensive baseline information including details regarding existing ecological characteristics, hydrology and soil conditions of the Phase III Development and is contained in the Wetland Data Report dated July 23, 2013 and annexed hereto *in globo* as Exhibit B.

VI. Mitigation Work Plan

a. Design

At the request of the regulatory agencies on recent mitigation projects, the Port proposes to initially fill the mitigation site to a target elevation of +2.5 ft. NGVD. The spoil is expected to subside up to 0.5 ft after work is complete and up to an additional 0.5

[2] Landowner Mitigation Intent Form dated August 28, 2013 executed by Ms. Amanda Phillips, Interim Secretary Treasurer of the Edward Wisner Donation

ft. over the 20-year life of the project. As such, the site is expected to obtain a final, compacted elevation between +1.5 ft. and +2.0 NGVD – a range suggested as optimal for the development and nourishment of intertidal marsh habitat. Once vegetated, the mitigation area should produce immediate benefits sustainable for the life of the mitigation project.

b. Construction

Material used to construct the marsh platforms will be generated from planned dredging of Slip D from which the Port expects to generate 3,872,000 cubic yards of native fill. The Material will be pumped through a spoil discharge pipe from the dredge site to the marsh platform. Discharge pipe access will be through by the Port's previously permitted, permanent fifty (50) foot right-of-way.

Initial dredging of Slip D will be conducted by bucket dredge. All material generated thereby will be utilized to construct the retainer levee system necessary for the Slip D perimeter. Thereafter, hydraulic dredging will proceed in stages to complete Slip D. Obviously, the schedule of both development and mitigation is fully dependent on the uncertainties of contractor availability, funding, tenant demand and budgeting. Nevertheless, the Port anticipates completing construction of the mitigation retainer levee by summer of 2015 with initial fill of the mitigation area beginning sooner thereafter. Construction of the marsh platforms will be an ongoing effort running concurrent with the Slip D development plans. In order to minimize lapse between impact and mitigation, the Port will rotate discharge sites between development and mitigation from one dredging project to the next.

Pontoon mounted excavators will be utilized to maneuver the spoil discharge pipe to maintain a consistent deposition of fill material. Survey stakes marked with a maximum slurry elevation and the settled target elevation will be placed on a 200-foot grid throughout the mitigation disposal area. A full time inspector will be on site to assure the target elevation is met and not exceeded.

The Port will take the necessary steps to ensure that no more than 15% of the final elevation exceeds +2.0 ft. NGVD and no more than 15% falls below +1.25 ft. NGVD (collectively referred to as the "15% Restriction Criteria"). Additionally, the Port will ensure that none of the final elevations exceed +2.5 ft. NGVD. For purposes of the 15% Restriction Criteria, elevations will be considered "final" as measured one (1) year following completion of fill activities in the area measured. Should the 15% Restriction Criteria not be met, the Port will take the necessary steps, including but not limited to shaping or grading of material, to bring the site in compliance with the 15% Restriction Criteria.

c. Planting

The recent Phase I and Phase II Mitigation have proven that natural vegetation establishes very quickly on properly elevated sites. Nowhere is this phenomenon more

pronounced than Phase I Mitigation Area B where target elevations were successfully met and no planting was necessary to produce the lush marshland that exists today. Area B was filled between the winters of 2002 and 2003 and, as the Port's Phase I Monitoring Reports show, had already experienced significant natural growth following the 2004 growing season.

Additionally, the proposed mitigation site will be contained by healthy marsh. Vegetation from adjacent marsh will only accelerate the process of vegetative propagation in the Phase III Mitigation Site.

Accordingly, no initial planting of the Phase III Mitigation Site is being proposed.

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January 24, 2014
Proposed Mitigation Plan – P20131083, MVN-2013-02322-WPP

I. Introduction

The Greater Lafourche Port Commission ("Port") applied on July 23, 2013 for the necessary permits (P20131083 and MVN-2013-02322-WPP, respectively) to proceed with Phase III of its Northern Expansion development. This project, essentially consisting of the dredging and development of Slip D (the "Phase III Project") is part of a planned, phased expansion of Port Fourchon.

We trust the NAJ dated October 25, 2013 and subsequently approved on December 17, 2013 sufficiently impresses the importance of Port Fourchon as the Gulf Coast's premier intermodal hub for offshore oil and gas activity and justifies the need for the Phase III Project.

A recent wetland delineation indicates that the Phase III Project will potentially impact roughly 13.20 acres of wetlands. This mitigation plan ("Phase III Mitigation") proposes creating roughly 20 acres of marsh to offset these potential wetland impacts associated with the Phase III Project. The Port proposes to construct the Phase III Mitigation in open water north of its ongoing Phase II Mitigation (P20071098; MVN-2008-00037WW) generally situated north of the Maritime Forest Ridge (the "Ridge").

II. Scope of Work

The Port proposes to utilize roughly 89,260 cubic yards of native spoil to construct the 20 acres of intertidal marsh wetlands as depicted on the plans[1] accompanying the instant permit application and attached hereto as Exhibit A. The work will result in a marsh platform with a final (post-compaction and consolidation) elevation ranging between +1.5 and +2.0 ft. NGVD. The site of the Phase III Mitigation, along with adjacent lands, is owned in fee title by the Port and is presently comprised of shallow, open water.

The proposed mitigation project will provide many benefits with the creation of new, emergent habitat. The creation of a vegetated marsh platform provides important habitat for aquatic species (Rakocinski et al.1992, Rozas 1992). Increased productivity of juvenile fish species is believed to occur when ample food sources are easily accessible (Boesch and Turner 1984, Zimmerman and Minello 1984). Shallow water along the marsh edge provides food and protection for young speckled trout, redfish, shrimp, and blue crabs (Barataria-Terrebonne Estuarine Basins Map 1996). The marsh platform will also provide habitat and forage for wading and migratory waterfowl, and to a lesser degree, furbearing animals. The new platforms will also provide additional protection to the adjacent Maritime Forest Ridge and Phase II Mitigation.

[1] As Revised 12-18-13

III. Site Selection

Factors such as ownership, interrelationship with existing Port mitigation projects, wildlife protection and management, protection and maintenance, access and construction feasibility were considered in selecting the Phase III Mitigation site.

The Phase III Mitigation site is situated on lands fully owned by the Port. While the site of the Phase III Project is jointly owned by the Port and City of New Orleans as the trustee of the Edward Wisner Trust ("Wisner"), Wisner graciously accepted the Port's proposal to perform mitigation on Port-owned property.[2]

The Phase III Mitigation site sits just north of the Port's Phase II Mitigation Site and the Ridge. A tidal creek to be cut in the Ridge and a system of creeks to be installed on the Phase I Mitigation Area between the Ridge and Flotation Canal will establish water exchange and an ecological connection between the Phase III Mitigation site and previous mitigation sites, maximizing the beneficial effects of one another.

The Phase III Mitigation site is situated within the Port-established Harrison J. Cheramie Wildlife Sanctuary. Hunting, fishing, trapping or any other means of taking wildlife from the sanctuary is prohibited and strictly enforced. Trespassers and violators are cited and prosecuted. The Phase III Mitigation Site is accessed via pipeline servitude established and reserved the Port.

IV. Site Protection Instrument

As stated earlier, the Phase III Mitigation site is fully owned by the Port as a political subdivision of the State in its capacity as a private person, ensuring the Port full control of the Phase II Mitigation for the life of this plan.

V. Baseline Information

Comprehensive baseline information including details regarding existing ecological characteristics, hydrology and soil conditions of the Phase III Development and is contained in the Wetland Data Report dated July 23, 2013 and annexed hereto *in globo* as Exhibit B.

VI. Mitigation Work Plan

a. Design

At the request of the regulatory agencies on recent mitigation projects, the Port proposes to initially fill the mitigation site to a target elevation of +2.5 ft. NGVD. The spoil is expected to subside up to 0.5 ft after work is complete and up to an additional 0.5

[2] Landowner Mitigation Intent Form dated August 28, 2013 executed by Ms. Amanda Phillips, Interim Secretary Treasurer of the Edward Wisner Donation

ft. over the 20-year life of the project. As such, the site is expected to obtain a final, compacted elevation between +1.5 ft. and +2.0 NGVD – a range suggested as optimal for the development and nourishment of intertidal marsh habitat. Once vegetated, the mitigation area should produce immediate benefits sustainable for the life of the mitigation project.

b. Construction

Material used to construct the marsh platforms will be generated from planned dredging of Slip D from which the Port expects to generate 3,872,000 cubic yards of native fill. The Material will be pumped through a spoil discharge pipe from the dredge site to the marsh platform. Discharge pipe access will be through by the Port's previously permitted, permanent fifty (50) foot right-of-way.

Initial dredging of Slip D will be conducted by bucket dredge. All material generated thereby will be utilized to construct the retainer levee system necessary for the Slip D perimeter. Thereafter, hydraulic dredging will proceed in stages to complete Slip D. Obviously, the schedule of both development and mitigation is fully dependent on the uncertainties of contractor availability, funding, tenant demand and budgeting. Nevertheless, the Port anticipates completing construction of the mitigation retainer levee by summer of 2015 with initial fill of the mitigation area beginning sooner thereafter. Construction of the marsh platforms will be an ongoing effort running concurrent with the Slip D development plans. In order to minimize lapse between impact and mitigation, the Port will rotate discharge sites between development and mitigation from one dredging project to the next.

Pontoon mounted excavators will be utilized to maneuver the spoil discharge pipe to maintain a consistent deposition of fill material. Survey stakes marked with a maximum slurry elevation and the settled target elevation will be placed on a 200-foot grid throughout the mitigation disposal area. A full time inspector will be on site to assure the target elevation is met and not exceeded.

The Port will take the necessary steps to ensure that no more than 15% of the final elevation exceeds +2.0 ft. NGVD and no more than 15% falls below +1.25 ft. NGVD (collectively referred to as the "15% Restriction Criteria"). Additionally, the Port will ensure that none of the final elevations exceed +2.5 ft. NGVD. For purposes of the 15% Restriction Criteria, elevations will be considered "final" as measured one (1) year following completion of fill activities in the area measured. Should the 15% Restriction Criteria not be met, the Port will take the necessary steps, including but not limited to shaping or grading of material, to bring the site in compliance with the 15% Restriction Criteria.

c. Planting

The recent Phase I and Phase II Mitigation have proven that natural vegetation establishes very quickly on properly elevated sites. Nowhere is this phenomenon more

pronounced than Phase I Mitigation Area B where target elevations were successfully met and no planting was necessary to produce the lush marshland that exists today. Area B was filled between the winters of 2002 and 2003 and, as the Port's Phase I Monitoring Reports show, had already experienced significant natural growth following the 2004 growing season.

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