



US Army Corps
of Engineers
New Orleans District
Mississippi Valley Division

Port of Iberia, Louisiana

Final Feasibility Report



OCTOBER 2006

Volume 6:

Appendix E - Value Engineering Team Study Report

Appendix F – Independent Technical Review Comments and
Resolutions

Appendix G – Summary of Public Comments and Review

This Report Contains 6 Volumes

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Report
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and Review

**PORT OF IBERIA FEASIBILITY STUDY
OCTOBER 2006**

APPENDIX E

VALUE ENGINEERING TEAM STUDY REPORT



OFFICE OF THE CHIEF ENGINEERS
VALUE ENGINEERING STUDY TEAM



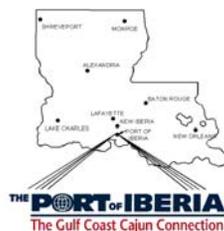
US Army Corps
of Engineers

VALUE ENGINEERING STUDY SUMMARY REPORT



PORT OF IBERIA
LOUISIANA

Sponsored By: The U.S. Army
Engineering District, New Orleans



January 2004
CEMVN-04-02

DOD SERVICE: USACE

VALUE ENGINEERING OFFICER: Frank Vicidomina

Value Engineering Study Report on

PORT OF IBERIA

LOUISIANA

JANUARY 2004

CEMVN-04-02

Sponsor: The U.S. Army Engineering District, New Orleans

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Jeff Pena – Shaw Coastal

VALUE ENGINEERING TEAM STUDY
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VALUE ENGINEERING TEAM STUDY

PROJECT DESCRIPTION AND BACKGROUND

PROJECT TITLE: PORT OF IBERIA

PROJECT LOCATION: LOUISIANA

The Port of Iberia (POI) is located within south central Louisiana in Iberia Parish. The Port is situated at the central Gulf of Mexico with easy access to the Gulf Intracoastal Waterway (GIWW). See attached project vicinity and plan map. South Louisiana and the Port of Iberia have a long continuous association with the development of offshore oil and gas industry worldwide. This area has been a pioneer in fabricating equipment necessary for all oil and gas related services. The Port of Iberia is primarily a landlocked port with connections to the Gulf of Mexico through the Commercial Canal and the Acadiana Navigational Channel. In addition to providing access, the channel provides a “Harbor of Refuge” during storms and hurricanes. Five major waterways service the Port: the Gulf Intracoastal Waterway, the Atchafalaya River, the Acadiana Navigation Channel, the Vermilion River Cutoff, and the Freshwater Bayou. The Port’s access channel, the Commercial Canal is essentially the northernmost portion of the Acadiana Navigation Channel.

A major limitation to the Port of Iberia is the lack of deepwater access to the Gulf of Mexico, which is a requirement for the Port to keep up with the advancement in deepwater development. The evolution in offshore oil and gas exploration makes it imperative that direct access to the Gulf for deep water draft vessels be provided, otherwise the massive collection of marine fabricators and repair facilities at POI will be unable to compete in the changing offshore market and important economic assets for the Acadiana Region will be lost.

The Port of Iberia project includes deepening and widening the existing channel to 20’ deep by 150’ wide and constructing a wider outlet structure. Also see attached typical proposed channel sections.

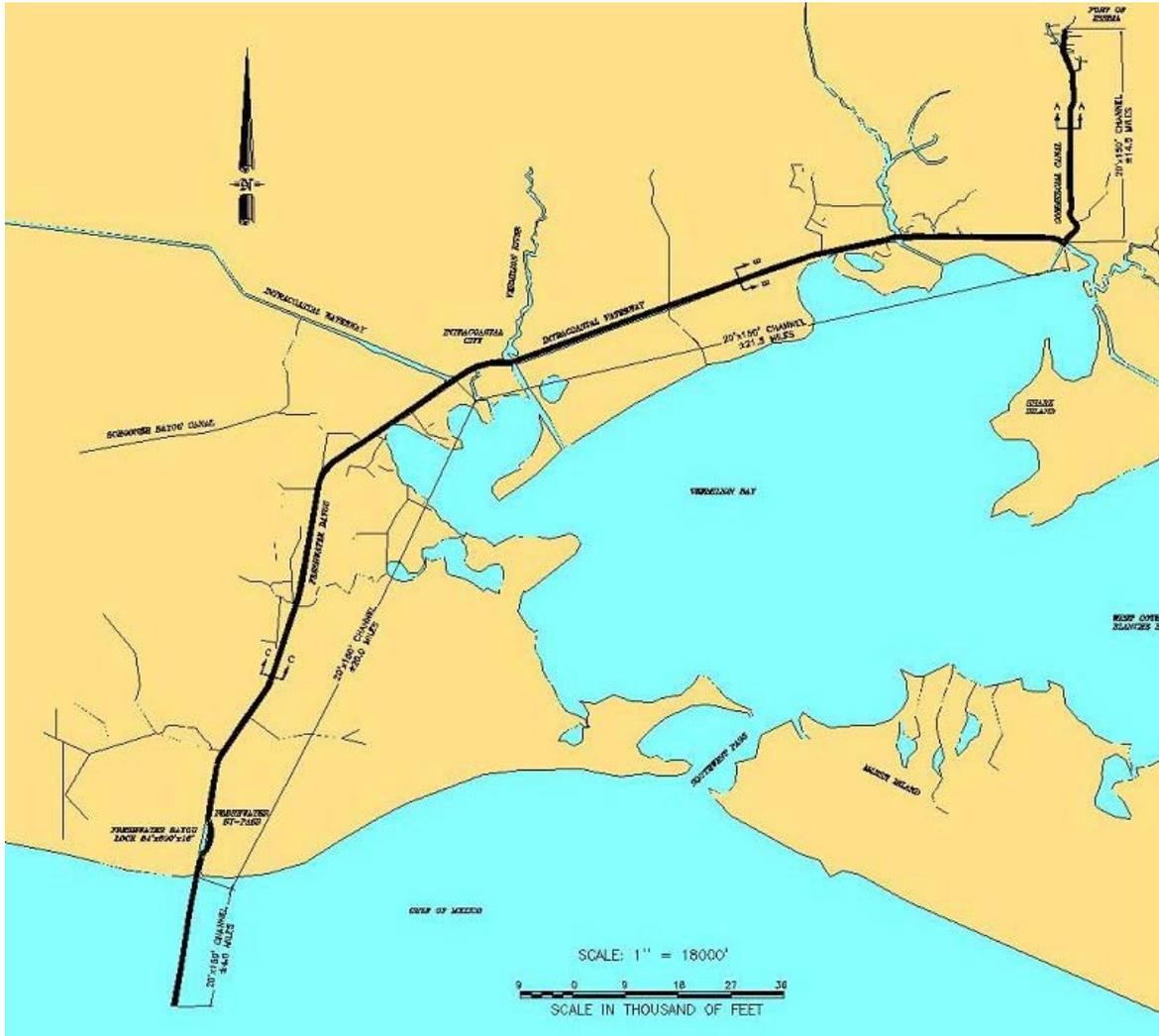
VALUE ENGINEERING TEAM STUDY
PROJECT DESCRIPTION AND BACKGROUND

PROJECT TITLE: PORT OF IBERIA
PROJECT LOCATION: LOUISIANA

VICINITY MAP



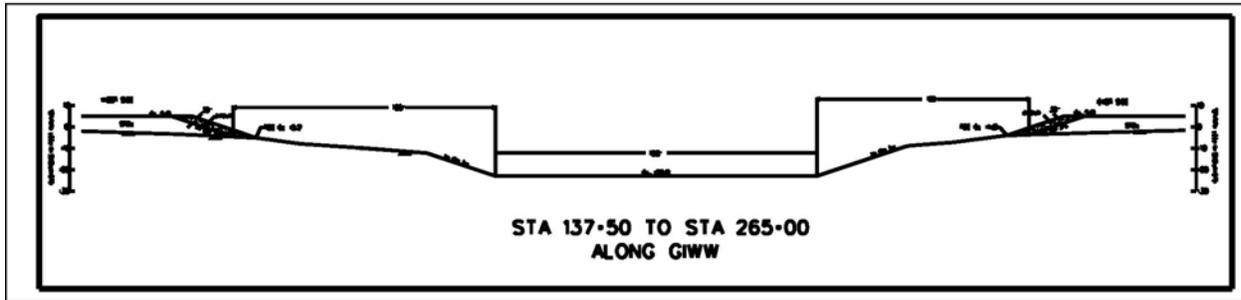
PROJECT PLAN



VALUE ENGINEERING TEAM STUDY
PROJECT DESCRIPTION AND BACKGROUND

PROJECT TITLE: PORT OF IBERIA
PROJECT LOCATION: LOUISIANA

TYPICAL SECTION



VALUE ENGINEERING TEAM STUDY
EXECUTIVE SUMMARY

The Value Engineering Study was conducted at the New Orleans District office on 12-16 January 2004. The study was based on the 95% Structural Design Report dated December 2003. The VE team was comprised of members of the New Orleans District, Shaw Coastal (representing the Port of Iberia), and OVEST. See Appendix A for list of study team and workshop participants.

Value Engineering (VE) is a process used to study the functions a project is to achieve. VE takes a critical look at how these functions are proposed to be met and it identifies alternative ways to achieve the equivalent function while increasing the value and the benefit ratio of the project. In the end, it is hoped that the project will realize a reduction in cost, but increased value is the focus of the process, rather than simply reducing cost. The project was studied using the Corps of Engineers standard Value Engineering (VE) methodology, consisting of five phases:

Information Phase: The Team studied drawings, figures, descriptions of project work, and cost estimates to fully understand the work to be performed and the functions to be achieved. Cost Models (see Appendix B) were compared to determine areas of relative high cost to ensure that the team focused on those parts of the project that offered the most potential for cost savings. This phase culminated in the development of a logical sequence of project functions, designated as a F.A.S.T. Diagram. See Appendix C.

Speculation Phase: The Team speculated by conducting brainstorming sessions to generate ideas for alternative designs. All team members contributed ideas and critical analysis of the ideas was discouraged (see Appendix D).

Analysis Phase: Evaluation, testing and critical analysis of all ideas generated during speculation was performed to determine potential for savings and possibilities for risk. Ideas were ranked by priority for development. Ideas that did not survive critical analysis were deleted.

Development Phase: The priority ideas were developed into written proposals by VE team members during an intensive technical development session. Proposal descriptions, along with sketches, technical support documentation, and cost estimates were prepared to support implementation of ideas. Additional VE Team Comments were included for items of interest that were not developed as proposals, and these comments follow the study proposals.

Presentation Phase: The study results were presented to the project team on the last day of the workshop.

VALUE ENGINEERING TEAM STUDY
 SUMMARY OF RECOMMENDATIONS/ACTION

<u>PROPOSAL NUMBER</u>	<u>DESCRIPTION</u>	<u>POTENTIAL LIFE CYCLE SAVINGS</u>
1.	Place all dredged material on the west and north bank and use dredged material for future flood protection plan	\$ 51,059,000
		To \$104,631,000
2.	Lower factors of safety on channel to 1.1 w/53 and Use box cut x	\$ 2,968,000
3.	Limit channel bottom width to 140'	\$ 2,699,000
4.	Use a single barge swing gate in lieu of two.	\$ 11,413,000
5.	Build Steel Swing Gate Receiving Structure (Wet Const.)	\$ 2,394,000
6.	Use a design – build contract for barge gates	\$ 950,000
7.	Relocation of Industry Requiring (-)20.0 Channel to One Location in the Port of Iberia	\$-29,440,000 (Cost Add)
8.	Reduce Minimum Slope of Backfill Area From 1% To 0.5%	\$ 225,000

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 1 PAGE NO: 1 OF 4
DESCRIPTION: Place all dredged material on the west and north bank

ORIGINAL DESIGN:

The original design calls for disposal of material on both banks of the waterway. These banks are then protected by a rock layer 36 inches thick.

PROPOSED DESIGN:

The proposed design is to dispose of the dredged material on the west and north banks only. Option A is no rock south and east side. Option B is to use just bank protection on the south and east sides.

ADVANTAGES:

1. Decreased rock quantity.
2. Marsh creation is in a more stable area.
3. Faster construction.
4. The disposal may become the base and borrow for future levees.
5. Reduced cost.

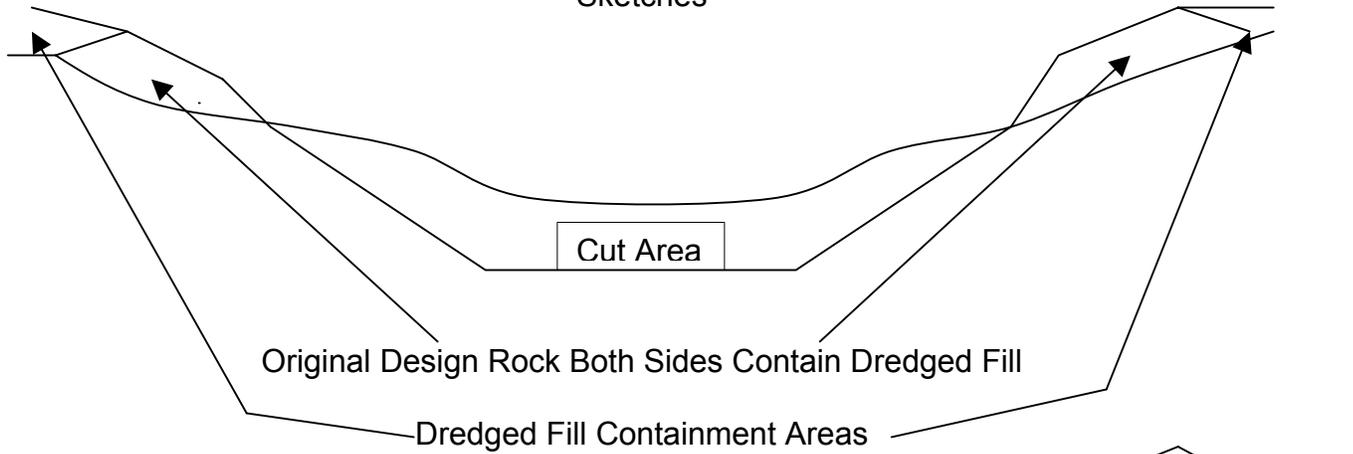
DISADVANTAGES:

1. Does not create wetlands on the south and east side.
2. Disposal on may encroach on existing marsh area.
3. May not reduce existing bank erosion on the south and east sides. (Option A)

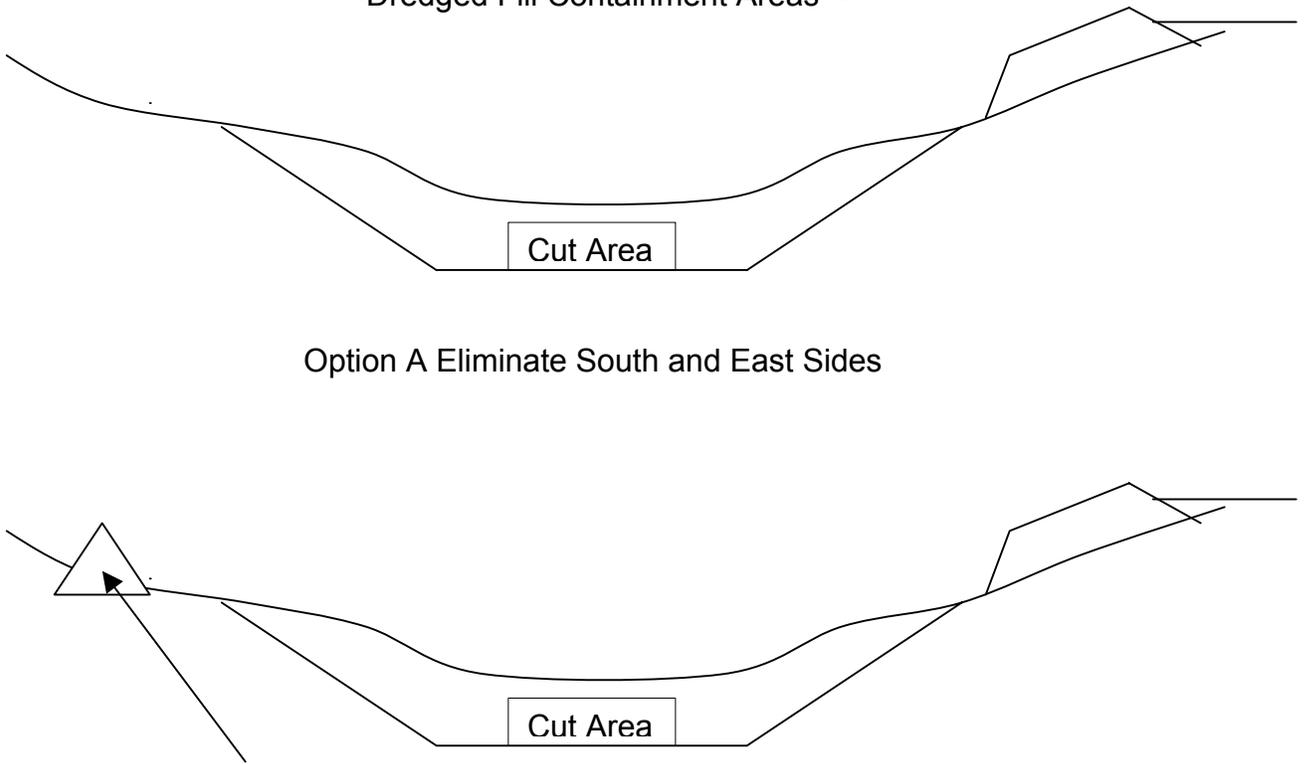
JUSTIFICATION:

The rock cost for 51 miles of channel and two sides is very large. There is a potential to have rock unavailable due to such a large quantity. It may be possible to find dredge material disposal locations in areas other than along the south and east banks. This would in turn create a situation where the rock structure on the south and east banks may be eliminated or reduced. Two cost estimates are attached. The first is for elimination of the rock on the south and east banks. The second is for reducing the rock section to a breakwater section. This saves up to half of the rock quantity and the value of the project remains the same.

Sketches



Option A Eliminate South and East Sides



Option B Use Breakwater on South and East Sides

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 1

PAGE NO: 3 OF 4

Remove all Rock on South and East Side
Option A

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: 36 and 37				PAGE 2 OF 2
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Rock	Tons	1461768	\$20.00	\$29,235,360
Station 896+50 to 1044+00				\$0
assumed average				\$0
116 square feet each side				\$0
Cost = \$20 per ton				\$0
*Present value of 2/3 Rock replacement				\$57,888,000
Total Deletions				\$87,123,360
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Increase dredging cost	CY	8228000	\$0.25	\$2,057,000
due to slightly longer pipeline				\$0
				\$0
				\$0
				\$0
				\$0
Total Additions				\$2,057,000
Net Savings				\$85,066,360
Markups			23.00%	\$19,565,263
Total Savings				\$104,631,623
Markups include: P, E, and D at 15% and Supervision and Administration at 8%				

*(.677)(1,461,768)tons X \$20.00 /ton = \$19,491,000 every 5 years
 Present worth @ 5.5 percent over 49 years =
 \$19,491,000[(P/F, 5.5%,5 yrs)+(P/F, 5.5%,10 yrs)+....+(P/F, 5.5%,45 yrs)
 \$19,491,000{(0.77)+(0.59)+(0.45)+(0.34)+(0.26)+(0.20) (0.15)+(0.12)+(0.09)]
 +\$57,888,000.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 1

PAGE NO: 4 OF 4

Use Breakwater on South and East Side
Option B

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: 36 and 37				PAGE 2 OF 2
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Rock	Tons	730884	\$20.00	\$14,617,680
Station 896+50 to 1044+00				\$0
assumed average				\$0
116 square feet each side				\$0
Cost = \$20 per ton				\$0
*Present value of 2/3 Rock replacement				\$28,950,000
Total Deletions				\$43,567,680
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Increase dredging cost	CY	8228000	\$0.25	\$2,057,000
due to slightly longer pipeline				\$0
				\$0
				\$0
				\$0
				\$0
Total Additions				\$2,057,000
Net Savings				\$41,510,680
Markups			23.00%	\$9,547,456
Total Savings				\$51,058,136
Markups include: P, E, and D at 15% and Supervision and Administration at 8%				

*(.677)(730,0001,461,768)tons X \$20.00 /ton = \$9,750,000 every 5 years
 Present worth = \$9,750, X 2.97 previous page
 = \$ 28,950,000

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 2

PAGE NO: 1 OF 2

DESCRIPTION: Lower factors of safety on channel to 1.1 and Use box cut

ORIGINAL DESIGN:

The original design calls for one on three side slopes.

PROPOSED DESIGN:

The proposed design calls for using a "box cut" and allowing the side slopes to fall at their natural angle of repose.

ADVANTAGES:

1. Faster construction.
2. Less dredging.
3. Easier payment measurement.
4. Smaller disposal area.
5. Reduced cost.

DISADVANTAGES:

1. May destabilize some sections of rock containment dike.

JUSTIFICATION:

This is a proven method that was used on the Red River project. Therefore the concept of using a box cut can be used on this project to save cost without decreasing the project value.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 2

PAGE NO: 2 OF 2

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: 52 and 53				PAGE 2 OF 2
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Dredging	CY	1206374	\$2.00	\$2,412,748
Assumes 1 on 2 angle of repose				\$0
Yields savings of 4.48 yards per foot for an 11 foot deep cut				\$0
				\$0
				\$0
		Total Deletions		\$2,412,748
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
				\$0
				\$0
				\$0
				\$0
				\$0
		Total Additions		\$0
		Net Savings		\$2,412,748
		Markups	23.00%	\$554,932
		Total Savings		\$2,967,680
Markups include: P, E, and D at 15% and Supervision and Administration at 8%				

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 3

PAGE NO: 1 OF 2

DESCRIPTION: Limit channel bottom width to 140'

ORIGINAL DESIGN:

The present design calls for a 150-foot wide channel bottom.

PROPOSED DESIGN:

The proposed design would reduce the channel bottom width to 140 feet (or other optimal width).

ADVANTAGES:

1. Reduced initial cost.
2. Reduced life cycle maintenance cost.

DISADVANTAGES:

1. May require more careful navigation.
2. Less reserve capacity for wider vessels.

JUSTIFICATION:

The widest barge anticipated to use the channel is 120' wide. The cost difference between dredging a 150' vs. 140' channel is \$ 2.7 million. A wider channel provides a more comfortable tolerance for navigation, but if it is operationally acceptable to use a narrower width (140' or other optimal dimension), considerable cost can be saved.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 3

PAGE NO: 2 OF 2

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: Spec item 9				
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
150'W x 20' D channel dredging	CY	20,076,320	\$2.00	\$40,152,640
2013 SF x 51mi x 5280 / 27				\$0
				\$0
				\$0
				\$0
				\$0
		Total Deletions		\$40,152,640
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
140'W x 20'D channel dredging	CY	18,979,253	\$2.00	\$37,958,506
1903 SF x 51 mi x 5280 / 27				\$0
				\$0
				\$0
				\$0
				\$0
		Total Additions		\$37,958,506
		Net Savings		\$2,194,134
		Markups 23.00%		\$504,651
		Total Savings		\$2,698,785
Markups include:				
Planning, Engineering & Design (15%); and Supervision & Administration (8%)				

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 4

PAGE NO: 1 OF 4

DESCRIPTION: Use a single barge swing gate in lieu of two.

ORIGINAL DESIGN:

Two reinforced concrete swing barges attached to pivoting swing arms attached to pivot pilings. These will be located at both the North and South end of the by-pass channel near the gulf.

PROPOSED DESIGN:

Omit the swing barge located at the North end of the by-pass channel and use a single gate. This configuration is being developed for the Houma Navigation Canal.

ADVANTAGES:

1. Reduced initial construction and O&M costs.

DISADVANTAGES:

1. May increase minimal saltwater seepage into the Freshwater Bayou.
2. Operations may be restricted to times when head difference across the gate is small.
- 3..Small design change for reverse head condition.

JUSTIFICATION:

The need for a redundant gate is appears to be marginal form both navigation and environmental functional requirements. Navigation use of the bypass channel will be infrequent. Large rigs can schedule passage at favorable tide conditions, negating the need for "Lockage" that a second gate would provide. Saltwater conveyance by means of continuous leakage or during infrequent openings for large rigs would be almost negligible to the freshwater balance of the basin. This configuration (a single by-pass gate) is being developed for the Houma Navigation Channel and Lock system.

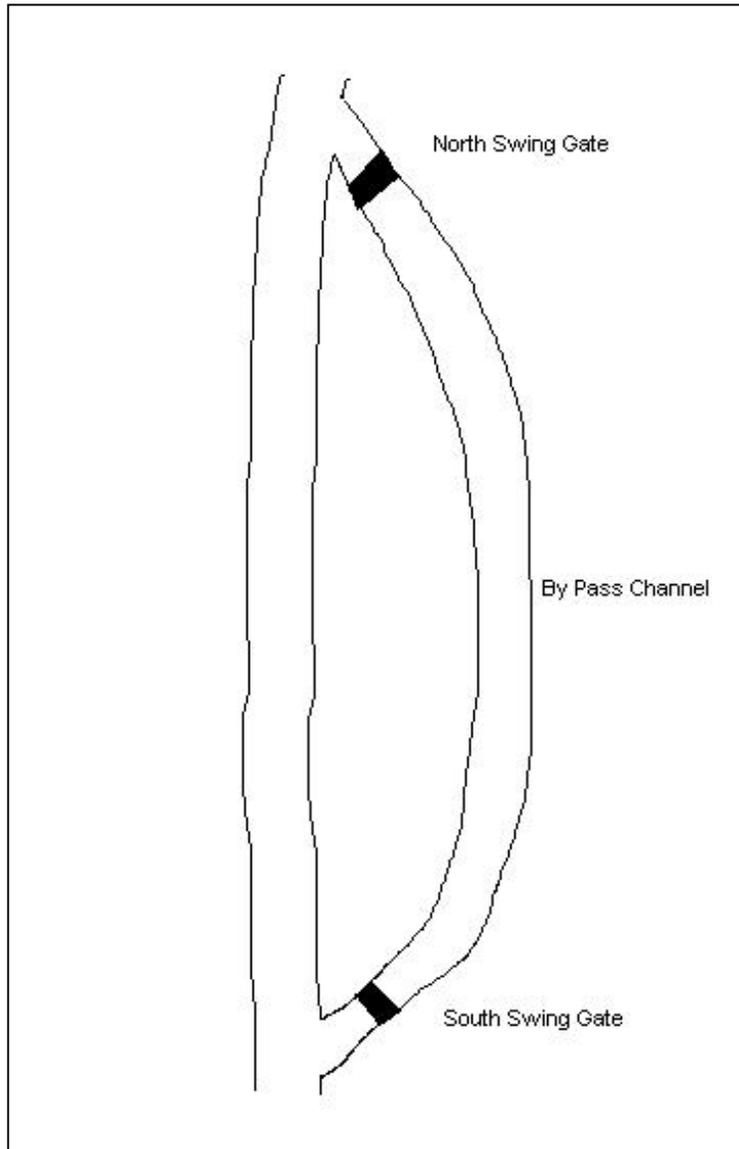


Fig. # .Original Concept – 2 Swing Gates.

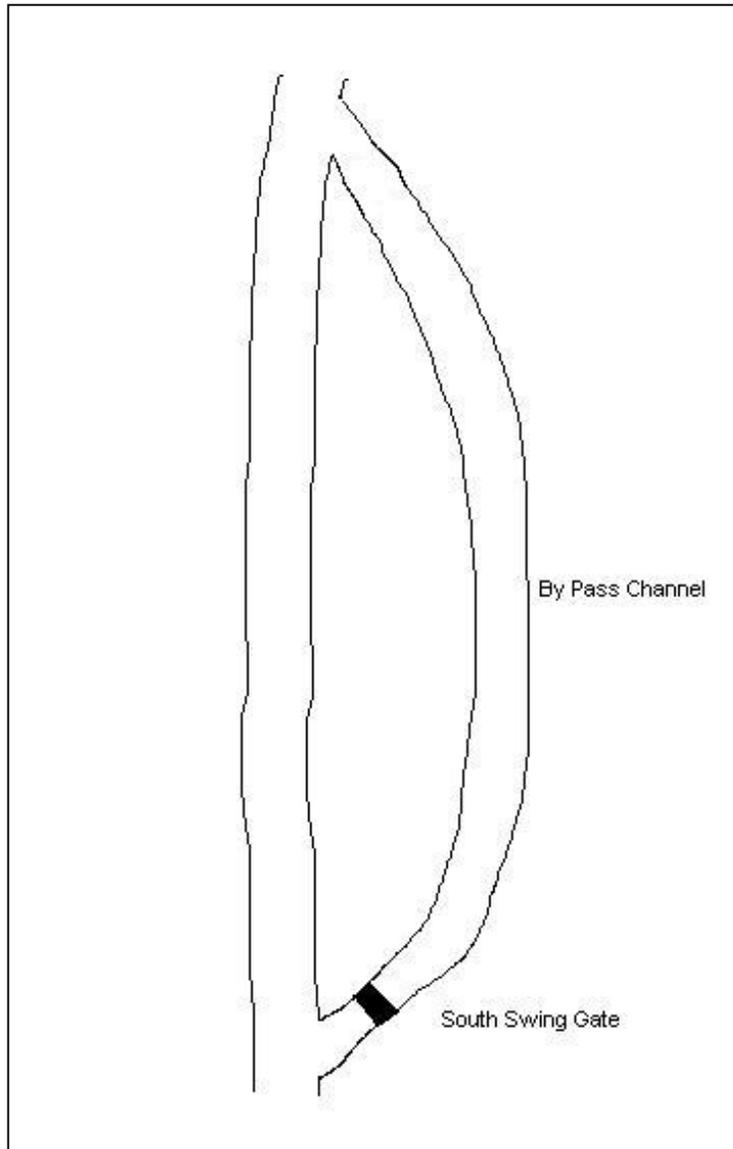


Fig #. Proposal One (1) – Delete North Swing Gate.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 4

PAGE NO: 4 OF 4

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: 1				PAGE 2 OF 2
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Concrete Swing Barge	LS	1	\$2,455,598.00	\$2,455,598
Concrete Receiving Structure	LS	1	\$4,478,559.50	\$4,478,560
O&M Costs Present Worth*	LS	1	\$2,345,037.91	\$2,345,038
				\$0
				\$0
				\$0
		Total Deletions		\$9,279,195
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
		Total Additions		\$0
		Net Savings		\$9,279,195
		Markups	23.00%	\$2,134,215
		Total Savings		\$11,413,410
Markups include: P, E, and D at 15% and Supervision and Administration at 8%				

* O+M estimated at approximately 2% of first cost. Annual cost converted to “present worth” using 5.5% discount rate over 50 years.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 5

PAGE NO: 1 OF 6

DESCRIPTION: Build steel swing gate receiving structure (wet const.)

ORIGINAL DESIGN:

The receiving structure consist of a cast in place concrete foundation system for horizontal bearing of the barge gate (Concrete or Steel) in the closed position, a sheet pile cut-off wall below the sill elevation, riprap and limestone scour protection, walkways, as well as cast in place T-Walls on either side of the gate opening. The concrete gate abutments will be cast in place and pile supported. The abutments will be constructed to allow a clear opening of 200 feet. The construction of the abutments will require the construction of a 140-foot diameter sheet pile wall to a depth of -45.0 NAVD. The cofferdam was intended to be reused on each abutment. At the proposed gate opening, the cut-off wall will be driven between the abutments to a sill elevation of -23.0 NAVD. A channel cap will be placed on the cut-off wall to allow proper contact of the seal mounted on the bottom of the barge. The installation of the cut-off wall is to be done without the use of a cofferdam (in the wet).

PROPOSED DESIGN:

The proposed receiving structure will consist of a multiple steel caisson foundation supported by a truss system between the caissons, a sheet pile cut-off wall below the sill elevation; riprap and limestone scour protection, walkways, as well as braced sheet pile walls on either side of the gate opening. Cathodic protection will be provided for the receiving structure. This caisson truss system will allow for lateral bearing of the barge gate (steel or concrete) in the closed position.

Four 60-inch diameter by 1 1/2 -inch wall thickness plumb caissons will be driven at a distance of 206 feet 0 inch, leaving a clear opening of 200 feet between them. The caissons will be filled with concrete for added strength. The two caissons in the direction of the channel will be supported by a truss system utilizing 30-inch diameter steel pipe.

At the proposed gate opening, the cut-off wall will be driven between the caissons to a sill elevation of approximately -23.0 feet NAVD. A channel cap will be placed on the cut-off wall to allow proper contact of the seal mounted on the bottom of the barge.

From the caisson gate abutments to each bank braced sheet pile barriers will be installed to top elevation of 5.0' NAVD. A walkway will be included on the west side accessing the west bank, the boat dock, the pivot, and the open-position swing barge gate landing. On the south gate a walkway 6 feet wide will be provided accessing both east and west banks for transport of livestock across the structure.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 5

PAGE NO: 2 OF 6

DESCRIPTION: Build Steel Swing Gate Receiving Structure (Wet Const.)

ADVANTAGES:

1. Can be constructed without the use of cofferdams(in the wet construction)
2. Reduced construction cost.
3. Construction time will be reduced.
4. Reduced disruption to marine traffic.
5. Particularly practical if two gates are constructed.

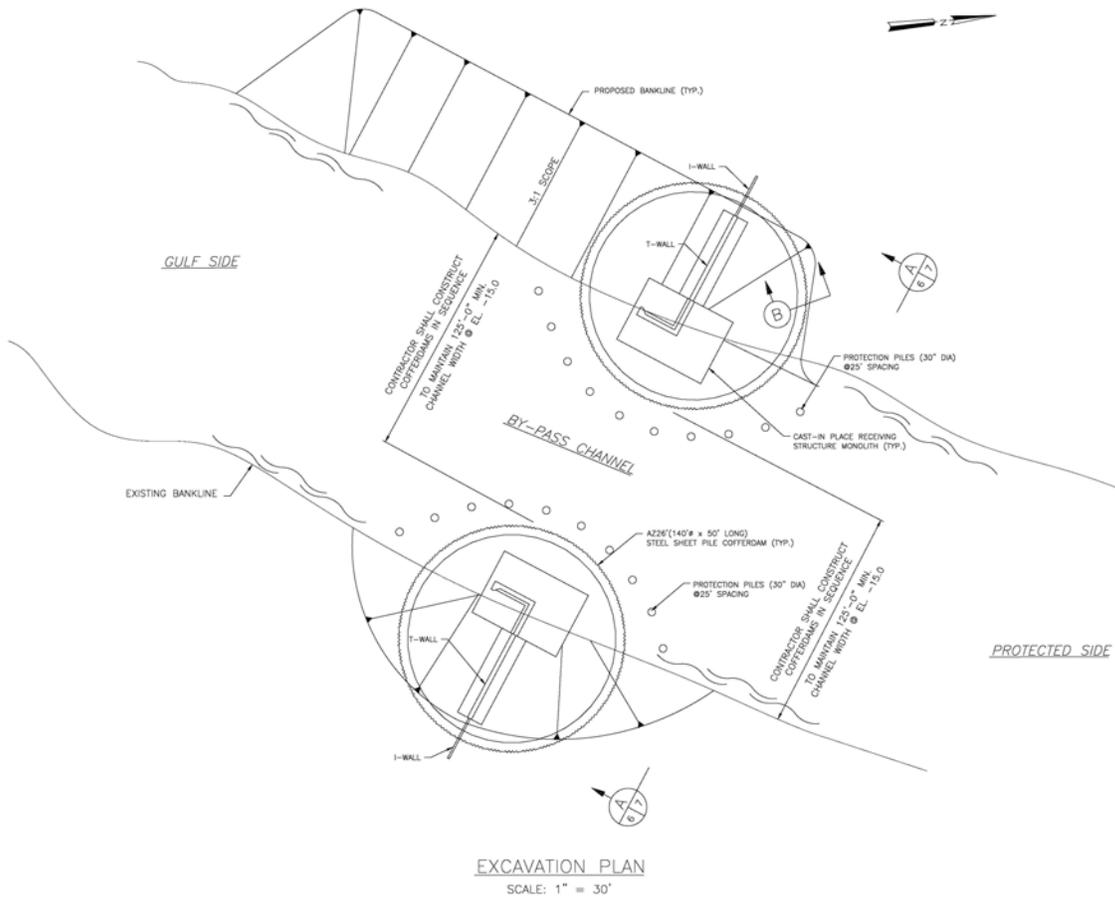
DISADVANTAGES:

1. Requires that contractor be familiar with in the wet construction tolerances on caisson installation difficult to achieve.
2. Will require a good seal between the barge and caisson.
3. Will require additional maintenance costs due to effects of salt water on steel sheet pile.
4. Cathodic protection will be required.
5. Design life will be shorter (Approx. 25 years.)

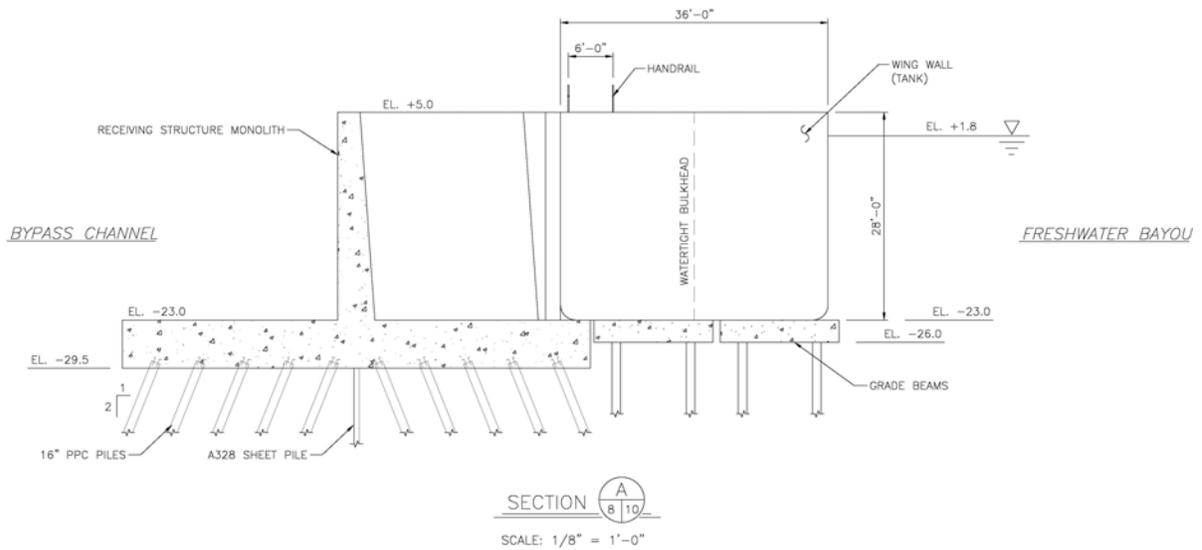
JUSTIFICATION:

Change will result in a substantial savings of approximately 30 percent of the cost of the receiving structure.

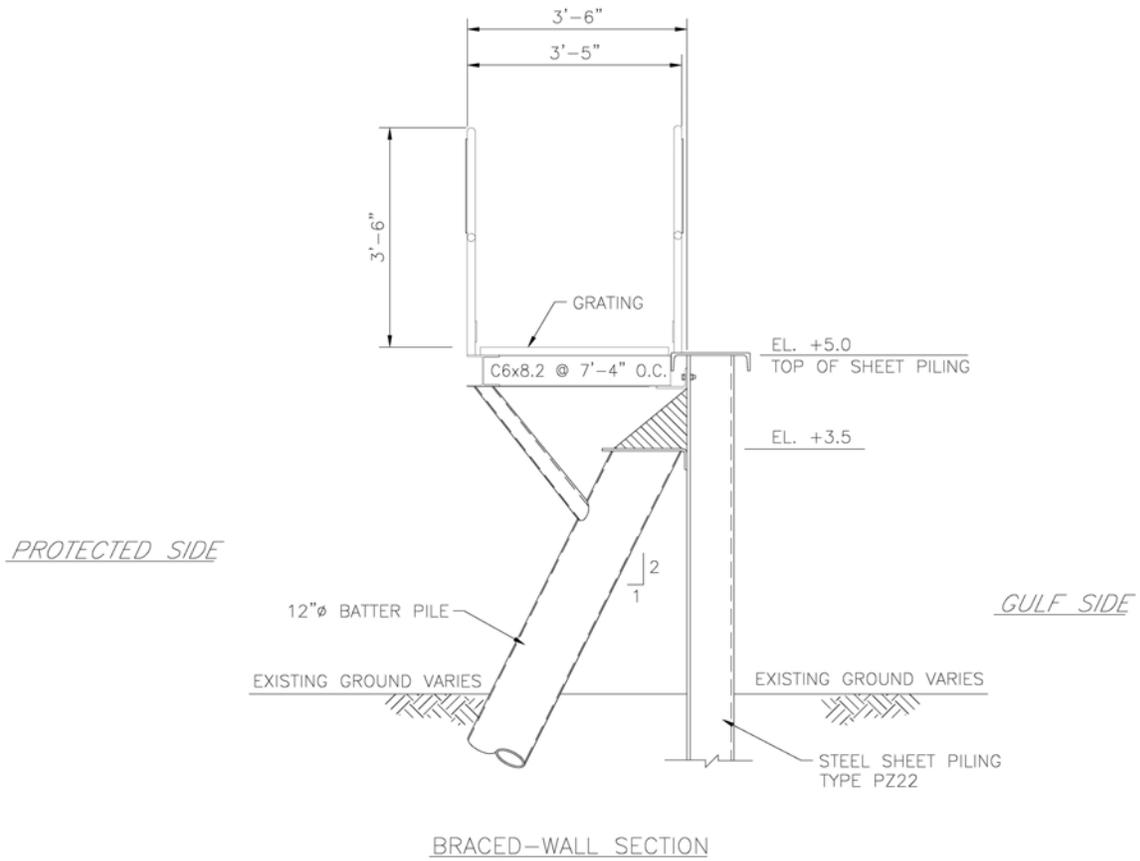
ORIGINAL SITE PLAN



ORIGINAL MONOLITH SECTION



SECTION THRU PROPOSED BRACED SHEET PILE WALL



VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 5

PAGE NO: 6 OF 6

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: Spec item 57				
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
REINFORCED CONCRETE	CY	4916	\$350.00	\$1,720,600
CONCRETE PILES	LF	36500	\$33.00	\$1,204,500
SHEET PILE (COFFERDAM)	SF	87900	\$24.00	\$2,109,600
SHEET PILE (T-WALLS)	SF	6800	\$24.00	\$163,200
SHEET PILE (I-WALLS)	SF	2500	\$24.00	\$60,000
PIPE PROTECTION PILES	LF	2000	\$150.00	\$300,000
				\$0
				\$0
				\$0
			Total Deletions	\$5,557,900
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
SHEET PILE (BRACED WALL)	SF	22000	\$24.00	\$528,000
PIPE FOR BRACED WALL, CAISSONS AND TRUSS	LB	1317500	\$1.50	\$1,976,250
PIPE FOR ANCHOR SYSTEM	LB	145000	\$1.50	\$217,500
PIPE FOR PIVOT PILE	LB	93400	\$1.50	\$140,100
STRUCTURE REPLACEMENT YEAR 25 (Present Worth)				\$750,000
			Total Additions	\$3,611,850
			Net Savings	\$1,946,050
			Markups 23.00%	\$447,592
			Total Savings	\$2,393,642
Markups include: Planning, Engineering & Design (15%); and Supervision & Administration (8%)				

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 6

PAGE NO: 1 OF 2

DESCRIPTION: Use a design – build contract for barge gates

ORIGINAL DESIGN:

As presently planned, the barge gates would be designed by the government (or an A/E firm under separate contract), then a contract for construction would be competitively bid.

PROPOSED DESIGN:

The proposed acquisition strategy would be to use design – build best value selection, particularly for the gates.

ADVANTAGES:

1. Single contract reduces administrative costs.
2. Design and construction proceeds incrementally, thus allowing an earlier construction start and completion.
3. Less potential for claims against the Government, since the contractor is responsible for the design.

DISADVANTAGES:

1. May reduce quality control.

JUSTIFICATION:

Barge gates are not a gate type commonly used by the Corps of Engineers. The acquisition strategy for the barge gates as presently planned is design – bid – build. Using a design – build acquisition strategy for this project would deliver a quality product sooner than conventional design – bid – build acquisition and save administrative costs in the process.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 6

PAGE NO: 2 OF 2

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: Spec item 16				
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Savings in contract administration 5% of construction cost	Job	1		\$950,000
				\$0
				\$0
				\$0
				\$0
			Total Deletions	\$950,000
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
				\$0
				\$0
				\$0
				\$0
				\$0
				\$0
			Total Additions	\$0
			Net Savings	\$950,000
			Markups 0.00%	\$0
			Total Savings	\$950,000

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 7

PAGE NO: 1 OF 2

DESCRIPTION: Relocation of industry requiring (-)20.0 channel to one location in the port of Iberia

ORIGINAL DESIGN:

Dredge the entire Port of Iberia to (-)20.0.

PROPOSED DESIGN:

Dredging only the Port Canal leg of the port (a new canal in the southernmost region of the port) to elevation (-)20.0. Industries requiring this draft would be relocated along this canal.

ADVANTAGES:

1. Reduced dredging costs.
2. Reduced costs for transporting and disposing on dredged material.
3. Smaller disposal sites needed.
4. Reduced bulkhead replacement costs.

DISADVANTAGES:

1. Sufficient room may not be available along Port Canal to relocate all applicable businesses.
2. Future expansion for the Port of Iberia would be limited to available area along Port Canal.

JUSTIFICATION:

Approximately 4 industries in the port area require the (-)20.0-foot channel. These industries are currently spread throughout the port. The current plan is to dredge the entire reach of the port area to the upper limits of industry. This is required to facilitate a large fabricator in the upper port as well as other fabricators throughout the port. The subject proposal calls for dredging only the Port Canal leg of the port (a new canal in the southernmost region of the port) to elevation (-)20.0. Industries requiring this draft would be relocated into equal facilities along this canal. Dredging and other improvements would be limited to this canal. However, significant first cost and overall logistics do not appear to make this a feasible option.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: C-7

PAGE NO: 2 OF 2

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: spec item 31/75				
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Dredging Above Port Canal	CY	750000	\$1.50	\$1,125,000
Upland Disposal Mitigation	ACRE	195	\$22,000.00	\$4,290,000
Bulkheads Above Port Canal	FT	3000	\$3,500.00	\$10,500,000
		Total Deletions		\$15,915,000
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Relocation of UNIFAB Facility	LS	1	\$15,650,000.00	\$15,650,000
Relocation of Bayou Pipe Facility	LS	1	\$14,200,000.00	\$14,200,000
Relocation of 2 Smaller Facilities	LS	1	\$10,000,000.00	\$10,000,000
		Total Deletions		\$39,850,000
		Net Savings		-\$23,935,000
		Markups		23.00%
		Cost Increase		-\$5,505,050
Markups include:				
Planning, Engineering & Design (15%); and Supervision & Administration (8%)				

VALUE ENGINEERING PROPOSAL

PROPOSAL NO:	8	PAGE NO:	1 OF 3
DESCRIPTION:	Reduce minimum slope of backfill area from 1% To 0.5%		

ORIGINAL DESIGN:

Note 2 on Drawing # 03-ALD-1/2 states "Final Plan and Topography Provides Minimum Slope of 1% to Provide Adequate Drainage to 18" RCP". Inspection of contours on Drawing # 03-ALD-1/2 and cross sections on Drawing # 03-ALD-1/3 suggests that a ponded area (i.e., less than 0.5%) exists from the 18" RCP inlet (invert 586.4) to approximately Baseline Sta. 3+00.

PROPOSED DESIGN:

Reduce the minimum slope of the backfill area from 1% to 0.5%

ADVANTAGES:

1. Reduces the amount of imported random fill required.
2. Reduces the amount of random fill placement expense.
3. Reduces the amount of random fill material and compaction QC testing.
4. Reduced slope(s) may promote settlement of silt prior to introduction of run-off into the 18" RCP inlet.

DISADVANTAGES:

1. Reducing slope of a drainage area may promote localized ponding where actual slope is less than minimum design slope of 0.5%.

JUSTIFICATION:

A minimum slope of 0.5% is considered adequate to promote drainage of the subject backfill area. The attached Cost Estimating Worksheet shows a Total Savings of \$195,413 with the acceptance of this proposal.

VALUE ENGINEERING PROPOSAL

PROPOSAL NO: 8

PAGE NO: 2 OF 3

COST ESTIMATE WORKSHEET				
PROPOSAL NO.: 1				PAGE 2 OF 2
DELETIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Random Fill	CY	10019	\$19.21	\$192,465
				\$0
				\$0
				\$0
				\$0
				\$0
		Total Deletions		\$192,465
ADDITIONS				
ITEM	UNITS	QUANTITY	UNIT COST	TOTAL
Excavation and Fill	CY	1074	\$8.97	\$9,634
				\$0
				\$0
				\$0
				\$0
				\$0
		Total Additions		\$9,634
		Net Savings		\$182,831
		Markups		23.00% \$42,051
		Total Savings		\$224,882
Markups include: P, E, and D at 15% and Supervision and Administration at 8%				

VALUE ENGINEERING COMMENTS

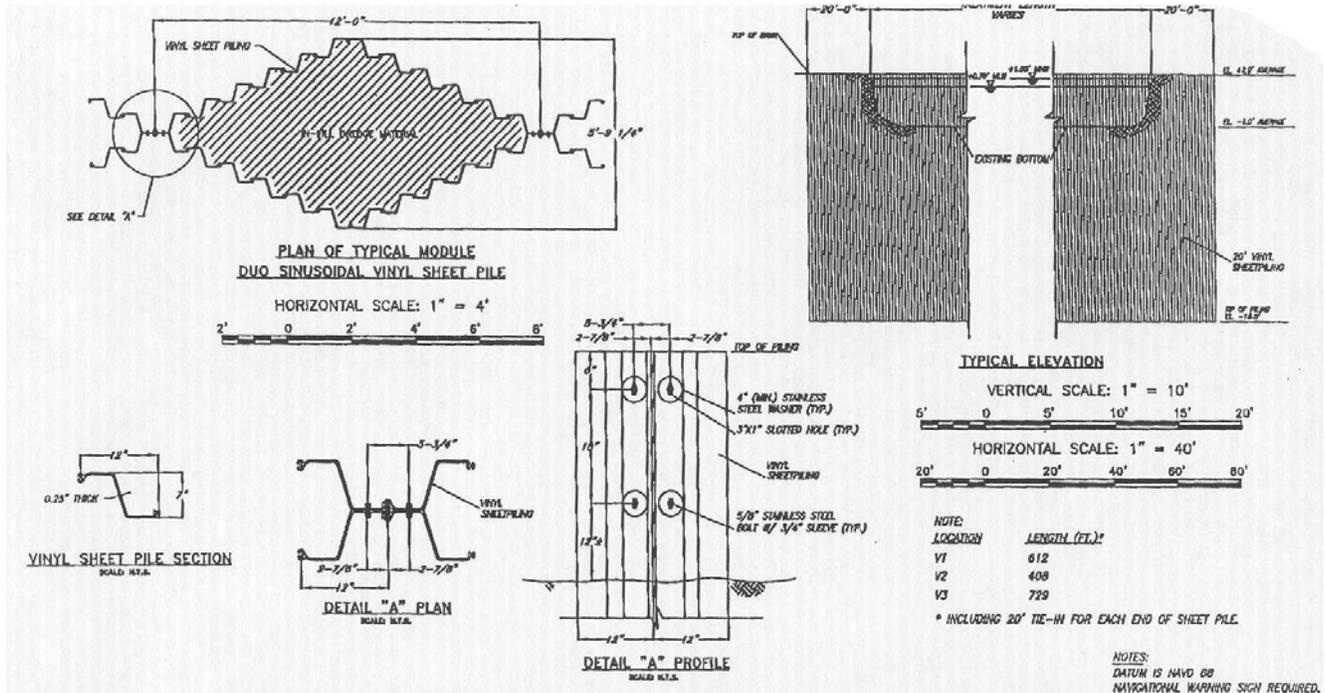
1. **Decrease bulking factor. (Spec Item #11):** Dredge material bulking factors of 1.5 for mechanical placement and a 2.0 for hydraulic placement were used to determine the volumes and areas required for material placement. Actual bulking factors are dependant on the characteristics of the material being dredged. The use of standardized bulking factors may result in estimates of volume needed to hold dredge material that either under estimate or exceed the actual volume needed. These factors should be re-evaluated to determine if the disposal area capacities are being fully utilized. Testing of the sediments and supporting strata to determine physical properties, including settling behavior and bulking factor as a function of time will allowed informed decisions to be made on the design of the retention areas.

2. **Use geotubes instead of rock. (Spec Item #13):** Historically stone revetment has been the most often used method of bank line protection. The use of geotubes for bank protection would provide some advantages over the rock revetment. A single layer of geotubes can be filled for use as a breakwater and dredge material retention dike. The design requires that the tubes be overfilled filled with dredged material to allow for consolidation of the fill and the foundation materials. Geotubes are relatively inexpensive to construct and fill. The tubes will require less of a foundation than rock and will settle at a reduced rate. Geotubes have been shown to be environmentally friendly, even being used in places as artificial habitat for marine organisms. Also, geotubes may promote rapid growth of vegetation. On the down side, the tubes could be vandalized and if exposed to sunlight, the UV rays will eventually degrade the geotube fabric. Maintenance of tube damage can be repaired with rock, refilling, or laying of an additional tube. Failure or damage to the wave protection structures for this project would not endanger life or property. Geotubes have been used successfully for this type application throughout the country. Durability of the tube, particularly when filled with poor quality dredge material, may be a concern. In the mid 1990's, the U.S. Army Corps of Engineers (USACE) Waterways Experimental Station conducted a workshop on geotextile tube application. A paper on this workshop is included as Appendix E to this report.

3. **Use vinyl sheet pile and dredge cells in lieu of rock. (Spec Item #34):** Historically stone revetment has been the most often used method of bank line protection. The use of vinyl sheet pile cells filled with dredge material would provide some advantages over the rock revetment. The sheet pile would be shallow driven and the cells would be filled with dredge material. Initial cost of construction should be comparable to, or less than, the cost to construct rock faced revetment. The cells should not settle as fast as the rock and would therefore require less maintenance and major rehabilitation. Although the cell would not create a water interface habitat, the cell tops would support vegetation and likely provide bird-nesting area. Additionally, with the vegetation, by setting the top elevation of the cells at the high water mark and choosing sheet pile colors to match the surrounding marsh, the appearance of the canal

bank lines would be improved. Cost per linear foot of rock diking may vary from \$250 to \$600 depending on the water depth. Cost for the Vinyl Sheet Pile Cells with the dredge material would be from \$200 to \$350. Vinyl sheet pile cells have been field tested by the LA Dept of Natural Resources Performance and cost data should be available.

VINYL SHEET PILE CELL DETAILS



4. **Use ACM in lieu of rock. (Spec Item #35):** Consider the use of articulate concrete mattresses in lieu of rock for bank line protection. Once a dredge material berm has been constructed and covered with geotextile, concrete mats could be placed by floating crane along the wave break zone. Use of government materials and labor for installing the mats may result in reduced construction cost. The mats would provide the necessary erosion protection from wave/wake wash and would not sink as fast as rock. A savings in reduced maintenance cost would be realized over the 50-year life of the project.

5. **Use wire mesh boxes [in lieu of rock]. (Spec Item #64):** Historically stone revetment has been the most often used method of bank line protection. The use of wire mesh boxes (concertainer system) for bank protection would provide some advantages over the rock revetment. An installed system would consist of square units of fence-like wire boxes filled with soil, sand, gravel, or sediments. The interior faces of the "box" sections are lined with geotextile fabric to contain the fine soils, sands, etc. The sections are easily joined together at one or more corners to form strings of units that could be installed along shorelines in the wet or dry. Units come in a variety of heights, i.e., from

2 feet to 10 feet. Sections are shipped pre-connected and folded, and can be quickly and easily installed and filled. The material cost is likely less than rock and construction cost should be much less. Material dredged from the Bayou and GIWW channels could be mechanically or hydraulically placed in the box sections to provide a strong and stable wave protection system. The system should not settle as fast as the rock and would therefore require less maintenance and major rehabilitation. Although the cell would not create as much water interface habitat, the box section tops would support vegetation and likely provide bird-nesting area. Additionally, with the vegetation, by setting the top elevation of the system at the high water mark and choosing textile colors to match the surrounding marsh, the appearance of the canal bank lines would be improved. This type of system should be researched and evaluated for use as shoreline protection in this and similar projects.

6. **Comment on Industry (Spec Item 31 and 75):** Approximately 4 industries in the port area require the (-)20.0-foot channel. These industries are currently spread throughout the port. The current plan is to dredge the entire reach of the port area to the upper limits of industry. This is required to facilitate a large fabricator in the upper port as well as other fabricators throughout the port. The subject proposal calls for dredging only the Port Canal leg of the port (a new canal in the southernmost region of the port) to elevation (-)20.0. Industries requiring this draft would be relocated into equal facilities along this canal. Dredging and other improvements would be limited to this canal.

7. **Create a fresh water curtain using groundwater injection in lieu of gates. (Spec Item 15):** The technology has been in use for over 40 years and has been used on several projects located through out the United States and overseas.

Advantages

- Eliminate construction of gates.
- Eliminate dredging (deeper / wider) of GIWW and FW Bayou.

Concerns

- Injection Barriers are not completely effective.
- Requires continuous operation (higher O&M costs).
- Requires source of fresh water or highly treated wastewater.

8. **Dig a new channel across Vermillion Bay (Acadiana Channel) and rebuild Shark Island with disposal material.(Spec Item 29 with 46):**

Possible Advantages

- Eliminate construction of gates.

- Eliminate dredging (deeper / wider) of GIWW and FW Bayou.
- More direct route, less transit time, fuel savings.
- Beneficial Use of Dredged Material in lieu of mitigation for disposal.

Concerns

- High Maintenance Costs.
- Susceptible to storm shoaling.

Jetties may help address the concerns, but present problems for navigation and environmental concerns.

9. Operation and Maintenance Costs for Swing Barges are not in Constant dollars

(Spec Item 79): These values should be reviewed and changed to allow for an “apple to apple” comparison (i.e. Present Value).

Also there appears to be a discrepancy in the projected O&M cost for the seal replacement and sand blasting / painting of the pivot accessories.

10. Test Section in Bar Channel for Fluid Mud (Spec Item 4): The Freshwater Bayou bar channel is currently being maintained by maintenance dredging. The Atchafalaya River bar channel to the East, experiences problems with fluid mud in areas that are deeper than the existing Freshwater Bayou. Therefore it is possible that when the Freshwater Bayou bar channel is dredged deeper it too may experience a fluid mud problem. It is suggested that the next time a maintenance dredging cycle takes place on the Freshwater Bayou bar channel that a section of that channel be dredged to a deeper depth and monitored for the occurrence of fluid mud.

11. Minimize Alternatives (Spec Item 5): The initial plan was to analyze three alternatives. The current plan is to analyze eleven alternatives. The Value Engineering team felt that there was no value in analyzing additional alternatives. The existing alternatives cover the range that is acceptable to the local sponsor. Any analysis over and above the alternatives acceptable to the local sponsor is both unnecessary and time consuming.

12. Request direct appropriation to build 150'W x 20'D channel (Spec Item 47):

The local sponsor prefers a 150-foot wide by 20-foot deep channel. The Corps of Engineers is infamous for studying projects for a very long time and looking at every possibility. The current procedure will study 11 alternative channel sizes and 3 alternative gates. However the bottom line answer will be a concrete barge gate and a 150-foot wide by 20-foot deep channel, which is the locally preferred plan. Therefore it is suggested that we request upward through our chain of command that congress provide a direct authorization and appropriation for a concrete barge gate and a 150-

foot wide by 20-foot deep channel. This would provide the same project in a quicker time frame and save money on unnecessary study.

13. **Prioritize Gulf Dredging Projects (Spec Item 48):** There are several ongoing efforts to provide additional draft for the deepwater oil and gas business. However these projects are not looked upon as a system. There is also a limited amount of funding available to increase navigation draft along the gulf coast of Louisiana. It is suggested that all navigation projects along the gulf coast of Louisiana be studied as a system. Those projects that provide the highest value to the industry should be given priority. This could be accomplished several ways. The best way would be to do a ranking of future work based on rating factors such as time to completion, jobs saved, benefits, and cost. Those projects with the highest overall value would then be constructed first with emphasis on timely completion.

14. **Tie GIWW to Morgan City with a 20-foot channel (Spec Item 70):** See comment on speculation Item 61. If the fluid mud problems are not solved for the Atchafalaya bar channel a possible alternative may be to build the port of Iberia project and deepen and widen the Gulf Intercoastal Water Way (GIWW) from the port of Iberia to Morgan City. This would give Morgan City the same access to the gulf. It is noted that this would require about 50 miles of dredging on the GIWW and the relocation of bridges. However the present worth of the future construction and maintenance costs of keeping the Atchafalaya Bar Channel deep enough may offset this. It is suggested that this concept be given further consideration.

Preliminary work on the Atchafalaya bar channel shows a present worth of future dredging of approximately \$300,000,000.

Approximate figures on dredging the GIWW deeper from the port of Iberia to Morgan City are as follows:

Bridge Relocations	\$150,000,000
Pipeline Relocations	\$ 50,000,000
Dredging	\$ 40,000,000
Rock	\$ 38,000,000
Markups	<u>\$ 63,000,000</u>
Total	<u>\$341,000,000</u>

15. **Treat Bulkhead Replacements As Owner Reimbursed Facility Relocations (Spec Items 22 & 77):** The proposed channel deepening may adversely affect some existing waterfront bulkhead structures in the New Iberia Port. Such being the case, replacement or modification of some structures may be required. In lieu of the Corps designing and constructing the replacement structures, a more efficient means may be to allow the dock owners to design and construct the new structures and be financially reimbursed by the Corps (or local sponsor if appropriate). The process would be similar to other facility relocations where the Corps presents the owner with the proposed

project plans, and the owner, in turn, develops a relocation plan that accommodates the federal project and maintains their function in accordance with *their* needs and criteria. If determined to be reasonable, the Corps executes an agreement to reimburse the facility owner for the relocation cost. The primary advantage may be that Army criteria for structures is likely far more stringent for that required by the facility owner (e.g., factor of safety, allowable deflection, surcharge load determination, etc.) An extreme and ultimately expensive and problematic example of Corps design application to private bulkhead re-construction has been recently experienced with the Morgan City Waterfront Flood-proofing project. Allowing non-Corps criteria application, as seen appropriate by the individual dock owners, may add some long-term risk, it would appear to be quite manageable and the cost of total risk avoidance, via means of Corps construction, may again be unnecessarily prohibitive.

16. **Use Appropriate Authorization To Accomplish Bank Protection And Economically Consolidate Disposal Areas (Spec Items 38,39,40and 44):** The current dredging disposal plan calls for a near continuous rock protected in-channel spoil-bank to be located along both sides of the waterway. The rock protection serves a dual function; one, contain the dredge spoil, and two, protect the existing channel bank. Although the deeper channel will introduce larger vessels with marginally higher 'design' wave-wash, bank erosion will essentially be the same as currently being experienced. There appears to be more economical means to contain dredge material that may greatly reduce vast initial and future maintenance expensive rock quantity requirements. Such measures may include disposal area consolidation (like disposing on one bank only and/or disposing to larger non-channel receiving areas (ex. coast of Weeks Bay, Shark Island, etc.) The question arises for this project and other similar locations where navigation modifications are being considered as to whether or not such 'coincidental' bank protection should really more appropriately be funded under either Operation and Maintenance (O&M) or various Environmental Project authorities. The litmus test is answering the question "Is it necessary for navigation?" The answer is an apparent "no" since existing navigation does not require it. If it should have been part of the original authorization, bank protection should be placed under the existing project (or O&M) authority regardless of this project. Such being the case, the proposed bank protection, in excess of that needed to most efficiently contain dredge material, would apparently be most appropriately be classified as an environmental enhancement feature.

17. **Make It A Point To Try Alternative Bank Protection Methods; Test Sections (Spec Item #67):** Historically stone revetment has been the most often used method of bank line protection. Various alternate methods for bank line protection exist, i.e., see comments 2 – 5. This comment recommends that areas of Freshwater Bayou and the GIWW shoreline be selected as test sections for evaluating these alternative protection methods. Evaluation criteria should include design and construction time and cost, strength and endurance, stability and settlement, and maintenance frequency and cost.

18. **Design And Construct Float-In Erosion Control Structures In Lieu Of Rock. (Spec Item #59):** Historically stone revetment has been the most often used method of bank line protection. The use of float-in erosion control structures for bank protection may provide some advantages over the rock revetment. Float in structures would be constructed of timber, concrete, plastic, used tires, etc..., floated to the placement area and anchored in place to short piles or concrete anchors. The structures could be design either to remain afloat or to be sunk in place. The structures could be designed to not degrade or corrode in the marine environment. Weight of the structures could be minimized to prevent settlement. Floating modular breakwater systems are commercially available. One such system is described in Appendix F.

SUPPORTING DOCUMENTS

CONTACT DIRECTORY

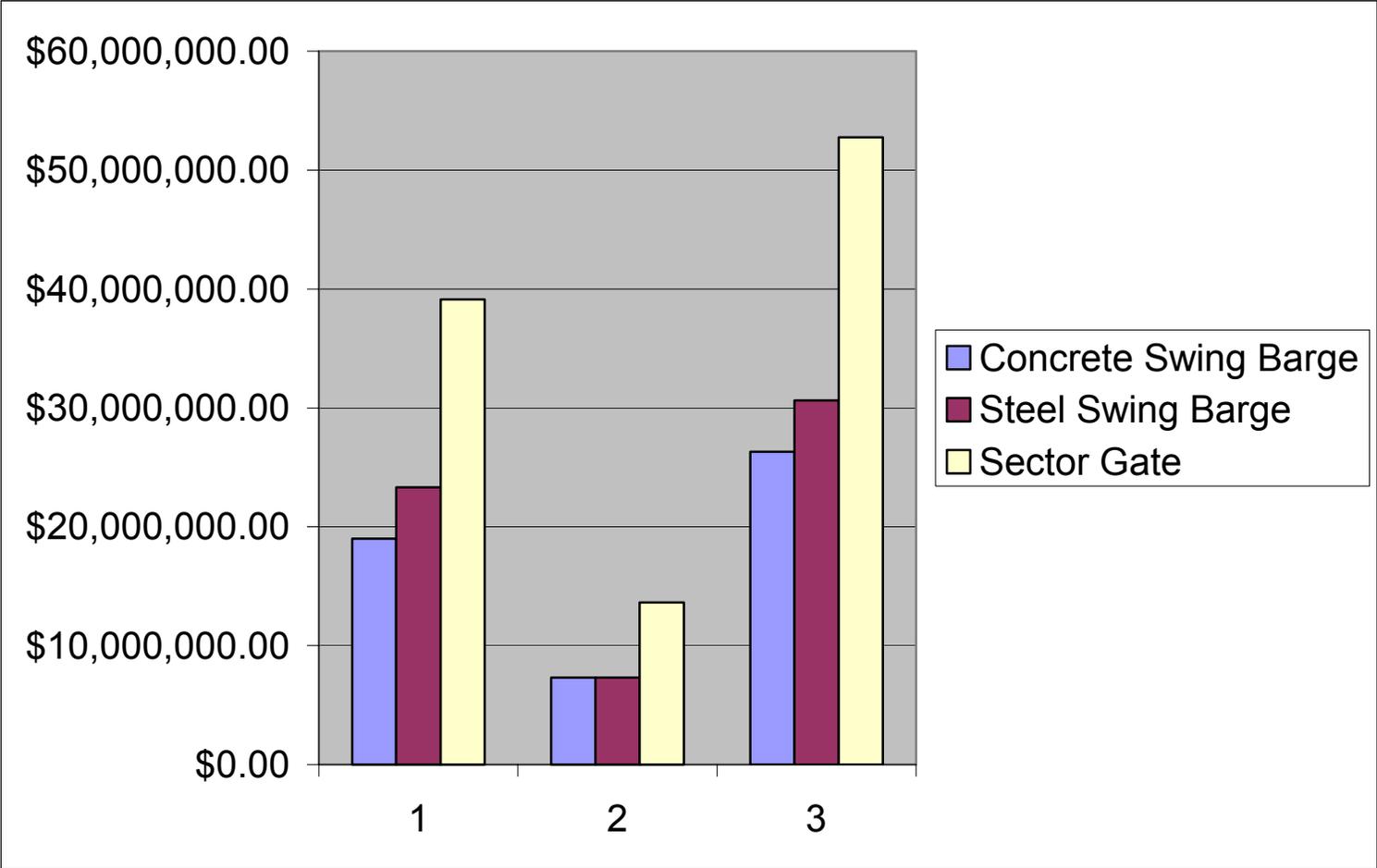
VALUE ENGINEERING TEAM STUDY

APPENDIX A: CONTACT DIRECTORY & VE STUDY TEAM MEMBERS

<u>NAME</u>	<u>ORGANIZATION</u>	<u>TELEPHONE</u>
Frank Vicidomina	CEMVN-PM (VEO)	504-862-1251
Ron Burkhard	OVEST (civil engr)	843-329-8062
Rick Lambert	OVEST (civil / structural engr)	843-329-8063
Ken See	Charleston Dist (H&H)	843-329-8059
Bob Brooks	CEMVN-EDG	504-862-1558
Tawanda Prater	CEMVN-PM-E	504-862-2926
Jake Terranova	CEMVN-ED-SP	504-862-2709
Craig Waugaman	CEMVN-ED-T	504-862-2673
Darryl Bonura	CEMVN-ED-T	504-862-2653
Dave Beck	CEMVN-ED-L	504-862-2406
Keith O'Cain	CEMVN-ED-L	504-862-2746
Tim Connell	CEMVN-OD-H	504-862-2891
Geoff Cairo	CEMVN-CD-CV	504-862-1067
Michael Palmieri	CEMVN-RE-E	504-862-2891
Roy Pontiff	The Port of Iberia	337-364-1065
Jeffery Pena	Shaw Coastal, Inc	985-868-3434
Nareen Chillara	Shaw Coastal, Inc	985-868-3434
Oneil Malbrough	Shaw Coastal, Inc	985-868-3434
Janis Hote	ASCI Corp (H&H Branch)	504-862-2489

COST MODEL

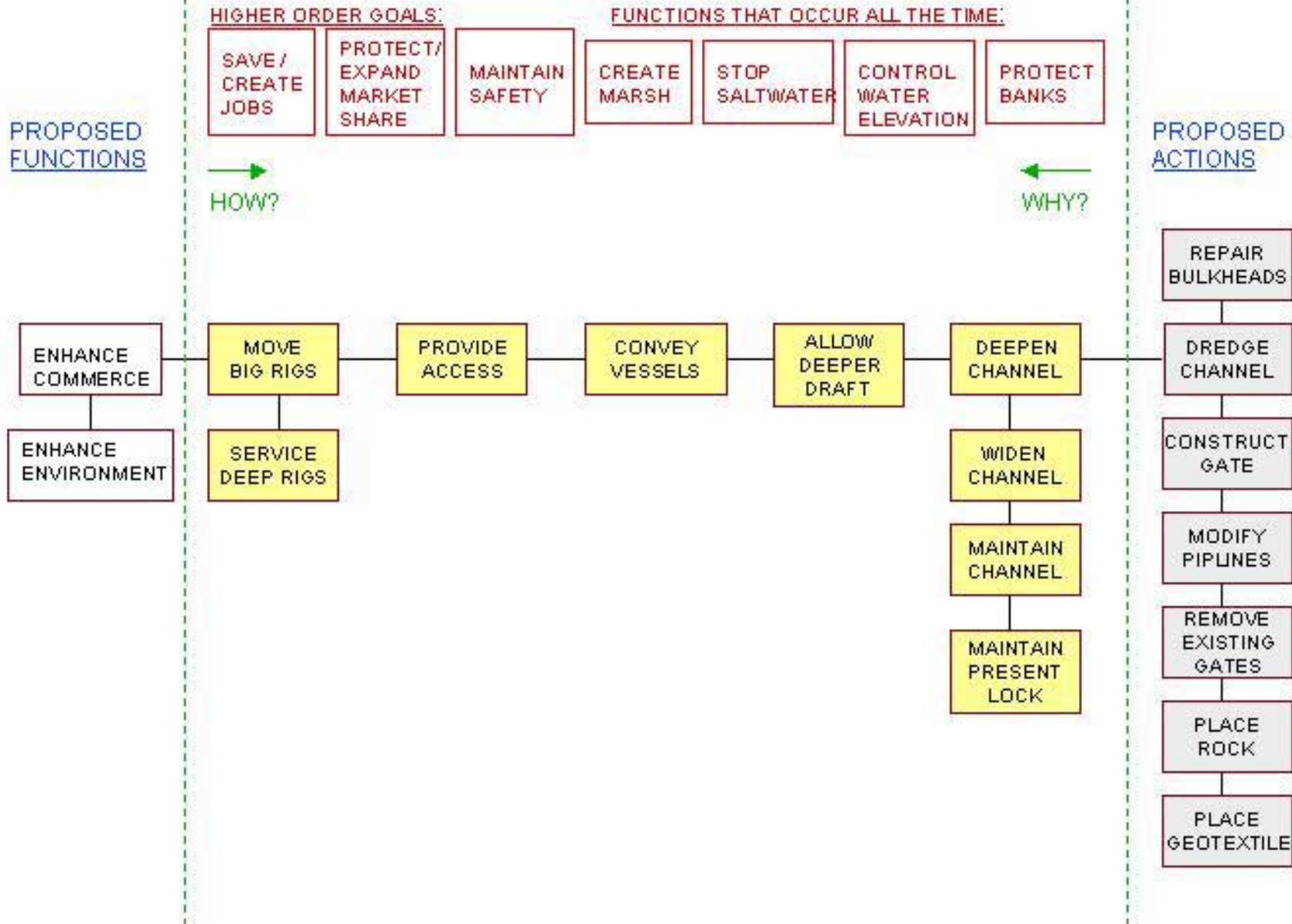
Cost Model for Gates



- 1. First cost.
- 2. Present worth of maintenance.
- 3. Life Cycle Cost

FUNCTION ANALYSIS SYSTEM TECHNIQUE (FAST) DIAGRAM

FAST DIAGRAM FOR PORT OF IBERIA



SPECULATION LIST

VALUE ENGINEERING TEAM STUDY
APPENDIX D: SPECULATION LIST

P	1	Single barge gate
X	2	Earthen plug in lieu of barge gate
X	3	Deepen bypass and use existing control structures
C	4	Dredge test section in barge channel to see if we have fluid mud
C	5	Minimize alternatives
X	6	Investigate 35' deep channel
X	7	Modify existing lock
X	8	Eliminate gates
P	9	Limit channel width to 140'
X	10	Unit channel width and add designated passing lanes
C	11	Decrease bulking factor
BD	12	Use C stone in lieu of a bigger size
C	13	Use geotube in lieu of rock
X	14	Blast channel
C	15	Use groundwater injection fresh water curtain for a salt water barrier
P	16	Use a design build contract for barge gates
X	17	Use a bubbler curtain for salt water barrier
C	18	Build new lock
X	19	Stock the bypass channel with bass
X	20	Use a Morgan City access with a bridge relocation
X	21	Use vinyl sheet pile for bulkheads
C	22	Treat bulkhead replacement like relocations, i.e. owners relocate, we reimburse w/74
X	23	Hard top pipelines in lieu of relocating where applicable
BD	24	Increase upland disposal heights
X	25	Dig a second bypass channel with an earthen plug, leave existing bypass
X	26	Use a Morgan City access with a tunnel
X	27	Eliminate structure, let saltwater intrusion occur
X	28	Industry share cost with improvement to commercial canal
C	29	Dig a new channel across Vermillion Bay (Acadiana channel) w/46
BD	30	Build a trapezoidal breakwater in lieu of an armored bank
P	31	In Port of Iberia only improve port canal and relocate industry
X	32	Relocate all industry seaward of the existing structure
X	33	Use vinyl sheet pile in lieu of rock
C	34	Use vinyl sheet pile and dredge cells in lieu of rock
C	35	Use ACM in lieu of rock
P	36	Place all dredged material on the west and north bank w/37
P	37	Use dredged material for future flood protection plan
C	38	Consolidate disposal along entire channel and do not use rock w/ 39,40,44
C	39	Shift bank protection costs to O&M budget
C	40	Shift bank protection costs to LCA
X	41	Use a removable concrete panel wall
X	42	Use a fabridam
X	43	Use an inflatable weir

VALUE ENGINEERING TEAM STUDY
APPENDIX D: SPECULATION LIST

C	44	Take everything offshore: dispose in Gulf
BD	45	Use all material for wetland mitigation
C	46	Build Acadiana channel and rebuild Shark Island with disposal material
C	47	Request direct appropriation to build 150'W x 20'D channel w/48, 61
C	48	Prioritize Gulf dredging projects
X	49	Use a timber bulkhead in lieu of rock
X	50	Use fiberglass sheet pile
X	51	Use composite sheet pile
P	52	Lower factors of safety on channel to 1.1 w/53
P	53	Use box cut
X	54	Slope disposal area upward away from channel
C	55	Use float-in technology w/57
X	56	Use a transfer structure in lieu of gate
P	57	Build a swing gate receiving structure out of steel, build in wet
X	58	Construct a graving site / assembly area on gulf side of lock
C	59	Design and construct a float-in erosion control structure in lieu of rock
X	60	Do nothing
C	61	Examine benefits vs Morgan City benefits
X	62	Use corfrashine for slope protection in lieu of rock
X	63	Use gabions
C	64	Use wire mesh box
X	65	Use elevated shoreline system
C	66	Use geotubes for upland disposal dikes
C	67	Make it a point to try alternative bank protection methods (test sections)
X	68	Dredge wider and build wider barge in lieu of deeper
X	69	Dredge to 14' in lieu of 20' (fluid mud)
C	70	Tie GIWW to Morgan City with a 20' channel
C	71	Use design - build best value contract w/16
X	72	Use a water filled inflatable underwater barrier
C	73	RFP for solution to structure
C	74	Have owners provide criteria for bulkheads
P	75	Consolidate all fabrication in region in one area
X	76	Eliminate cabling and winches, use tug boat to open and close barge gate
BD	77	Delete recreation features
X	78	Use government dredge to excavate the channel
C	79	O&M costs for barge gate not in constant dollars
P		Proposal
C		Comment
X		Deleted
BD		Being Done

GEOTUBES

GEOTEXTILE TUBE STRUCTURES FOR WETLANDS RESTORATION AND PROTECTION: AN OVERVIEW OF INFORMATION FROM THE NATIONAL WORKSHOP ON GEOTEXTILE TUBE APPLICATIONS

by Jack E. Davis¹ and Mary C. Landin²

Background

In recent years, the U.S. Army Corps of Engineers (USACE) has increasingly used geotextile tubes to provide temporary or permanent breakwaters, especially when coupled with a goal of using dredged material for wetland restoration or other natural resource beneficial uses. The first application of geotextile fabrics for wetlands and habitat development occurred in the early 1970s in Galveston Bay, Texas, and later in Core Sound, North Carolina. Large nylon bags (12 ft x 4 ft x 3 ft) were filled in place hydraulically with sandy dredged material to form stacked breakwaters. By the mid-1980s, the Corps was testing and using 100-ft-long, 3-ft-diam Longard tubes made of low-tensile-strength geotextiles. These were all used in underwater situations to improve water quality, to provide surge protection, and to protect sea grass and other aquatic habitats. Their construction was awkward, and the tubes were very difficult to fill. They were not very stable, and their use declined.

In the early 1990s, USACE developed a renewed interest in evaluating and using custom-made geotextile tubes as containment dikes for the placement of dredged material. After placement, the tubes act as erosion protection structures for the dredged material, and for any intertidal wetlands that may develop. In some places, the tubes are being used as low-crested, reef-type breakwaters placed offshore of existing or newly restored wetlands.

The new interest in geotextiles tubes is twofold. First, they can be deployed relatively quickly, with several hundred feet being placed in a day. Second, they are relatively inexpensive, with cost being based largely on the application and when they are constructed. The tubes are delivered to the site either rolled up (Figure 1) or folded like an accordion. The tubes, which have ranged between 8 and 45 ft in circumference and anywhere from 100 to 1,000 ft long, are spread out along a desired alignment (long tubes are usually deployed a few hundred feet at a time). The tube is then filled with sediment, which is supplied to the tube in a slurry from a pump, usually from a dredge. Mobilization of the dredge is usually the largest cost in deploying a tube. In most projects, a dredge is probably already mobilized as part of a channel maintenance project. Therefore, mobilization of a dredge is usually not included in the cost of constructing the tube. In some recent projects in Texas, constructed costs were around \$50 per linear foot of project. In one project, where a dredge had to be mobilized to fill a short tube, costs exceeded \$200 per linear foot.



Figure 1. Geotextile tubes being delivered to project site

National Workshop on Geotextile Tube Applications

During the planning for use of geotextile tubes, many questions are raised about the best techniques for designing, deploying, filling, and handling the tubes. After responding to numerous requests for assistance in this regard, and realizing that information is exceedingly limited regarding geotextile tube structures, WES developed a workshop to document recent experiences with geotextile tubes (Davis and Landin 1997). Discussions at the workshop focused on specific case studies, experiences with deploying and filling tubes, hydrodynamic and geotechnical engineering design, geotextile fabric characteristics, and risk and contingency planning. Fifty participants at the workshop came from USACE Headquarters, Districts and laboratories, the Port of Houston Authority, academia, engineering consulting firms, material suppliers, and dredging contractors. The workshop was held in Galveston, Texas, 15-17 August 1995, and was hosted by the U.S. Army Engineer District, Galveston. The workshop was cosponsored by the USACE Wetlands Research Program, [Dredging Research Program](#), and Dredging Operations Technical Support Program, all of which were conducted by and managed at WES.

The workshop produced two significantly important deductions; (a) limitations of geotextile tubes were identified, and (b) criteria for geotextile tube applications were developed. It was determined that, in general, geotextile tubes have worked well for wetlands restoration and protection projects. Geotextile tubes discussed at the workshop are basically two sheets of fabric sewn together along their edges and filled with dredged material. More complicated tube designs have been used, but the more complicated the design, the more expensive it is to manufacture and utilize. Fine-grained sediments have been used as filler for tubes, but post-construction consolidation of the fill material can become a problem unless alternative measures to alleviate such situations are anticipated in advance. Unless otherwise noted, it was assumed that sand was used as the filler material.

Limitations of Geotextile Tubes

Concerns raised at the workshop were the same as those previously promulgated by Pilarczyk (1995) in his review of novel systems for coastal engineering. Participants were concerned about; (a) fabric resistance to puncture and abrasion, (b) fabric degradation in the environment, especially due to ultraviolet (UV) light exposure, (c) difficulty with placing a tube precisely on alignment, (d) difficulty with achieving a consistent crest height along the length of the tube, and (e) lack of hydraulic, hydrodynamic, and geotechnical design guidance.

Experience indicates geotextile tube resistance to punctures and abrasion is low. Puncturing the material with a blunt object (e.g., bow of a boat) is not easy; however, it takes little effort to puncture even the highest strength material (e.g., 1,000 lb/in. tensile strength) with a sharp object like a knife. Consequently, in almost any area where the public has had easy access, the tubes have been vandalized (possibly from curiosity about what is inside). Debris (e.g., a stump with pointed roots) that is forced against the tube by waves or currents may puncture and abrade the material and, although it was not reported at the workshop, participants suspected that ice could also abrade or puncture the fabric. The fabric also can be abraded during shipping and handling, and during deployment. For example, tubes deployed off the deck of a barge could be torn by any sharp edge or protrusion on the deck. Tubes have been damaged by equipment (e.g., dredge pipe flanges) that was dragged across the tubes during construction. Workshop participants noted that torn tubes will usually lose sediment only within a few feet on either side of the tear. Most of the tube beyond the damaged section will remain intact.



Figure 2. Geotextile tube tears due to ultraviolet sunlight damage

Fabric degradation rates due to natural UV light are unknown. Laboratory tests exposing fabrics to intense UV radiation have been conducted and the results suggest that the fabric is resistant to a degree, but the results cannot be extrapolated to actual field applications. Some workshop participants suggested that tubes could last several decades (20-50 years) in the field, but others contended that without data, an estimate of 10-20 years might be better for planning. Since the workshop, tubes (originally 400 lb/in. tensile strength) have been inspected along the Texas coast, and it is suspected that the tubes are tearing where fabric has been weakened by sunlight (Figure 2). This particular tube is 4 years old and is exposed to sunlight most of the time. The

effect of ultraviolet light is significantly reduced or eliminated when tubes are submerged or covered by sediments and marine growths.

The constructed quality (final height and alignment) of the tube depends on the skill of the construction contractors, the quality of the fill material, and the environmental conditions under which the deployment and filling take place. The skill and experience of some contractors are increasing within the dredging industry, but no method has yet been widely accepted or documented as the best approach to deploy and fill tubes. If fill material is used that consolidates over time, the height of the tube will decrease over time, possibly to a height that is insufficient for the tube's intended purpose. Deploying tubes in waves and currents can make holding the tubes on a given alignment very difficult. If the tube is not placed directly on a given bed elevation, variations in the bed elevation can cause variations in the tube crest elevation. Also, a tube may twist (roll slightly) to one side during filling. When such a twist occurs, it moves off alignment, and puts the filling ports to the side of the tube instead of on top. Figure 3 shows the variation in crest elevation along a tube and from one tube to the next. In the foreground, the filling port is seen off-center, suggesting that the tube may have rolled slightly during filling. Figure 4 shows the variability in the alignment of a tube.

Some variations of crest height cannot be avoided. If the contractor stops filling a tube prematurely, because of weather, for example, sand in the tube will stabilize and tend to flatten the tube. Once that happens, it is very difficult to pump the tube up higher. Also, low spots always occur near the filling ports, with random undulations elsewhere. It is not surprising to find variations of one-half foot or more along the length of the tube. Based on conclusions from the workshop, it is expected that more than 5 ft in final tube height cannot readily be achieved regardless of the size of the tube used. Greater final tube height may be possible to achieve, but it has not been the dominant experience of the workshop participants.

Existing guidance is limited for designing and predicting the stability of tube structures. Some techniques modified from other structure design criteria were discussed at the workshop. It was suggested that the U.S. Army Corps of Engineers (1984) or Minikin (1983) methods for predicting loads on vertically faced structures could be used. Similarly, techniques recommended by Goda (1985) and Walton et al. (1989) could be used. The resisting forces (bed friction and weight) can be estimated. A force balance will then indicate whether the tube is likely to move due to wave and current loading. Suggested friction angles provided at the workshop are 18 deg for fabric on fabric (i.e., stacked tubes) and 25 deg for fabric on sand. WES maintains a discrete-element model that can be used to simulate the deformation of a tube in two-dimensional cross section under loading. Sprague (1995) offers a graphical technique for estimating the strength of fabric needed for an application. Most participants agreed that if there is concern about the strength of the fabric, then stronger fabrics should be utilized (fabrics with at least 1,000 lb/in. fabric tensile strengths are available). Sprague (1995) also presents a technique for selecting the spacing for filling ports along the crest of the tube. However, all of the approaches discussed in the literature disregard the three-dimensional nature of the tubes.



Figure 3. Variation in crest elevation along a geotextile tube, and from one tube to the next
Criteria for Geotextile Tube Applications

Based on the limitations of geotextile tubes and the assembled experiences of the participants, general criteria were compiled that can be used to indicate appropriate applications for geotextile tubes. (Pilarczyk (1995) also identifies several of these criteria). The criteria essentially state the conditions under which the participants noted successes in geotextile tube projects. The criteria may not be entirely complete, but will serve as a fundamental guide for geotextile tube siting applications. The criteria list is not prioritized.

Shallow Water, Low Tidal Range, Low Wave Energy: Tubes have been used successfully where water depths are small ($\ll 3$ ft), where the tidal range is small ($\ll 3$ ft), where fetches are less than 15 miles, and where the depth for a considerable distance offshore is less than 10 ft. Wave climate is low in these areas, so the large mass of the tubes makes them very stable.

Temporary: A good use for a geotextile tube is as a temporary structure, although this utilization carries several implications. First, a tube could be ideally used as a truly temporary structure. Tubes have been placed as groins to prevent the possible migration of beachfill sand into a nearby bed of sea grass. There was great uncertainty regarding which way sand from the project would migrate. Rather than spend money studying the coastal processes in this very small area, the groin was installed as a precaution. After construction of the beachfill, the real transport characteristics of the site could be readily observed. Second, a temporary tube could be one that has scheduled maintenance (i.e., it will be repaired or replaced when damaged). Third, a temporary tube could be hidden and only become effective during certain conditions. Geotextile tubes have been buried in the berm or dune of a beach and only become effective when erosion exposes them (for instance, during a storm). Once exposed, maintenance is usually required to repair and/or rebury it. A hidden tube is not exposed to vandalism or debris damage, and it blends into the environment well.

No threat to life or property: Geotextile tubes are effective structures as long as they remain intact but, since their durability is uncertain, depending on them to protect life or property for long periods of time (without maintenance) is not recommended. A good application, then, is one where no risk to life or property exists should the tube fail.

Flexible height and alignment requirements: Since aligning geotextile tubes during placement and achieving consistent crest elevation along the length of the tubes may be very difficult, the best applications for geotextile tubes are where variations in these parameters are tolerable.

Associated with an existing dredging project: The growing popularity of geotextile tubes is due to several factors, the main one being that they are usually less expensive than other protection or containment alternatives. Geotextile tubes are most cost-effective when used in conjunction with a dredging project because the cost of mobilizing a dredge to fill the tubes is minimized. The cost of tube construction is maximized when a dredge has to be mobilized on short notice to fill a small section of tube.



Figure 4. Variation in the alignment of a geotextile tube

Success in Wetlands Restoration Protection

USACE has constructed wetlands restoration projects on disposed dredged material using geotextile tubes as containment dikes and for erosion protection in the Chesapeake Bay near Smith Island, Barren Island, the Pokomoke River, and Eastern Neck National Wildlife Refuge, along the Gulf Intracoastal Waterway in West Bay north of Galveston Island, and near the Aransas National Wildlife Refuge in Texas. These wetlands restoration projects were initiated in areas where wetlands once existed. The areas are generally in shallow water with low tidal ranges and, consequently, low wave energies. Because the area in the lee of the structures is intertidal marsh, the tubes were built to low elevations so that they would be sufficient to protect the root mat of the marsh from erosion. The naturally low and wide cross-sectional shape of a geotextile tube makes it stable and suitable for this application. Figure 5 is an aerial view of one of the projects near the Aransas National Wildlife Refuge.

Low wave energy conditions limit the amount of toe scour that occurs at the tube. A tube should have a geotextile scour apron to prevent toe erosion. The aprons placed at some USACE

structures have performed well, suffering little or no damage after several years of service. Some have silted over. However, it is likely that in higher wave energy environments, the apron would not be as effective except perhaps as a temporary measure. Any other type of apron (e.g., stone or concrete) would increase the cost of the project and may damage the tube fabric.

The tubes used in the USACE wetland projects are not necessarily temporary or hidden, but could be maintained. The projects are near navigation channels, so the opportunity for maintenance during subsequent dredging cycles is readily available. The projects are in remote areas of bays where public access is difficult, so the risk of vandalism is low. However, the potential for damage due to debris is always present.

Remoteness of the wetland projects inherently satisfies the criterion that no life or property be at risk in the event of tube failure. The only thing at risk if the geotextile tube is damaged is potential erosion of a portion of the wetland that was restored. Such erosion may actually be ecologically desirable. After the wetlands have developed behind the geotextile tubes, it is often desirable to open up the area to the ingress and egress of marine organisms. Removal of a tube is an option. Furthermore, when part of the wetland is eroded, it often remains as shallow open water or as a mud flat, both of which provide diversity of habitat.

Random height variations along the length of a geotextile tube cause a varying amount of wave transmission into the marsh along the tube. This varying wave energy results in a somewhat random and natural-looking plant growth and propagation pattern in the lee of the tubes.

All the USACE wetland projects have been associated with existing maintenance dredging where the maintenance material was to be used beneficially. Geotextile tubes provided a means for containing the material and protecting the marsh from erosion in a cost-effective manner. If the projects had been developed separately from maintenance dredging, the costs for the projects would have been excessive.



Figure 5. Use of geotextile tubes in wetlands restoration project, Aransas National Wildlife Refuge, Texas

Conclusions

Geotextile tubes are being considered by the U.S. Army Corps of Engineers for alternative structure designs at several different applications. Many of these uses severely challenge designers because of the limitations of geotextile tubes. They can be punctured and abraded easily by vandals, debris, and ice; their life expectancy after prolonged exposure to UV light is unknown; and they are difficult to construct to precise alignment and crest elevations. Yet, used as temporary structures, as hidden components of structures, in shallow water with low wave energy and tidal regimes, on projects where there is no risk to life or property in the event of failure, on projects where inspections and maintenance will be established, and/or on projects where sand is being dredged, geotextile tubes can be very effective.

Wetlands restoration projects developed on dredged material placed to intertidal elevations satisfy many criteria necessary for successful geotextile tube application. If funds are available to develop a marsh habitat, the relatively low costs of geotextile tubes makes them an attractive alternative for erosion protection and dredged material containment. Costs for placement of geotextile tubes in several Texas projects varied from \$50 to \$100 per linear foot. In projects where a dredge was mobilized to fill a short tube, costs approached \$200 per linear foot.

Geotextile tube containment dikes were generally more expensive than unprotected earthen dikes, but less expensive than an equivalent riprap structure.

Pilarczyk (1995) notes that many worthwhile applications for geotextile tubes exist, but they should not be considered for general coastal engineering applications. The criteria identified at the national workshop, though not all-encompassing, may serve as a reasonable guide because they avoid or minimize the effects of geotextile limitations. While the construction of geotextile tubes is conceptually easy to understand, it should be remembered that these are massive structures. Therefore, to have a successful project, foundation, scour, overtopping, and flanking protection must be given great consideration in design.

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FLOATING BREAKWATER TECHNOLOGY

APPENDIX

The WhisprWave® is a patented modular marine FLOATING BREAKWATER TECHNOLOGY, highly engineered to provide SHORELINE BEACH EROSION CONTROL and survive deployment in the harshest marine environments. WhisprWave® currently holds 7 Domestic and International Patents for the WhisprWave's® unique design and utility; there are an additional 20 patents pending.

The WhisprWave® was specifically designed in a modular format to increase the product's flexibility and unforeseen future maritime applications. The modularity of the product makes it similar to LEGO's® or building blocks; its potential marine uses are only limited by the bounds of one's creativity.

In addition to its modularity, the WhisprWave® was designed for beach erosion control applications in the oceans. Many of its competitors' shoreline erosion prevention products were originally intended for the calmer waters and erosinary forces of the inland lakes and rivers. This inherent strength gives the WhisprWave® a distinct design and application advantage, as it is engineered to withstand the forces of the oceans' rogue waves and sustained winds of more than 80 knots.

The base building block of the WhisprWave® is its patented module. A module is a highly engineered polygon shaped object made of high-density polyethylene. A standard module weighs approximately 36 lbs. empty. The design of the module enables it to be filled with or vacuated of water (with the help of a standard air compressor) to precisely adjust its buoyancy. The module can be "puncture proofed" by filling it with marine grade buoyant foam.

WhisprWave® modules are connected using a system of EPDM rubber cables, marine grade hardware and stainless steel anchoring harness. All WhisprWave® applications incorporate commercially proven marine grade anchoring systems, which vary based upon installation conditions and bottom strata.

The WhisprWave® has been formally permitted by the marine community including the US Army Corp of Engineers ("USACE"), US Navy ("USN"), US Coast Guard ("USCG"), Connecticut Department of Environmental Protection ("CTDEP"), State of Louisiana, State of Washington, and other governing entities. These agencies have been made aware of the products flexibility, durability and low environmental profile. The WhisprWave® is currently installed, being demonstrated or being reviewed by several of the aforementioned agencies for applications that range from **Homeland Security / Force Protection to Beach Erosion Protection to Marina Wave & Wake Protection.**



SUMMIT, NEW JERSEY - August 27, 2003 - Wave Dispersion Technologies (WDT) announced today it has signed a contract for a 1500-foot floating breakwater for the Cyprermort Point State Park Beach Erosion Control Project in Cyprermort Point, LA. The modular breakwater will be connected to previously installed anchors.

The WhisprWave® is specifically designed in a modular format to increase the product's flexibility and strength for maritime applications. WhisprWave's distinct design and application allow it to withstand waves and sustained winds of up to 80 knots.

The contract is between WDT and Coastal Construction and Engineering, with WDT providing the floating breakwater and expertise and Coastal providing the actual installation.

WhisprWave® breakwater technology has wide ranging maritime applications from erosion control to homeland security. The Company has been developing the technology for several years and holds 7 Domestic and International Patents for the WhisprWave's unique design and utility, with an additional 20 patents pending.

Maritime Port Security Buoys and Barriers: To facilitate the security needs of the US Navy, US Coast Guard, US Army, other government agencies and commercial interests, the company has developed the WhisprWave® Technology line of Maritime Intrusion and Exclusion Barriers and Warning Buoys for Homeland Security and Force Protection. The unique characteristics of the WhisprWave® Homeland Defense Products include mobility, marine grade design and off-the-shelf availability for Homeland Security maritime zone demarcation applications, (a requirement recently mandated by the USCG for all nuclear power plants post 9/11).

The Global Leader in Maritime Homeland Port Security Barrier & Buoy Protection Systems Wave Dispersion Technologies, Inc. (WDT) has developed the patented WhisprWave® floating articulated breakwater technology to afford erosion control protection to shoreline beaches, coastal marinas, anchorages, and other areas subject to destructive erosion wave / wake forces. The WhisprWave® is currently installed, being demonstrated or being reviewed by several agencies (US Army Corp of Engineers "USACE", US Navy "USN", US Coast Guard "USCG") for applications that

range from Homeland Security / Force Protection to Beach Erosion Protection to Marina Wave & Wake Protection.

Authors: Grace, Peter J.; Mlakar, Paul F.; COASTAL ENGINEERING RESEARCH CENTER VICKSBURG MS Final rept. JAN 89

Abstract: The Floating Breakwater Prototype Test Program (FBPTP) was initiated in 1981 in an effort to develop design criteria for floating breakwater applications in lakes, reservoirs, and semi-protected coastal waters. Some of the objectives of the program were to (a) determine the most effective breakwater design for a given wave climate; (b) establish the forces and moments which act on floating structures and their anchoring systems; and (c) determine loads on connecting mechanisms between individual breakwater modules. This paper describes analysis techniques used to reduce prototype data related to the above objectives. (fr)

Wave Dispersion Technologies Executes Second Contract in Past Three Weeks for Floating Breakwaters

Summit, New Jersey - September 11, 2003 - Wave Dispersion Technologies (WDT) <http://www.whisprwave.com> announced today it has signed a purchase contract with the city of Des Moines, Washington for a 180 foot floating breakwater to be placed at Redondo Beach, WA. Des Moines is a waterfront community located midway between Seattle and Tacoma, with numerous beaches on the Puget Sound.

Contact Dawn Van Zant

dvanzant@investorideas.com 1-866-730-1151 or Trevor Ruehs
truehs@investorideas.com for full press release.

**PORT OF IBERIA FEASIBILITY STUDY
OCTOBER 2006**

APPENDIX F

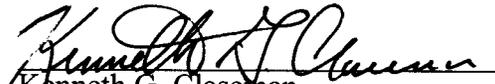
**INDEPENDENT TECHNICAL REVIEW
COMMENTS AND RESOLUTIONS**

**Completion of Technical Review
Deep Draft Navigation Planning Center of Expertise**

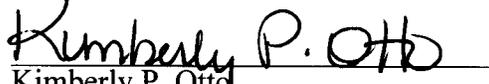
Port of Iberia, Louisiana Feasibility Study

1. New Orleans District has completed the Port of Iberia, Louisiana Feasibility Study. Notice is hereby given that an independent technical review has been conducted that is appropriate to the level of risk and complexity inherent in the project. The report was reviewed for compliance with established principles and procedures, and use of clearly justified and valid assumptions. Further, study methods and procedures were reviewed to determine the appropriateness, correctness, and reasonableness of results, including determination of whether the project meets the customer's needs consistent with law and existing Corps policy. An independent technical review team from the Deep Draft Navigation Planning Center of Expertise performed this technical review.
2. Significant concerns and resolution explanations are provided in the enclosed documents.
3. Three special considerations are noted for this report. The first is that the plan formulation contained employs scenario analysis, which is not addressed in Corps guidance and, as adopted for this study, does not result in the proper identification of a National Economic Development plan as required by Corps guidance. The second consideration is that the economic analysis is based on a legislatively directed definition of National Economic Development benefits that is not consistent with Corps guidance or generally accepted economic theory. The third consideration is that a change in industry practices, if implemented, could eliminate the need for an increment of the proposed project.
4. As noted above, all concerns resulting from the independent technical review of the report have been considered in the final feasibility report. The report has been fully reviewed, and all associated documentation required by the National Environmental Policy Act has been provided. We certify that the Port of Iberia, Louisiana Feasibility Study independent technical review was performed as required by Engineer Circular 1165-2-203, Technical and Policy Compliance Review, dated October 1996.

Independent Technical Review Team


Kenneth G. Claseman
Planning and Environmental Division
Plan Formulation Branch

30 March 2006
Date


Kimberly P. Otto
Planning and Environmental Division
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30 March 2006
Date

All Comments for the Port of Iberia Feasibility Study Salinity Modeling Report

Comment Report: All Comments
 (sorted by Discipline , ID)
 Displaying 15 comments.

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475137	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>The text references pertinent components of project information and data however the location of information is not shown on Plate 1. It would be helpful to the reader and reduce confusion if these components are identified on Plate 1 or in additional plates. The following need to be identified: a) Port of Iberia, Freshwater Bayou Lock, Schooner Bayou Control Structure, Leland Bowman Lock, and the Mermentau Basin; b) The locations of Boundary Condition data listed in Table 1; c) The locations of ungaged basins listed in Table 2; and d) the Lafayette airport.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>					
1-0	<p>Evaluation Concurred Concur; may necessitate additional plates (Evaluation added on 25 Feb 2004 by Jake Terranova for David Elmore.)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>				
<i>Backcheck not conducted</i>					
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475139	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>[This item is flagged as a critical issue.] Scope of Study, pg 1: This study evaluated the impacts of channel deepening on salinity. Because the channel is to be deepened about twice the existing depth, the changes in salinity with depth could negatively impact the project. Was a 3-dimensional modeling effort considered?</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>					
1-0	<p>Evaluation For Information Only 3-dimensional modeling was not seriously considered for this effort for 2 reasons. First, the project area is a relatively shallow well-mixed area and though a slight salinity gradient may exist by depth there is no stratification requiring the detail of a 3-dimensional model. Second, such an effort would be beyond the budget and duration of this project. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>				

	<i>Backcheck not conducted</i>
2-0	<p>Evaluation Non-concurred Because this report is on salinity modeling, the background information provided in the first reason would be helpful if included in the Existing Conditions section of the report. Salinity intrusion is a issue for LA wetlands loss. If project conditions did require 3-dimensional modeling for accurate results, the second reason does not eliminate the need for these efforts.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 17-Mar-04</p>
	<i>Backcheck not conducted</i>
3-0	<p>Evaluation For Information Only Upon further examination, Evaluation 1 was not correct. Three (3) dimensional modeling was considered for this effort. The area being evaluated is largely a shallow well-mixed estuary. Since there is no stratification expected, a two dimensional model was used. (Entered for ED-HM by Jake Terranova)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04</p>
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Open

Id	Discipline	DocType	Spec	Sheet	Detail
475142	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
Scope of Study, pg 1: What type of data had to be collected and analyzed? Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04					
1-0	<p>Evaluation For Information Only Data collected and analyzed included primarily stage and salinity data. Will be clarified in report. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
475144	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>[This item is flagged as a critical issue.] Model Geometry, pg 2. For accurate representation of the project area and therefore accurate model results, the model mesh should be created with appropriate element resolution, shapes, gentle transition, and smooth boundaries. In visually examining the mesh (Plate 2), many of the elements appear to vary abruptly in size and shape without a smooth transition between the elements. The model boundaries do not closely represent the actual project boundaries and</p>					

<p>some boundaries have sharp corners. These discrepancies could compromise the accuracy of model results.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>	
1-0	<p>Evaluation For Information Only</p> <p>This model was constructed as well as could be accomplished within the extremely compressed schedule. While the comments are general guidelines, the verification of this model is fairly good, particularly the hydrodynamics. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>
<i>Backcheck not conducted</i>	
2-0	<p>Evaluation Non-concurred</p> <p>Refer to comment 475152 concerning salinity verification. Schedule and budget limitations are always a concern and consideration, however, they do not resolve the comment.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04</p>
<i>Backcheck not conducted</i>	
3-0	<p>Evaluation For Information Only</p> <p>While the comment is generally true, these are general guidelines. The values SMS defaults to in the mesh quality check are also rather conservative. These types of elements will tend to either cause salinity to be removed from the system resulting in negative salinities, or cause salinity to be collected in a location resulting in salinities that may be orders of magnitude too large. Neither of these phenomenon associated with these types of elements were observed in this model. Therefore, the mesh construction is adequate for this task. (Comment added for ED-HM by Jake Terranova)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04</p>
<i>Backcheck not conducted</i>	
Current Comment Status: Comment Open	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475146	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a

[This item is flagged as a critical issue.]
 Model Geometry and Boundary Conditions, pg 2. The mesh does not extend to include the Atchafalaya River outflow to the east. The influence of the Atchafalaya River (flows, fresh water, etc) could impact the study area. Were the influences of the Atchafalaya River on the project area evaluated?

Submitted By: Linda Lillycrop (251-690-2593). Submitted On: 10-Feb-04

1-0	<p>Evaluation For Information Only</p> <p>The impacts of the Atchafalaya River were taken into account by the boundary condition along the eastern side of the model. Project schedule did not allow a more detailed treatment of the effects of the Lower Atchafalaya River on the</p>
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	project area. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04
	<i>Backcheck not conducted</i>
2-0	Evaluation Non-concurred Although schedule and budget limitations are always a concern and consideration, the concern remains if a more detailed treatment of the influences of the Lower Atchafalaya River on the project area are necessary. Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04
	<i>Backcheck not conducted</i>
3-0	Evaluation Non-concurred As mentioned above, the impact of the Atch River was taken into account in the boundary condition along the eastern side of the Gulf. To account for freshwater inflow from the east, salinity was varied along this boundary from 0.1 ppt at the coast to 24 at the southern end of this boundary. Similarly, 0.1 ppt was used at the GIWW boundary on the eastern side of the model. Sensitivity analysis was done by varying values along this eastern boundary to determine the effect of varying the values of this boundary. We determined that this boundary did affect the salinities, particularly in Vermilion Bay at Cypremort Pt station. Thus, we used the lowest values of salinity along this line that we felt comfortable with being realistic. Due to limited data in the Gulf, the same issues would have been present even if we had moved the boundary eastward. In our judgment the boundary conditions used were appropriate for the scope of the modeling effort. (Added for ED-HM by Jake Terranova) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Open

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475149	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
[This item is flagged as a critical issue.] Methodology, pg 5. It would be helpful to provide a table of the scenarios modeled. Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04					
1-0	Evaluation For Information Only Only one scenario was modeled. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04				
	<i>Backcheck not conducted</i>				
2-0	Evaluation Non-concurred Pg 5 states that 9 different scenarios were run for both with and without project				

	<p>conditions, for a total of 18 runs. How the scenarios were developed is discussed. The actual conditions modeled need to be clarified and stated in the report</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04</p>
	<i>Backcheck not conducted</i>
3-0	<p>Evaluation Concurred Concur. Will clarify what was modeled in the final report, including the requested table. (Added for ED-HM by Jake Terranova)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04</p>
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Open

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475150	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>[This item is flagged as a critical issue.] Port of Iberia Verification, pg 6, para 2. The text states that the cause of model results deviating substantially from actual data has not been identified, but the deviations maybe due to frontal passages or other significant meteorological events that are not captured in the model. The cause of the model deviations should be determined; at least verify or eliminate whether they are due to frontal passages or meteorological events</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>					
1-0	<p>Evaluation Non-concurred Noted. Schedule and budget do not allow further investigation. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>				
	<i>Backcheck not conducted</i>				
2-0	<p>Evaluation Non-concurred Schedule and budget are always a concern and consideration. Ideally, storm events occurring during the modeling time frame are identified to provide an understanding of the conditions inwhich model comparisons are to be made.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04</p>				
	<i>Backcheck not conducted</i>				
3-0	<p>Evaluation For Information Only The significant deviations in model stages versus actual stages are due to frontal passages. This was verified by comparing the barometric pressure to the stage plots (Figures 2-8). Significant drops in barometric pressure (greater than 5 millibars) indicate frontal passages. The frontal passages coincided with the model deviations, verifying our initial assumptions. A plot of barometric pressures at the Lafayette, LA airport will be included in the final report to document this. (Added for ED-HM by Jake Terranova)</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Open

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475152	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>[This item is flagged as a critical issue.] Port of Iberia Verification, pg 6, para 3. In Figure 11, the comparison between model results and gage data show an almost constant 4 ppt discrepancy in salinity. This discrepancy is not discussed in the report.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>					
1-0	<p>Evaluation Concurred Will add this discussion in final document. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>				
	<i>Backcheck not conducted</i>				
2-0	<p>Evaluation Non-concurred Pls discuss salinity discrepancy.</p> <p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04</p>				
	<i>Backcheck not conducted</i>				
3-0	<p>Evaluation For Information Only To avoid driving the model (setting boundary conditions so close to the area of concern as to override the numerical functions and dictate model results), an area considerably larger than the area of concern is modeled. This gage is located in that area added for this reason, and is not part of the area of concern. Since the areas of concern performed adequately, it was decided that the discrepancy at this location was far enough removed from the area of concern that the model results were adequate for the project scope. (Added for ED-HM by Jake Terranova)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04</p>				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Open				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475154	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
Port of Iberia Verification, pg 6. On Plate 1 there are 2 model verification stations labeled #7.					

<p>Clarify which stations are #6 and #7. Data from the USGS Cypremount Point Gage is shown in figures 8 and 11; however the corresponding station number is not stated in the text and the gage is not labeled on Plate 1, therefore the reader does not know which is the USGS Cypremount Point Gage.</p>	
<p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>	
1-0	<p>Evaluation Concurred Will address in final document. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>
<p><i>Backcheck not conducted</i></p>	
<p>Current Comment Status: Comment Closed</p>	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475155	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>Results, pg 6, para 2. The report states the maximum increase in salinities was 0.5 ppt at station 2, fall/winter; however a review of table 5 shows a maximum of 0.66 at Station 2 in Nov-Dec.</p>					
<p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>					
1-0	<p>Evaluation For Information Only Noted. I believe I said approximately 0.5 ppt. Salinity modeling is a tool to be used in the prediction of salinity trends resulting from specific actions; it is not an exact predictor of salinities. The accuracy of this, or any other, salinity model is not such as to be able to state precisely the expected salinity. Will be corrected in final report. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04</p>				
<p><i>Backcheck not conducted</i></p>					
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475157	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
<p>Results, pg 6, para 3. The report states the maximum reduction in salinities was 2.25 ppt, a 92% reduction at station 2, spring run, flood event; however a review of table 5 shows a maximum reduction of 2.3 ppt, a 94% reduction at station 4, march/april..</p>					
<p>Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04</p>					
1-0	<p>Evaluation Concurred Will be fixed in final report consistent with comment 475155. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475158	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
A plot of the best case/worst case salinities over the entire grid or areas of interest would be useful in understanding and relaying the model results.					
Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04					
1-0	Evaluation Non-concurred Not permitted by project schedule and budget. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)				
	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04				
	<i>Backcheck not conducted</i>				
2-0	Evaluation Non-concurred Using SMS/Tabs software, this is a minimal effort.				
	Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04				
	<i>Backcheck not conducted</i>				
3-0	Evaluation Non-concurred SMS will only compare identical geometries, therefore this plot would be difficult to construct. In lieu of this we will provide plots of maximum and minimum salinities over the whole mesh for both the with- and without-project alternatives. (Added for ED-HM by Jake Terranova)				
	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Open				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475160	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a
Conclusions, pg 12. <input type="checkbox"/> during routine events <input type="checkbox"/> should be added to the 1st sentence since hurricane surge and severe drought conditions were not modeled.					
Submitted By: <u>Linda Lillycrop</u> (251-690-2593). Submitted On: 10-Feb-04					
1-0	Evaluation Concurred Concur. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore)				

Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04
<i>Backcheck not conducted</i>
Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475161	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a

References, pg 10. The report does not reference any of the documents listed in the References.

Submitted By: Linda Lillycrop (251-690-2593). Submitted On: 10-Feb-04

1-0	Evaluation Non-concurred Technical reports are not normally referenced in the same manner as academic papers. All documents listed provide background knowledge and information to the modeler used in this project. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04				
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Backcheck not conducted

2-0	Evaluation Non-concurred Non-concur Submitted By: <u>Linda Lillycrop</u> (251-690-2593) Submitted On: 16-Mar-04				
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Backcheck not conducted

3-0	Evaluation For Information Only Will remove all references not explicitly referred to in the report, and will properly reference those that are. (Added for ED-HM by Jake Terranova) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Oct-04				
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Backcheck not conducted

Current Comment Status: **Comment Open**

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
475163	Hydraulics	Design Memorandum or Report	n/a	n/a	n/a

Editorial comments: Pg 2, Model Geometry, line 2: form should be from Pg 2, Model Geometry, Paragraph 2: ERDC-CHL should be defined/written out upon 1st use Pg 2, Model Boundary Conditions, line 5: area shown should be area are shown Pg 3, Model Verification, line 5: should be using a known or with a known, not using with a known Pg 3, Model Verification, line 9: If this model does adequately should be If this model does not adequately Pg 4, para 2, line 1: 1 should be one Pg 6, para 2, line 1: reasonable should be reasonably Pg 6, para 3, line 6: natural should be natural

Submitted By: Linda Lillycrop (251-690-2593). Submitted On: 10-Feb-04

1-0	Evaluation Concurred Concur. (Evaluation added on 25 Feb 04 by Jake Terranova for David Elmore) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 25-Feb-04
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Closed

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All Comments for the Port of Iberia Feasibility Study Geotechnical Design

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All Comments for the Port of Iberia Feasibility Study Feasibility Level Design for Bulkhead Replacements

Comment Report: All Comments
 (sorted by Discipline , ID)
 Displaying 8 comments.

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
481558	Structural	Planning Report	n/a	C6.2.2	n/a
<p>C6.2.2 paragraph "L" last sentence wording does not appear to be correct. "The timber side is in poor condition with a portion of the bulkhead is without backfill and caving inwards.</p> <p>Submitted By: Allen Davis (251 690 3446). Submitted On: 18-Feb-04</p>					
1-0	<p>Evaluation Concurred Revised the sentence as follows: "The timber bulkhead is in very poor condition. A portion of the backfill behind the timber bulkhead has been washed-out." Submitted By: Craig Waugaman (504-862-2673) Submitted On: 26-Feb-04</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. Submitted By: Jake Terranova (504-862-2709) Submitted On: 07-Jun-04</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
486563	Cost Engineering	Cost Estimate	n/a	n/a	n/a
<p>A Total Project Cost Summary (Baseline Fully Funded Cost Estimate) detailed by Features and Work Breakdown Structure was not provided with the submittal. This summary should include such Cost as Real Estate (01), Channels (09), Planning, Engineering & Design (30), and Construction Management (31), as well as Non-Federal Cost. Summary should include Cost for Escalation and Contingency. Escalation appears to have been omitted from Estimate. What is the Price Level of Cost Estimate?</p> <p>Submitted By: Joseph Ellsworth (251-690-2628). Submitted On: 25-Feb-04</p>					
1-0	<p>Evaluation Concurred No escalation factors were added to the costs. All price levels are based upon present value. Submitted By: DARRELL NORMAND (504-862-2727) Submitted On: 26-Feb-04</p>				
1-1	<p>Backcheck Recommendation Open Comment Closed without comment. Submitted By: Jake Terranova (504-862-2709) Submitted On: 07-Jun-04</p>				
1-2	<p>Backcheck Recommendation Close Comment Closed without comment.</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
2-0	Evaluation For Information Only Costs such as Real Estate (01), Channels (09), Planning, Engineering & Design (30), and Construction Management (31) will be included with the MCACES summary, which will be submitted in the near future. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 02-Mar-04
	<i>Backcheck not conducted</i>
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
486565	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Was a MCACES Estimate prepared supporting the Cost as shown in the Report? If so, please provide the output report of estimate. Submitted By: <u>Joseph Ellsworth</u> (251-690-2628). Submitted On: 25-Feb-04					
1-0	Evaluation For Information Only The MCACES has not yet been prepared. Submitted By: <u>DARRELL NORMAND</u> (504-862-2727) Submitted On: 26-Feb-04				
1-1	Backcheck Recommendation Open Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Jun-04				
2-0	Evaluation For Information Only The POI MCACES will be forwarded to CESAM for a separate ITR as soon as it is available. However, bulkhead modification is a General Navigation Feature that is not cost-shared. It enters into calculation of the BC ratio, but is not a construction feature so you will not see the associated costs in the MCACES. These modifications will most likely be coordinated between the private facility owners and the Local Sponsor. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Jun-04				
2-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
486566	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Is there a Non Federal Sponsor? If so, Non-Federal Cost appear to have been omitted.					

Submitted By: Joseph Ellsworth (251-690-2628). Submitted On: 25-Feb-04	
1-0	<p>Evaluation Non-concurred</p> <p>There is a non-Federal sponsor; however, the cost estimate provided in the reviewed package simply reflect the total cost of replacing the pertinent bulkheads. It was not divided into Federal and non-Federal costs. This may be identified when the entire feasibility report is submitted.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 02-Mar-04</p>
1-1	<p>Backcheck Recommendation Open Comment</p> <p>Closed without comment.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 07-Jun-04</p>
2-0	<p>Evaluation For Information Only</p> <p>There is a local sponsor, but bulkhead modification is not a cost-shared feature. It is 100% non-Federal, and will either be paid by the local sponsors or the private facility owners.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 07-Jun-04</p>
2-1	<p>Backcheck Recommendation Close Comment</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 18-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
486571	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Is there any O&M Cost and has Cost been coordinated and approved by the Operations Division.					
Submitted By: Joseph Ellsworth (251-690-2628). Submitted On: 25-Feb-04					
1-0	<p>Evaluation For Information Only</p> <p>There are no ORMM&M cost for the bulkhead.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 19-May-04</p>				
1-1	<p>Backcheck Recommendation Open Comment</p> <p>Closed without comment.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 07-Jun-04</p>				
1-2	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
486593	Cost	Cost Estimate	n/a	n/a	n/a

	Engineering				
Overall unit pricing appears to be reasonable for current contract cost.					
Submitted By: <u>Joseph Ellsworth</u> (251-690-2628). Submitted On: 25-Feb-04					
1-0	Evaluation Concurred Concur. Submitted By: <u>DARRELL NORMAND</u> (504-862-2727) Submitted On: 26-Feb-04				
1-1	Backcheck Recommendation Open Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Jun-04				
1-2	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
481556	Structural	Planning Report	n/a	C6.2.2	n/a
C6.2.2 Exiting Conditions should be "Existing Conditions"					
Submitted By: <u>Allen Davis</u> (251 690 3446). Submitted On: 18-Feb-04					
1-0	Evaluation Concurred Concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 26-Feb-04				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Jun-04				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
481558	Structural	Planning Report	n/a	C6.2.2	n/a
C6.2.2 paragraph "L" last sentence wording does not appear to be correct. "The timber side is in poor condition with a portion of the bulkhead is without backfill and caving inwards."					
Submitted By: <u>Allen Davis</u> (251 690 3446). Submitted On: 18-Feb-04					
1-0	Evaluation Concurred Revised the sentence as follows: "The timber bulkhead is in very poor condition. A portion of the backfill behind the timber bulkhead has been washed-out."				

	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 26-Feb-04
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 07-Jun-04
	Current Comment Status: Comment Closed

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All Comments for the Port of Iberia Feasibility Study Revised Feasibility Level Design for Bulkhead Replacements

Id	Discipline	DocType	Spec	Sheet	Detail
555814	Structural	Planning Report	n/a	n/a	n/a
Verify the availability of AZ-17 and AZ-34 sheet piles. We have not found these sections to be readily available. (Submitted 10-May-04 by ALLEN DAVIS allen.s.davis@sam02.usace.army.mil 251 690 3446.)					
1-0	Evaluation Concurred Concur. The availability of AZ-17 and AZ-34 sheet piles will be verified during future design phases. (12-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					

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All Comments for the Port of Iberia Feasibility Study Hydraulic and Hydrologic Design

Id	Discipline	DocType	Spec	Sheet	Detail
545108	Hydraulics	Planning Report	n/a	Table C 2	n/a
The cell size appears too small for all of the text on one item. (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation Check and Resolve We reviewed table C2 ("Monthly and Annual Normal Rainfall Amounts") and could read the entire table. Please provide more information about which portion of the table is not readable. (Entered for Janis Hote, Contractor) (19-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (08-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
545110	Hydraulics	Planning Report	n/a	n/a	n/a
Para C2.1.5, last sentence, last word. The "w" is missing in the word "follow". (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation Concurred Concur. Correction made. (12-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
545112	Hydraulics	Planning Report	n/a	n/a	n/a
Para. C2.3.1.2 describes the project limits, but it would be helpful to have the limits clearly displayed on a map. (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation Check and Resolve We agree, and the map you mention will be part of the final report. Please let us know if you would like to review a copy of this map at this time. (19-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (08-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
545146	Hydraulics	Planning Report	n/a	n/a	n/a
Para. C2.3.1.2 describes potential disposal areas, but it would be helpful to have them					

clearly displayed on a map. (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation Check and Resolve We agree, and will have several drawings depicting the disposal sites in the final report. However, if you wish to review a set now, please let us know and we will provide it. (19-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (08-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
545149	Hydraulics	Planning Report	n/a	n/a	n/a
Para. C2.4.5.2 states that the 2 feet of safety clearance plus the 3 feet of advanced maintenance and overdepth dredging will provide the 5 feet of under keel clearance required by the EM. The report does not state how much of this is overdepth dredging and how much is advanced maintenance and also if this is allowable overdepth to account for tolerances in dredging, it is not guaranteed, only allowed and paid for if it is dredged. (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation For Information Only For this project advanced maintenance is 2 feet and overdepth is 1 foot. The overdepth is an allowance for inaccuracies in the dredging process. Overdepth is not paid for as a separate item and is not included in the bid quantity, but the bidder will incorporate a cost into his estimate to reflect the probability of removing this additional quantity of material during dredging to assure that he/she obtains the required theoretical cross-section. The actual amount of material removed for overdepth will vary depending on soil type, equipment and the dredger's experience and abilities. Since the region has soft soils, it is likely that overdepth will vary but still average about 1 foot. (Entered for Janis Hote, Contractor) (19-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (08-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
545604	Hydraulics	Planning Report	n/a	n/a	n/a
Para. C2.4.6.2. 2 to 2.5 feet of runup appears low for a 4 foot wave and 1 to 1.5 feet runup appears low for a 3 foot wave. Please provide supporting calculations. (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation For Information Only Please refer to the 1984 Shore Protection Manual (SPM), Figure 7-20. For 1 on 3 slopes runup on riprap is less than half of that for smooth slopes. In our 2 scenarios we estimated a 3-foot wave with 2 and 3 second periods in the GIWW and a 4-foot wave with 3 and 4 second periods in Freshwater Bayou. Boat generated wave parameters depend on boat type and speed. In the GIWW the predominant vessel is a slow moving tow/barge configuration; in Freshwater				

	Bayou the predominant vessel is the faster moving crew boat. For a 3-ft wave: with a 3 second period the runup computed from the chart in the SPM is 1.4 feet; with a 2 second period runup is 1.1 feet. For the 4-ft wave: with a 4 second period runup is 2.3 feet; with a 3 second period runup is 1.9 feet. In both cases for the same wave height wave runup decreases with the wave period. For the design of the stone bank protection our estimates of runup reflect the most prevalent, not most severe, conditions. Entered for Janis Hote (19-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (08-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
545681	Hydraulics	Planning Report	n/a	n/a	n/a
Para. C2.4.7.4 states that the target design of the bank is +1.4 feet NAVD88. Please provide more narritave. Are the natural elevations this low in the area? (Submitted 27-Apr-04 by Lyndal Robinson Lyndal.k.robinson@sam.usace.army.mil 251-690-3095.)					
1-0	Evaluation For Information Only Elevation of +1.4 is approximately the elevation of the MHHW at Freshwater Bayou Lock. Land in the region is flat and elevations are generally within a few inches of this height. Beef Ridge, which parallels the Gulf coastline and passes through the location of Freshwater Bayou Lock, is the highest elevation nearby at +4 to +5 feet. Environmental considerations dictated selection of +1.4 as the target elevation for the restored bank along the canal because it replicated the standard elevation of marsh in the project area. (19-May-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (08-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					

Information in this report may be considered Sensitive But Unclassified (SBU).
 Please review USACE agency data for SBU handling guidelines.

{Report Complete}

All Comments for the Port of Iberia Deepening Feasibility Study Civil Design

Id	Discipline	DocType	Spec	Sheet	Detail
587532	Civil	Engineering Appendix	n/a	n/a	n/a
<p>C4.1.1 Channel depth is referenced to Mean Low Gulf (MLG). ER 1130-2-520 references 33 USC Section 562 which requires channel depths to be referenced to Mean Lower Low Water (MLLW, as defined by the Department of Commerce for nautical charts and tidal predictions. If New Orleans District has a waiver from this requirement, ignore this comment. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation For Information Only Current project depths for both the GIWW and Freshwater Bayou are referenced to the Mean Low Gulf (M.L.G.) datum. Paragraph C4.1.1, General, was intended to present existing conditions. Channel dimensions for this work are referenced to NAVD88, as required. Discussion regarding Mean Higher High Water (MHHW) and Mean Lower Low Water (MLLW) is presented in section C2.1.8 "Datums", which was not furnished as part of this effort, but was furnished to SAM for ITR under a different review (reviewed by SAM's Mr. Lyndal Robinson). (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
587535	Civil	Engineering Appendix	n/a	n/a	n/a
<p>C4.1.3 Dredging and Disposal: No breakdown by of dredged quantities and disposal area capacity provided. It is assumed that these breakdowns were provided in other sections of the feasibility report that were not available to this reviewer. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation Check and Resolve This information was not a part of the report, but is available and will be added to the report. The information will also be furnished to the reviewer if he would like to see it. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
587537	Civil	Engineering Appendix	n/a	n/a	n/a
<p>C4.1.3.4 Spell/Usage Check: <input type="checkbox"/> is <input type="checkbox"/> used where <input type="checkbox"/> in <input type="checkbox"/> is more appropriate. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation Concurred</p>				

	Typo corrected. (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587540	Civil	Engineering Appendix	n/a	n/a	n/a
C4.1.3.6 This section identified the construction of containment dikes around the disposal areas, but made no mention of dewatering methodology such as use of weirs. It is assumed that a discussion of these features/methodologies was provided in other sections of the feasibility report that were not available to this reviewer. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Standard dewatering methods, including the use of weirs, are included, although not specifically mentioned in the report, as these are typical facilities included in all disposal operations in contained disposal areas throughout the New Orleans District. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587542	Civil	Engineering Appendix	n/a	n/a	n/a
C4.1.5.3(b) An erosion of placed material such that 1.0 to 1.2 feet is expected to be deposited back into the channel, depending on channel dimension option, is identified. It is assumed that a discussion of these features/methodologies was provided in other sections of the feasibility report that were not available to this reviewer. Recommend that this be revisited to insure that other alternative placement methods were thoroughly evaluated to minimize future maintenance dredging. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Non-concurred The erosion of the material/bankline is not considered a function of the placement method, but rather a function of the vessel traffic, in this particular case. Rock placement along the waterways will minimize the erosion; however, erosion cannot be eliminated and must be considered in future maintenance of the project. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587544	Civil	Engineering Appendix	n/a	n/a	n/a
C4.1.5.4(b) An erosion of placed material such that 1.0 to 1.2 feet is expected to be					

<p>deposited back into the channel, depending on channel dimension option, is identified. It is assumed that a discussion of these features/methodologies was provided in other sections of the feasibility report that were not available to this reviewer. Recommend that this be revisited to insure that other alternative placement methods were thoroughly evaluated to minimize future maintenance dredging. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation Non-concurred See the response to C4.1.5.3.(b) (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
587545	Civil	Engineering Appendix	n/a	n/a	n/a
<p>C4.2.2 Referenced plate numbers are misidentified. Should be Plates R-1 through R-5. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation Concurred Concur. Correction made. (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
587546	Civil	Engineering Appendix	n/a	n/a	n/a
<p>C4.2.4 The relocation criteria were not identified nor discussed, so no evaluation was made on the need for these relocations. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation For Information Only Freshwater Bayou, Gulf Intracoastal Waterway (GIWW), Port Canal, Commercial Canal, and Rodere Canal are proposed to be dredged to an elevation of (-)22.0' NAVD 88. We were informed by USACE personnel that a minimum of eight (8) feet of mud cover is required over a pipeline for these waterways as measured from the bottom of the channel to the top of the pipeline. So, any pipeline with a top of pipe elevation greater than elevation (-)30.0' NAVD 88 would need to be relocated. We will add this information to the report. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
587548	Civil	Engineering Appendix	n/a	n/a	n/a

C4.2.4 The following relocations that were identified in this paragraph of the text were not identified to be relocated in Plates R-1 through R-5: P-3, P-7, P-11, P-12, P-14, P-17, P-26, P-38, P-39, and P-40. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Until elevation data for these pipelines (P-3,P-7,P-11,P-12,P-14,P-17,P-26,& P-40) can be obtained from the respective owners, SCI is unable to make a definite determination of their necessity to be relocated. At this time, SCI has anticipated that they will require relocation; therefore, they have been included in the relocation cost estimate. P-38 & P-39 have been deleted. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587549	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(c) P-3: Additional contact is required with the owner of this pipeline crossing so that the relocation is fully coordinated. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Non-concurred SCI continues to obtain additional information on this pipeline. SCI's last contact with a Unocal representative was May 27, 2004, at which time he indicated he would provide information on this pipeline. At this time, the owner has been identified as "Unocal" on Plate R5 rather than "Unidentified Pipeline" as presently shown. This pipeline is assumed to require relocation in the estimate. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587550	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(g) P-7 is identified in this paragraph of the text as owned by Unocal Pipeline, but is identified on Plate R-1 as Union. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred The text is correct. Plates R4 (Overall Map) and R5 now indicate the correct owner as "Unocal". (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					

587551	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(g) P-7: Additional contact is required with the owner of this pipeline crossing so that the relocation is fully coordinated. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred We will continue to obtain additional information on this pipeline. Our last contact with a Unocal representative was May 27, 2004, at which time he indicated he would provide information on this pipeline. This pipeline is assumed to require relocation in the estimate. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587552	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(i) P-9: This crossing is not shown on Plate R-1. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred The crossing (P-9) is shown on Plate R4 (Overall Map) & Plate R5. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587553	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(u) P-21: No vertical reference datum is provided for the specified top of pipe depth. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only No datum was specified on the information/drawing furnished to SCI from the Owner. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587554	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(z) P-26: No vertical reference datum is provided for the specified top of pipe depth. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only				

	No datum was specified on the information/drawing furnished to SCI from the Owner. This pipeline is assumed to require relocation in the estimate. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587555	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4 Capitalization: Change <input type="checkbox"/> gulf <input type="checkbox"/> to <input type="checkbox"/> Gulf. <input type="checkbox"/> (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Concur. Typo corrected. (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587556	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(af) P-32: No vertical reference datum is provided for the specified top of pipe depth. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only No datum was specified on the information/drawing furnished to SCI from the Owner. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587557	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(ag) P-33: No vertical reference datum is provided for the specified top of pipe depth. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only No datum was specified on the information/drawing furnished to SCI from the Owner. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				

587559	Civil	Engineering Appendix	n/a	n/a	n/a
C4.2.4(ah) P-34: No vertical reference datum is provided for the specified top of pipe depth. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only The information/drawing furnished to SCI from the owner indicates an elevation of 19.0MSL as shown on Plate R8 and described in the text dated May 19, 2004. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587560	Civil	Engineering Appendix	n/a	n/a	n/a
C5.2 This reviewer assumes that the <input type="checkbox"/> construction methods that will enhance environmental features to will be incorporated into the designs <input type="checkbox"/> was discussed in other sections of the report. A reference to the location in the report of these discussions would be useful. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Concur (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587561	Civil	Engineering Appendix	n/a	n/a	n/a
C5.3.1 Sufficient efforts to insure input from all of the local, State and Federal environmental agencies and stakeholders should be expended. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred During the initial planning and throughout the design of this project, the local sponsor, and state and federal resource agencies were integrated into the Project Delivery Team. Several meetings were held and workshops conducted to obtain input from all involved into the development of the dredged material disposal plan as well as input into the environmental documentation. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587562	Civil	Engineering Appendix	n/a	n/a	n/a

C5.3.3.1 Placement of Dredged Material: It is assumed that a discussion of the disposal areas individual capacities and placement plan were provided in other sections of the feasibility report that were not available to this reviewer. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only See response to comment on paragraph C4.1.3, "Dredging and Disposal". (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587563	Civil	Engineering Appendix	n/a	n/a	n/a
C5.3.3.2 this paragraph notes that fill will be placed at a higher elevation (+5.0 NAVD88) than the rock (+3.5 NAVD88) with the result that it is assumed that a small quantity of material will be carried back into the channel. It is assumed that a discussion of these features/methodologies was provided in other sections of the feasibility report that were not available to this reviewer. Recommend that this be revisited to insure that other alternative placement methods were thoroughly evaluated to minimize future maintenance dredging. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Dredged material placement along the bankline in conjunction with rock placement were thoroughly analyzed to provide a stable and constructable bankline with acceptable factors of safety. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587564	Civil	Engineering Appendix	n/a	n/a	n/a
C5.4.2 Recommend that some periodic maintenance dredging costs be included in the maintenance costs for the Freshwater Bayou Lock. Periodic opening of the structure to allow scour to maintain depths may be successful, but additional efforts may be needed. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Non-concurred Current operations at the Freshwater Bayou Lock maintain project depths and do not required dredging near the lock. These operations are expected to continue with the new project depths. The deeper draft vessels will use the By-Pass Channel for access to and from the Gulf of Mexico. Operational procedures to maintain project depth through the By-Pass Channel, such as periodic opening and closing of the By-Pass Channel gates, allowing scour to maintain project depth will be incorporated into the project. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova				

	Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587566	Civil	Engineering Appendix	n/a	n/a	n/a
Cost Estimates for Alternates: The S&A costs of \$1,000.00 per day appear low for the magnitude of the proposed construction contracts. Recommend that the desired level of inspection, administration, and phasing and scheduling of the construction be revisited. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Non-concurred S&A cost estimates were thoroughly investigated and are typical of S&A cost estimates at the New Orleans District. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587567	Civil	Engineering Appendix	n/a	n/a	n/a
Plate C3: Change match line DGN 4 to match line DGN 5. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Concur. Correction made. (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587570	Civil	Engineering Appendix	n/a	n/a	n/a
Plate C13: Change match line DGN 1 to match line DGN 14. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Concur. Correction made. (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587572	Civil	Engineering Appendix	n/a	n/a	n/a

Plate C19: Provide note <input type="checkbox"/> match line DGN 18. <input type="checkbox"/> (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Concur. Correction made. (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587574	Civil	Engineering Appendix	n/a	n/a	n/a
Plates R-1 through R-5: Check match line references. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred SCI has corrected the match lines to read PLATE R5 - R8 rather than just PLATE 5 - 8. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587575	Civil	Engineering Appendix	n/a	n/a	n/a
Plate R-1: Unocal pipeline crossing identified as Union. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Now identified as Plate R4 (Overall Map). Plate R4 (Overall Map) now indicates the correct owner as "Unocal". (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
587576	Civil	Engineering Appendix	n/a	n/a	n/a
Plate R-2: Table does not indicate the disposition of crossings P-3, P-7, P-11, and P-38. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Now identified as Plate R5. Until elevation data for these pipelines (P-3, P-7, and P-11) can be obtained from the respective owners, we are unable to make a definite determination of their necessity to be relocated. At this time, we have anticipated that they will require relocation; therefore, they have been included in the relocation cost estimate. P-38 has been deleted as shown on Plate R5 and as described in the revised. (Comment added for SCI by J.				

	Terranova (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587578	Civil	Engineering Appendix	n/a	n/a	n/a
Plate R-3: Crossing P-6 is shown on drawing but not included in the existing facilities table. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Concurred Now identified as Plate R6. Plate R6 now indicates the pipeline in the existing facilities table. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587580	Civil	Engineering Appendix	n/a	n/a	n/a
Plate R-3: Table does not indicate the disposition of crossings P-12, P-14, P-17, and P-39. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Now identified as Plate R6. Until elevation data for these pipelines (P-12, P-14, and P-17) can be obtained from the respective owners, SCI is unable to make a definite determination of their necessity to be relocated. At this time, SCI has anticipated that they will require relocation; therefore, they have been included in the relocation cost estimate. P-39 has been deleted as shown on Plate R6 and as described in the revised. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587581	Civil	Engineering Appendix	n/a	n/a	n/a
Plate R-4: Table does not indicate the disposition of crossing P-40. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Now identified as Plate R7. Until elevation data for this pipeline (P-40) can be obtained from the respective owner, SCI is unable to make a definite determination of its necessity to be relocated. At this time, SCI has anticipated that it will require relocation; therefore, it has been included in the relocation cost estimate. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake				

	Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587582	Civil	Engineering Appendix	n/a	n/a	n/a
Plate R-5: Table does not indicate the disposition of crossing P-26. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation For Information Only Now identified as Plate R8. Until elevation data for this pipeline (P-26) can be obtained from the respective owner, SCI is unable to make a definite determination of its necessity to be relocated. At this time, SCI has anticipated that it will require relocation; therefore, it has been included in the relocation cost estimate. (Comment added for SCI by J. Terranova) (18-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587668	Civil	Engineering Appendix	n/a	n/a	n/a
C4.1.3.2 This section says that material not placed into the upland site will be used beneficially in the Weeks Bay site. Cost for mechanical transport and placement in the Weeks Bay site will be extreme compared to creating additional capacity in the upland site to contain all of the material. If the emphasis is on marsh creation (as stated elsewhere in the document) in the Weeks Bay site (disregarding cost) then the Weeks Bay site should be constructed first with the remainder of the material placed in the upland site. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)					
1-0	Evaluation Non-concurred Cost cannot be ignored, and must be considered during the design and planning for the project. Beneficial use for dredged material from Commercial Canal is a challenge since the surrounding marsh is considered stable. Beneficial use elsewhere for the project is cost effective in that it is adjacent disposal, along the bankline. The most cost effective disposal alternative for Commercial Canal is the upland site; however, given the environmental community's concerns, concessions were made to use the material beneficially in Weeks Bay. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
	Current Comment Status: Comment Closed				
587669	Civil	Engineering Appendix	n/a	n/a	n/a
C4.1.5.2 With the assumption that material will settle in the upland D/A providing future					

<p>capacity for maintenance, it also must be assumed that the dikes will also settle and/or erode requiring future dike rebuilding costs. (Submitted 10-Jun-04 by Thomas Beckham thomas.j.beckham@sam.usace.army.mil 251-694-4535.)</p>					
1-0	<p>Evaluation For Information Only Future maintenance costs include dike maintenance. (Comment added for ED-L by J. Terranova) (17-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
576570	Cost Engineering	Cost Estimate	n/a	n/a	n/a
<p>Estimate indicates quantities include 2 feet of advanced maintenance. Do the estimated quantities include any allowable overdepth? If, not then estimate should be adjusted to cover dredging of some overdepth to obtain required dredging. (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628. Revised 28-May-04.)</p>					
1-0	<p>Evaluation For Information Only Overdepth costs are included in the dredging unit costs. The quantity associated with the volume of overdepth is not included in the estimated quantities provided in the bid schedules. Overdepth is 1 foot and is also included in the disposal plan. (Commented added for CEMVN-ED-L by Jake Terranova) (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
576574	Cost Engineering	Cost Estimate	n/a	n/a	n/a
<p>Were CEDEP estimates prepared supporting the dredging cost as shown in the report? If so, please provide estimate. Also, was MCACES used for all other aspects of estimate? (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628. Revised 28-May-04.)</p>					
1-0	<p>Evaluation For Information Only MVN EXCEL dredge estimating program was used to develop the costs, and unit costs were entered into MCACES along with all other features of the work for the initial construction. The MCACES will be forwarded for ITR by CESAM as soon as it is finalized. (Commented added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).</p>				
<p>Current Comment Status: Comment Closed</p>					
576577	Cost Engineering	Cost Estimate	n/a	n/a	n/a

Does the dredging unit cost include such costs as disposal area activities, surveying and monitoring. (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation For Information Only Dredging unit costs include routine work completed by a dredging contractor, including surveying, monitoring, and maintenance activities in the disposal areas. (Comment added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
576581	Cost Engineering	Cost Estimate	n/a	n/a	n/a
It appears the rock maintenance unit price are the same as the original new work unit prices. I would believe the maintenance unit cost price would be greater due to smaller quantity and slower productivity for placing stone. Re-evaluate and revise as necessary. (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation Concurred For the larger channel revetment maintenance quantities, it was assumed the work would be similar enough. While the quantities are less than the original, they are not small. Based on past projects, it was assumed maintenance would be of sufficient magnitude to realize good prices and achieve normal production. However, upon re-evaluation of the maintenance for the disposal cell rock, an adjustment has been made to account for the smaller quantity and a slower production. (Comment added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
576582	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Is there a Non Federal Sponsor? If so, Non-Federal Cost appear to be omitted. (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation Non-concurred The State of Louisiana Dept of Transportation and Development is the local sponsor. The construction cost share is 80/20 (Federal/Non-Federal). Costs included in the report are total estimated construction costs without cost separation. (Comment added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					

576584	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Contingency for dredging at 15% appears somewhat low. Has percentage used been coordinated and agreed upon by the Operations Division? (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation Non-concurred MVN's Cost Engineering Branch (CEMVN-ED-C) is comfortable with 15% contingency based on historical data and results from recent MVN bid openings. Dredging contracts similar to the type that would be used for the proposed Port of Iberia dredging work are routinely handled by MVN's Engineering Division; thus, we do not believe that coordination with our Operations Division is required for this issue. (Entered by Jake Terranova) (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
576585	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Riprap is priced at \$23.89 per ton, which appears to be reasonable. Are there different types of stone such as derrick, riprap and bedding? If so, then stone should be itemized and priced by types. Also, any filter fabric required? (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation For Information Only Stone sizes/types were determined by CEMVN-ED-HC specifically for the environment/vessel traffic in the waterways, and includes only one gradation/size per application/location. Considering this, the stone is essentially itemized per size/application/price. Geotextile fabric is included as a separate costs where specified in the design. (Comment added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					
576587	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Is any environmental monitoring required during or after construction of the project? (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation For Information Only Monitoring for this project was included in the Long Term Disposal/Site Management Plan. If desired, we can provide a copy of this Plan for your review. (Comment added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				

Current Comment Status: Comment Closed					
576589	Cost Engineering	Cost Estimate	n/a	n/a	n/a
Has estimate considered or addressed possible concerns or constraints such as phasing, environmental windows, disposal areas, relocations and navigation? (Submitted 28-May-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)					
1-0	Evaluation For Information Only The estimate is for construction. Other estimates for relocations, and real estate easements were included in the comprehensive cost estimates sent to CESAM for review as part of this ITR. Estimates include all preparations (i.e., access, dikes, and other incidental work as required) for work in the disposal areas. Estimates also include normal delays from navigation traffic in the channel. (Commented added for CEMVN-ED-L by Jake Terranova). (07-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709)				
1-1	Backcheck Recommendation Close Comment Closed without comment. (28-Jun-04 by Jake Terranova Jake.A.Terranova@MVN02.USACE.ARMY.MIL 504-862-2709).				
Current Comment Status: Comment Closed					

Information in this report may be considered Sensitive But Unclassified (SBU).
 Please review USACE agency data for SBU handling guidelines.

Comment Report:

**All Comments for the
 All Comments for
 Port of Iberia Feasibility Study
 MCACES**

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
617809	Cost Engineering	Cost Estimate	n/a	summary sheet 1 MCACES	n/a
<p>(Document Reference: MCACES ESTIMATE) Price Level of estimate appears to be Jun 04. Estimate appears to represent Current Contract Cost. In the MCACES estimate, ESCALATION appears to have been omitted. A Fully Funded Project Cost should be Escalated to Construction Midpoint year. (Submitted 08-Jul-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)</p>					
1-0	<p>Evaluation Non-concurred Correct, escalation has not been included. NOD typically has only represented current 1st costs in MCACES. The Economics people have taken care of the fully funding, etc. for the study. This can be revised if necessary. (23-Jul-04 by JOHN PETITBON JOHN.B.PETITBON@MVN02.USACE.ARMY.MIL 504-862-2732)</p>				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Open				
617854	Cost Engineering	Cost Estimate	n/a	Page 15 & 115	MCACES ESTIMATE
<p>Mitigation is shown on the two referenced pages in MCACES, but no associated cost is itemized. Has mitigation been omitted or should this title level be omitted? (Submitted 08-Jul-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)</p>					
1-0	<p>Evaluation Non-concurred Title level could be omitted. There is no mitigation cost. (23-Jul-04 by JOHN PETITBON JOHN.B.PETITBON@MVN02.USACE.ARMY.MIL 504-862-2732)</p>				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Open				
617908	Cost Engineering	Cost Estimate	n/a	page 17, 22, 32, 33	MCACES ESTIMATE
<p>In the MCACES estimate, under the summary pages, a column called "DISTRIBUTION" shows a cost of \$13,965,752. Is this cost indirect & profit for all work except dredging? If so, was amount derived by percentage or detail? It appears no backup is provided supporting this Cost. (Submitted 08-Jul-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)</p>					
1-0	<p>Evaluation Non-concurred Column is labeled <input type="checkbox"/> Distribu <input type="checkbox"/> and that is short for Distributed Cost because it would not fit in the title block. This cost is applied as a percentage based on historical data to the non-dredging work (markup is already included in dredging costs) and represents a 25% distributed markup of overhead, profit,</p>				

	and bond. (23-Jul-04 by JOHN PETITBON JOHN.B.PETITBON@MVN02.USACE.ARMY.MIL 504-862-2732)				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Open				
618169	Cost Engineering	Cost Estimate	n/a	detail page 39, 43	MCACES ESTIMATE
<p>Mob & Demob Cost for the Hydraulic Pipeline Dredge appears to be priced somewhat high. It appears each area of Work has a separate Mob/Demob Cost itemized. Maybe the same dredge(s) will be performing the required work which would only require an intermediate Mob/Demob cost. Re-evaluate and revise estimate as necessary. (Submitted 08-Jul-04 by Joseph Ellsworth joseph.h.ellsworth@usace.army.mil 251-690-2628.)</p>					
1-0	<p>Evaluation Non-concurred Yes, a separate Mob/demob has been included for each area of work. This was done based on how it is anticipated that the contracts would be advertised. If the timing were just right, the possibility does exist that the same contractor and dredges could get the work without ever leaving. However, based on our experience this best case scenario is unlikely. The hydraulic dredge mob/demob costs are based on mobbing a 30' dredge with large quantities of pipe and booster(s) from within the Gulf Coast area (~250 miles). It also includes the pre-lay and post pickup of the long pipelines required to reach the marsh/disposal areas. Cost Engineering considers the mob/demob costs to be reasonable. (23-Jul-04 by JOHN PETITBON JOHN.B.PETITBON@MVN02.USACE.ARMY.MIL 504-862-2732)</p>				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Open				

Information in this report may be considered Sensitive But Unclassified (SBU).
 Please review USACE agency data for SBU handling guidelines.

{Report Complete}

All Comments for the Port of Iberia Feasibility Study Freshwater Bayou Bypass Channel, Water Control Structures 50% Design Document

Comment Report: All Comments
 (sorted by Discipline , ID)
 Displaying 57 comments.

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
811018	Civil	Engineering Appendix	n/a		
<p>The feasibility report prepared by the NOD specified a bottom width of 150-ft. for the entire project, including the By-Pass Channel. A 200-ft. bottom width is specified in this report. Please explain the differences and evaluate if a 200-ft. bottom width is necessary in the By-Pass Channel.</p> <p>Submitted By: <u>David Beck</u> (504-862-2406). Submitted On: 10-Mar-05</p>					
1-0	<p>Evaluation Concurred The 200' excavation is only at the structure locations. It will taper back to 150'. The 200' width of the structure is for future expansion of the channel.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
811040	Civil	Engineering Appendix	n/a		
<p>Please explain the reasoning behind pivoting the barges to the bank opposite the lock. Consideration should be given to pivoting the barges to the bank on the lock-side of the channel. This would facilitate future maintenance of the equipment and operation of the barge structures.</p> <p>Submitted By: <u>David Beck</u> (504-862-2406). Submitted On: 10-Mar-05</p>					
1-0	<p>Evaluation Non-concurred The structure pivot point was moved to the east bank due to the large amount of excavation. If the pivot was to remain on the west side the island would be excavated to approx. 30' wide. Maintenance of the structure can be reached from both sides when in the closed position. Access to the structure for major maintenance would be by boat regardless of the pivot position.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
811054	Civil	Engineering Appendix	n/a	Sheet No. 100	
<p>Sheet No. 100 shows two disposal areas to be used for construction of the swing barges. Each site is +/- 15-acres and specifies a disposal height of 5-ft. These disposal sites should be coordinated/confirmed with the feasibility report and EIS document prepared by the NOD to ensure consistency between the documents and the project as a whole.</p> <p>Submitted By: <u>David Beck</u> (504-862-2406). Submitted On: 10-Mar-05</p> <p>Revised 10-Mar-05.</p>					
1-0	<p>Evaluation Concurred These two sites as shown in the 50% submittal is preliminary only and will be confirmed.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812363	Cost Engineering	Cost Estimate	n/a		
<p>(Document Reference: Appendix E) In regards to the concrete swing barge, you may want to reevaluate the unit cost. In the past we have seen this item, in other similar jobs and through speaking with a concrete barge builder, costing 50-100% higher than what is in the estimate.</p> <p>Submitted By: <u>Melanie Labiche</u> (504-862-2335). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Check and Resolve The costs will be compared to similar projects and the estimate will be revised if necessary. The new costs will be incorporated in the next submittal.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
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812605	Cost Engineering	Cost Estimate	n/a		
<p>Many of the extended costs in the estimate are incorrect due to rounding errors.</p> <p>Submitted By: <u>Melanie Labiche</u> (504-862-2335). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Concurred The rounding areas will be corrected.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
816050	Electrical	Design Memorandum or Report	n/a	Sheet 500	
<p>Since the pivot point will be across from the island, it seems there would be three bores. One bore near the Lock and two more bores, one each, at the swing gate barge structures.</p> <p>Submitted By: <u>Daniel Bradley</u> (504-862-2696). Submitted On: 16-Mar-05</p> <p>Revised 16-Mar-05.</p>					
1-0	<p>Evaluation Concurred This is correct. Regardless of the pivot location additional bores would be required to provide power for lighting on the east side. With the pivot being on the east side the conduit will have to be larger to supply power to the pumps and winches.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
816126	Electrical	Design Memorandum or Report	n/a	Sheet 500	
<p>The corner grounded 480V secondary is connected to a bus on which the battery charger and control panel are connected. Recommend single phase and lower Voltage. Where will the valve breaker box, lighting transformer and control panel/House be located?</p>					

Submitted By: <u>Daniel Bradley</u> (504-862-2696). Submitted On: 16-Mar-05	
1-0	<p>Evaluation Concurred</p> <p>The design is progressing toward one 120/240 volt, single phase, panelboard to be located in the control house installation. The electric-actuated valves, control panel, lighting needs, receptacles, battery charger, etc. will be fed from branch circuits out of this panelboard. The size of the 480-to-120 volt transformer will be determined once load requirements have been confirmed.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 22-Mar-05</p>
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
816132	Electrical	Design Memorandum or Report	n/a	Sheet 501	Note 2.
Consider S.S. due to highly corrosive atmosphere.					
Submitted By: <u>Daniel Bradley</u> (504-862-2696). Submitted On: 16-Mar-05					
1-0	<p>Evaluation Concurred</p> <p>If the question is about conduit, stainless steel is available but is very costly at \$ 20 per foot for 3/4" conduit. It's main use is in the food industry. Standard conduit installations in corrosive environments (i.e., chlorine & acid chemical plants) is PVC coated conduit like Ocal Blue or Robroy Red. The cost of 3/4" PVC coated conduit is roughly \$ 2.50 per foot. Our plan was to use standard aluminum conduit as it is the least expensive and was believed to be corrosion resistant for marine service. If the COE believes better corrosion protection is required, PVC coated conduit could be specified.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 22-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
816141	Electrical	Design Memorandum or Report	n/a	Sheet 502	
Please identify lower boxes. Since there will be a single bore under the Bayou and two more under the By-Pass, what equipment will be needed on the island?					
Submitted By: <u>Daniel Bradley</u> (504-862-2696). Submitted On: 16-Mar-05					

1-0	<p>Evaluation Concurred The left box is either a main breaker or fused disconnect to feed the swing barge. Since the festooned cable from the land structure to the the barge is prone to damage, it is imperative that short circuit protection be provided for this feeder as well as providing a LOTO disconnect means. Before maintenance work occurs for electrical equipment on the barge, removal of all electrical energy sources on the barge thru LOTO should happen. The middle box is a circuit breaker providing primary overcurrent protection for the shore power lighting transformer. An alternative method would be to supply a pole cutout with a pole-mount distribution transformer. Either method works if COE has a preference. The right box is the shore lighting panelboard for the floodlighting & shore receptacles. Since it is a NEMA 4X enclosure, the box is typically a little larger than a standard panelboard enclosure.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 22-Mar-05</p>
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>
	<p>Current Comment Status: Comment Closed</p>

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812267	Structural	Engineering Appendix	n/a		
<p>(Document Reference: Paragraph 2-3.1.11) Provide the capacity of the hoist crane.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Concurred Capacity of the crane hoist will be dertermined and incorporated in the next submittal.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
	<p>Current Comment Status: Comment Closed</p>				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812268	Structural	Engineering Appendix	n/a		
<p>(Document Reference: Paragraph 3-1.1.3.2) Provide a write-up for the prestressing strands.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Concurred Write-up will be provided</p>				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812269	Structural	Engineering Appendix	n/a		
(Document Reference: 3-1.1.4) Only put the applicable loading conditions in the table. Also, is dewatering an option for this project? The feasibility report stated that dewatering was not an option for the structure. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred The loading conditions will be evaluated. There is not an option for dewatering of the structures. Any comments regarding dewatering will be removed. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812270	Structural	Engineering Appendix	n/a		
(Document Reference: Paragraph 3-1.2.4) Para 3-1.2.4. Remove that last sentence on page 14, since it refers to the uplift conditions of the sector gate. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred It will be removed Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
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812271	Structural	Engineering Appendix	n/a		
(Document Reference: 3-1.2.5.5) Provide the loadings for both the walkway and cattle crossing.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred The loadings will be provided in the 95% submittal. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812274	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) The report indicates that all load cases with impact loads should have a 33- 1/3% overstress. Each case should be run with and without the boat impact load and overstress.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Will be addressed in 95% submittal on receiving structures. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 11-Apr-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812277	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Should there be a portion of the barge load applied to the ~ 4 feet of the slab past the end of wall B? The top of the slab appears to be at the same elevation as the barge support bents. Also, on the gulf side the water load on the slab should extend all the way to the end of the slab because the barge does not totally cover the slab on that side.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
Revised 14-Mar-05.					

1-0	Evaluation Check and Resolve There is no load applied from the barge to the slab. Details of this will be included in the next submittal. The water load on the Slab will be evaluated. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812278	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Only impervious uplift is considered in this analysis. Pervious uplift calculations do not need to be included, but it should be addressed in the report. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred We will address the pervious uplift. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 11-Apr-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812279	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Provide calculations for loads and moments input into CPGA. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Loads and Momnets will be included in the next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812281	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Provide a drawing of the pile layout with corresponding numbers used in CPGA.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Drawing will be provided Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812283	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Provide calculations for slab and walls.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Calculations will be submitted next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812286	Structural	Engineering Appendix	n/a		
(Document Reference: Pivot Structure Calculations) Provide calculations for loads and moments input into CPGA.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Load and Moment calcs will be provided next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				

1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812290	Structural	Engineering Appendix	n/a		
(Document Reference: Pivot Structure Calculations) Provide calculations for slab and structure. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred calculations for slab and structure will be provided next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812293	Structural	Engineering Appendix	n/a		
(Document Reference: Pivot Structure Calculations) Provide calculations for the embedded pipe, regarding pull-out strength. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred calculations for embedded pipe, regarding pull-out strength will be provided next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812295	Structural	Engineering Appendix	n/a		
(Document Reference: Anchor Structure Calculations) Provide CPGA analysis with calculations					

for input loads and moments.	
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05	
1-0	<p>Evaluation Concurred Calculations will be provided next submittal</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812296	Structural	Engineering Appendix	n/a		
(Document Reference: Anchor Structure Calculations) Provide calculations for slab and structure.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	<p>Evaluation Concurred Calculations will be provided next submittal</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812298	Structural	Engineering Appendix	n/a		
(Document Reference: Anchor Structure Calculations) Provide calculations for the SMIT bracket, regarding pull-out strength.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	<p>Evaluation Concurred Calculations will be provided next submittal</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812300	Structural	Engineering Appendix	n/a		
<p>(Document Reference: General Pivot and Anchor Structure Comment) Verify the pile layout and number of piles needed for the anchor structure and pivot structure. The pivot structure has 14 battered piles, 100 feet long, for a structure that supposedly does not have a lateral load on it. Yet, the anchor structure is subjected to a large lateral load (pulling the barge into position) and has only 4 vertical piles 80 feet long.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Check and Resolve The pivot and anchor structure piles will be evaluated</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812303	Structural	Engineering Appendix	n/a		
<p>(Document Reference: Cattle and Pedestrian Walkway Calculations) Verify the truckload and spacing used on the cattle ramp.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Concurred Loads for walkways will be verified</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812305	Structural	Engineering Appendix	n/a		
<p>(Document Reference: Cattle and Pedestrian Walkway Calculations) The design presented only looks at the loading in one direction. There are no bent caps in the calculations, so the slab would</p>					

have to be analyzed as it spans between the two supports.	
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05	
1-0	Evaluation Concurred Calculations will be provided next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812307	Structural	Engineering Appendix	n/a		
(Document Reference: Cattle and Pedestrian Walkway Calculations) We recommend a clear cover of 1.5 inches be used based on ACI. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05 Revised 14-Mar-05.					
1-0	Evaluation Concurred Calculations will be provided next submittal Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812309	Structural	Engineering Appendix	n/a		
(Document Reference: Cattle and Pedestrian Walkway Calculations) In the calculations it appears that the ramp and walkway are to be poured concrete, while the drawings and report show precast bent caps and panels. Which are to be used? The drawings also show the ramp and walkway being supported by prestressed concrete piles and not separate columns. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred The walkways will be supported by piles except in locations where piles conflict with footings. In these locations columns will be used from the footings. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				

1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812310	Structural	Engineering Appendix	n/a		
(Document Reference: Column Design Calculations) No column calculations are necessary if the ramp and walkway are constructed on prestressed concrete piles as shown in the drawings. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Prestressed piles will be used. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812312	Structural	Engineering Appendix	n/a		
(Document Reference: General Comment on Appendix) There are no calculations provided for the barge support bents, T-walls, I-walls and the boat dock. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred These calculations will be provided in the next submittal. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812315	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 104 & 105) Suggest extending the sheet pile I-wall 5 feet beyond					

the proposed top of bank. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05	
1-0	Evaluation Concurred Sheetpile will be extended 25' beyond the proposed top of bank. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812316	Structural	Engineering Appendix	n/a		
(Document Reference: 104 & 105) Is a cofferdam around the pull cable anchor structure anticipated? Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred The anchor structure south of the southern structure and the anchor structure north of the northern structure will be constructed with cofferdams Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812321	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 110 & 111) Verify the placement of riprap in the area where the barge sits on the grade beams. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred Will be verified and shown on drawings. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812324	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 200 & 202) There appears to be a problem with the piles from the cattle ramp interfering with the pivot structure and the receiving structure. The access walkway piles will also interfere with the pivot structure and possibly the anchor structure.</p> <p>Submitted By: Jennifer Wedge (504-862-1664). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Concurred The piles which conflict with foundations will be converted to columns from these foundations.</p> <p>Submitted By: Oscar Pena (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812326	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 200 & 202) It appears that the pivot arm and struts on the barge may interfere with the access walkway when the barge is in the open position. On DWG 501, the walkway is not shown over the pivot structure. Verify that the walkway does not interfere with the pivot structure.</p> <p>Submitted By: Jennifer Wedge (504-862-1664). Submitted On: 11-Mar-05</p>					
1-0	<p>Evaluation Concurred This walkway will be adjusted to miss the pivot structure and barge.</p> <p>Submitted By: Oscar Pena (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812330	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 201 & 203) Verify that none of the battered piles on the receiving</p>					

structure and pivot structure will interfere with piles from the cattle ramp and access walkway. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05	
1-0	Evaluation Concurred These piles will be verified Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812331	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 209) Pull Cable Anchor Monolith. The elevation view shows 3 piles, yet the plan view only shows 2 piles in that direction. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred The drawing will be evaluated and corrected. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812335	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 211) The sections and details presented here do not match the design calculations presented in Appendix B. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred The calculations and details will be evaluated and corrected. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
812336	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 309) A recessed seal plate should be added to the receiving structure where the barge will be bearing on it.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 11-Mar-05					
1-0	Evaluation Concurred There will be a stainless steel seal plate embedded in the concrete. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
813998	Structural	Engineering Appendix	n/a		
(Document Reference: General Comment on Appendix) There is now a new engineering design manual for the structural design of Precast and Prestressed Concrete for Offsite Prefabricated Construction of Hydraulic Structures. EM 1110-2-2106 supercedes EC 1110-2-6052. Please ensure that your design of the floating concrete barge is in compliance with the new EM.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05					
1-0	Evaluation Concurred The new EM will be incorporated into the design. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
813999	Structural	Engineering Appendix	n/a		
(Document Reference: General Comment on Appendix) The next submittal should provide detailed calculations for the anchorage of the winch to the top slab of the barge.					

Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05	
1-0	Evaluation Concurred There will be calculations and details of the winch anchorage system in the next submittal. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814003	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 104 & 105) The circular cofferdam will work well if the forces around its perimeter are about equal. This is not the case. The thrust or active pressures in the vicinity of the future bank line will be much higher than those in the middle of the channel. This problem can be eliminated by digging all around outside of the cofferdam to eliminate these forces. Otherwise the sheet pile will rack towards the center of the channel due to the active forces created by the soil pressures along the bank line. Please address. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05					
1-0	Evaluation Check and Resolve The cofferdam is being evaluated and will be resolved by the 95% submittal. The cofferdam in the 50% submittal was preliminary. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814005	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 104 & 105) The sole brace at Elev. +2.0 for a 28- foot tall (+5/-23.0) cofferdam appears inadequate. Design consideration should also be given to the deeper excavated area, Elev. -26.5, in the vicinity of the T-wall base. Also the sheet pile tip elev. may be inadequate for seepage and stability. Please provide an analysis for our review. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05					
1-0	Evaluation Concurred The cofferdam design will be evaluated in detail and submitted in the 95% submittal.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814007	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 204) The concrete shear cone pintles for the swing barge will be subject to damage from the installation and removal of the barge over time. This is a repair cost that should be included in the O&M costs. There should be plans or a concept for dewatering the receiving structures to accomplish a repair of this kind. You may want to consider a steel pintle instead that could be changed out by divers if the need arises.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05</p>					
1-0	<p>Evaluation Concurred There is plans to have stainless steel pintles on the recieving structure both at the bottom and at the top. These will be adjustable and removable without dewatering. There will also be stainless steel receiving cones imbedded in the concrete barge. This will eliminate the concrete to concrete wear. These details will be provided in the 95% submittal</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814008	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 204) We need better details as to how the barge will be locked into the receiving structures.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05</p>					
1-0	<p>Evaluation Concurred Details will be added to the drawings to better define the locking procedure. A writeup will also be included in the report.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
1-2	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814009	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 204) Has this type of locking mechanism ever been tried? What kinds of tolerances are needed between the barge and cones to sufficiently lock in the structure? Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05					
1-0	Evaluation Concurred This type of locking mechanism has been used before. The pintles will be adjustable therefore the tolerances can be adjusted to fit the barge. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814030	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 205 & 206) Consider adding vertical timber piles to the I-wall to mitigate the possibility of long term settlement. Shorter sheet pile could reduce the drag on the sheet pile from long term settlements if the analysis supports this. This kind of pile founded I-wall was done at the adjacent Freshwater Bayou Lock. See Attachment (timberpile.pdf) (Attachment: timberpile.pdf) Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05					
1-0	Evaluation Check and Resolve This method of I-Wall construction will be evaluated by our geotechnical subcontractor for longterm settlement. If necessary it will be incorporated into the design. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814032	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 205 & 206) There should be a levee to at least elev. +5 or greater beyond the I-walls tying into the existing levees. Otherwise, this project will be partially effective at addressing salt water intrusion. Please address.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05</p>					
1-0	<p>Evaluation Non-concurred The structure will tie into existing ground on either side. There is not necessarily a levee to tie into. The current saltwater control structures are at elevation 3.5 and 4.0 and do not tie into a levee. The new structures will provide higher protection from saltwater intrusion.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814034	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 205 & 206) Consider adding the final ground line to the profile. This will give a good picture of what the structures are protecting.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05</p>					
1-0	<p>Evaluation Concurred The final ground line will be added.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814035	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 208) There are two sheet pile tip elevations given, -23.0 and -45.0.</p>					

Please address.	
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05	
Revised 14-Mar-05.	
1-0	<p>Evaluation Concurred These are the elevations from the feasibility report. The geotech is currently being evaluated for this design effort and will be available march 22, 2005. Preliminary results show deeper sheetpiles than originally shown.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814038	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 300) What load will be used for the winch cable force?? It should be a number that we can guarantee will not be exceeded for the design of the anchor structures. Either the breaking strength of the cable plus some factor of safety or a stalling torque of the winch.</p> <p>Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05</p>					
1-0	<p>Evaluation Concurred The winch cable loads will be provided in the 95% submittal. The anchor structures will be designed to take the maximum loads with the design factors of safety. The cable strength will allow for the winch to stall before the cable breaks.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814041	Structural	Engineering Appendix	n/a		
<p>(Document Reference: DWG 309) Detail 2: It is unlikely that the sheet pile cutoff wall can be driven to exactly the same elevation as shown in the wet. Also, the ½ inch neoprene seal will not provide an adequate seal. How will this be constructed to guarantee a good cutoff to ensure that salt water will not migrate into the interior marshes?</p>					

Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05	
1-0	Evaluation Concurred The construction of the cutoff wall as well as the seal plate details will be evaluated to provide the required seal to prevent salt water intrusion. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
814043	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 309) Fabricated Channel Section: This channel section will have to be completely level for the 160 foot +/- wide sheet pile cutoff wall. The top elevation of the sheet pile will have to be driven to a tolerance of the ½ inch thick neoprene seal. How will this be accomplished to guarantee a good cutoff seal? Consider perhaps pumping a tremie concrete in addition to the channel to make the seal. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 14-Mar-05 Revised 14-Mar-05.					
1-0	Evaluation Concurred The construction of the cutoff wall as well as the seal plate details will be evaluated to provide the required seal to prevent salt water intrusion. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
815148	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 204) Barge Landing Grade Beams: It will be difficult to construct all of the Barge Landing Grade Beams to the exact elevation to ensure equal bearing of the Swing Barge over all of the 20 beams. We need assurances and more details and explanations as to how this will be accomplished. As you well know, depending on your assumptions, the barge structure could be overstressed if the grade beams are not completely level meaning that the barge will have to handle a greater span. Also, unequal support will mean selected piles below the grade beams being overloaded.					

Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 15-Mar-05	
1-0	Evaluation Concurred The method of construction for the barge setting beams and piles will be witten up in detail within the report and also shown in detail within the drawings for the 95% submittal. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-Mar-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

Report Complete

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All Comments for the Port of Iberia Feasibility Study Freshwater Bayou Bypass, Water Control Structures 95% Design Document

Comment Report: All Comments
 (sorted by Discipline , ID)
 Displaying 104 comments.

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854357	Civil	Plans	receiving structure, T-wall, etc		
<p>Sheetpile noted on dwgs is inconsistent. example dwg 206 shows an A690 cutoff wall to el -40 under the receiving structures and dwg 324 shows A328 sheetpile with a tip of -45 under the receiving structures?</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732). Submitted On: 22-Apr-05</p> <p>Revised 22-Apr-05.</p>					
1-0	<p>Evaluation Concurred Sheetpiling shall be ASTM A572 Grade 50 throughout project. Top 15" to 20" coated except where embedded in concrete (uncoated).</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855144	Civil	Plans	n/a		
<p>There is no typical section of the mooring dolphins? There is also no listing for these in the cost estimate.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred Mooring dolphin details shall be included on Sheet No. 217. They shall be included in cost estimate based on \$15/LF cost for treated timber piles.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854001	Cost Engineering	Cost Estimate	concrete swing gate		
<p>Recommend you check the cost of the concrete in the concrete barge. Based on previous similar construction and speaking with a concrete barge builder, cost were 50% to 100% higher than shown.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred We will assume unit concrete costs as follows: \$350/CY Normal weight concrete only occurs at bottom slab pour (4 ½") and vertical seal block (both places are cast-in-place). \$800/CY Lightweight cast-in-place and precast concrete (including prestressing in precast)</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854008	Cost Engineering	Cost Estimate	concrete swing gate		
<p>check price of composite marine piling. Based on similar work, price appears low. could be 50% more than shown.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred Concur</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854080	Cost Engineering	Cost Estimate	receiving structures, etc.		
<p>prices for larger precast concrete piles appear low (50% to 100%) based on historical data.</p>					

Submitted By: JOHN PETITBON (504-862-2732). Submitted On: 22-Apr-05	
1-0	Evaluation Concurred Precast concrete pile cost shall be estimated as follows: 12□ square ppc piles \$26/LF (no change) 16□ square ppc piles \$28/LF 24□ square ppc piles \$50/LF Submitted By: Oscar Pena (985-868-3434) Submitted On: 18-May-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: JOHN PETITBON (504-862-2732) Submitted On: 07-Jun-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854083	Cost Engineering	Cost Estimate	receiving structures, etc.		
It does not appear that any dewatering system costs have been included as outlined in the writeup. Submitted By: JOHN PETITBON (504-862-2732). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Costs for dewatering system during receiving structure, T-Walls, pivot structure, and any other construction in TRS shall be estimated as \$1,000,000.00 Submitted By: Oscar Pena (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: JOHN PETITBON (504-862-2732) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854098	Cost Engineering	Cost Estimate	receiving structures, etc.		
I assume the TRS sheetpile is the circular cofferdam for the construction of the receiving structures, T-walls, etc. Verify the qty and cost shown. From the price, it appears you intend for all 4 cofferdams to be built and in place at 1 time? Is that necessary? Submitted By: JOHN PETITBON (504-862-2732). Submitted On: 22-Apr-05 Revised 22-Apr-05.					
1-0	Evaluation Concurred TRS structures may be in-place one-at-a-time. This reduces the required sheet piling square footage to under 58,000 for the largest TRS. Also required quantity for wale can be reduced to 100,000 pounds.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854332	Cost Engineering	Cost Estimate	receiving structure, T-wall, etc		
mechanical dredging unit cost may be low depending on the disposal area available and how far away it is. Verify. Submitted By: <u>JOHN PETITBON</u> (504-862-2732). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Disposal area is directly adjacent to site; therefore, mechanical dredging unit cost will not be increased at this time. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855141	Cost Engineering	Cost Estimate	n/a		
there are no costs for pile tests. Submitted By: <u>JOHN PETITBON</u> (504-862-2732). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred 12□ piles shall be designed at FS=3.0 Pile tests 16□ (4 each) (C & T) 16□ Furnish & Install 4 at \$72,000 = \$200,000 16□ Tension Test 2 at \$6,000 = \$12,000 16□ Compression Test 2 at \$6,000 = \$12,000 24□ Furnish & Install 4 at \$160,000 = \$640,000 24□ Compression Test 2 at \$9,000 = \$18,000 Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>JOHN PETITBON</u> (504-862-2732) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853445	Geotechnical	Design Memorandum or Report	n/a		
<p>(Document Reference: Volume 1 of 2, Page 34, Para 8-2) Installation of dewatering system is not listed.</p> <p>Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05</p>					
1-0	<p>Evaluation Concurred Concur.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
1-2	<p>Backcheck Recommendation Open Comment Further resolution</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
1-3	<p>Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853457	Geotechnical	Design Memorandum or Report	n/a		
<p>(Document Reference: VOLUME 1 OF 2 Dolphin Design) Do not concur with the pile capacity used. Please verify by your geotechnical consultant since the pile capacity used is not part of the soils report and also note that factor safety of 3.0 should be used if no pile load test will be performed.</p> <p>Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05</p> <p>Revised 21-Apr-05.</p>					
1-0	<p>Evaluation Concurred The pile capacity curve is provided by the geotechnical engineer. Based on this curve, required pile lengths are revised to 1801'. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853461	Geotechnical	Design Memorandum or Report	n/a		
<p>(Document Reference: Volume 1 of 2, Appendix B) Concrete Receiving Structures 1. Item 4.5.5 AZ-26 x 50' does not meet the required moment and length as stated in Figure 31 of Volume 2 of 2, Part 1 of 3. 2. The dewatering system cost is not included.</p> <p>Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05</p> <p>Revised 21-Apr-05.</p>					
1-0	<p>Evaluation Concurred ASTM A572 Grade 50 M = 358 K-FT/FT Fb = 0.5 (50 ksi) = 25 ksi S req'd = 358 x 12 divided by 25 = 172 in³/FT Geotech will possibly look at alternate design to lower moment</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed; however, more information should be provided during future design phases.</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853463	Geotechnical	Design Memorandum or Report	n/a		
<p>(Document Reference: VOLUME 1 OF 2 Sheets 104 and 105) 1. Recommend labeling the locations of the stability analysis on these drawings. 2. The AZ-26 steel sheetpile for the cofferdam does not conform to required moment as presented in Figure 31, Volume 2 of 2, Part 1 of 3. Show your calculations.</p> <p>Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05</p>					
1-0	<p>Evaluation Concurred 1) Concur. Sections shown on sheets. 2) See 853461</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed; however, additional information should be provided in future design phases.</p>				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853467	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: Volume 1 of 2, Sheets 110 and 111) The referenced sheet number for the dolphins is incorrect.					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Referenced sheet numbers corrected.				
Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05					
1-1	Backcheck Recommendation Close Comment Closed without comment.				
Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05					
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853504	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: Volume 1 of 2, Sheet 207, 209, 211 and 212) The battered pile shown in protected side of section A does not agree with the foundation plan.					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Section A corrected.				
Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05					
1-1	Backcheck Recommendation Close Comment Closed without comment.				
Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05					
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853517	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: Volume 1 of 2, Sheet 217) The tip elevation shown does not match with					

the tip as presented in the dolphin design. Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05	
1-0	Evaluation Concurred Tip elevation on Sheet 217 corrected. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853519	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Page 4, para 10) Furnish the COE the "S" tests when they are complete. Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853527	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Page 8, para 22) Different diameters other than 185 feet are shown in sheets 104 and 105, Volume 1 of 2. Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment.				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853531	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Page 13 para 39) State the overburden limit used for the "S" case.					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853535	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Page 12 para 37) Please note that the required factor of safety for no load test performed is 3.0.					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred For 12" piles FS = 3 considered. The pile capacity curve based on FS = 2 were used with design load factored by 1.5. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853538	Geotechnical	Design Memorandum or Report	n/a		

(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Figure 6) 1. Show analysis on El. -21.0 2. Note 2, What if riprap is placed on El.4.0?	
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05	
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Closed; however, additional information must be submitted in future design phases (added for Shung Chiu by Jake Terranova, 21 July 2005). Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853541	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Figure 7) Show analysis for El. □20.0					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed; however, additional information must be submitted during future design phases (added by Jake Terranova for Shung Chiu, 21 July 2005). Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853546	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Figure 8) Explain why the horizontal distance for the LWCR computation is ignored. This comment applies to all LWCR analyses.					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment				

	Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853550	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Figures 14 and 15) Note 3. The LWCR for this analysis is 4.8, which is inconsistent with others. Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed; however, additional information must be submitted in future design phases. (Added by Jake Terranova for Shung Chiu, 21 July 2005) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853552	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: VOLUME 2 OF 2, Part 1 of 3, Figure 31) 1. The stated required moment is 358. Is there any sheetpile section available? 2. Note 4 The assume diameter is 185 feet however different diameters were presented in Volume 1. Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed; however, additional information must be submitted in future design phases. (Added by Jake Terranova for Shung Chiu, 21 July 2005) Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
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853553	Geotechnical	Design Memorandum or Report	n/a		
(Document Reference: Volume 2 of 2 Part 2 of 3) Boring 2. Change "CH" to "CL" in envelope no. 15.					
Submitted By: <u>Shung Chiu</u> (504-862-1032). Submitted On: 21-Apr-05					
1-0	Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855178	Mechanical	Design Memorandum or Report	n/a		
The hydraulic pump should be a variable delivery type with a constant horsepower controller and flow limiter to reduce horsepower. At high line pulls the hydraulic motor speed will slow so that the horsepower of the pump electric driver isn't exceeded. The controller works by monitoring pump discharge pressure and then varying the pump stroke to maintain input horsepower. The flow limiter prevents the pump output from exceeding a preset rate. With this type of pump you will be able to get the required performance with approximately a third to a quarter the horsepower. There are no electrics; everything is done at the pump using a self contain hydraulic feedback.					
Submitted By: <u>Rachael Tranchina</u> (504-862-1895). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Comment noted and will be incorporated into winch hydraulic drive specifications. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855180	Mechanical	Design Memorandum or Report	n/a		
The pumps should be electric close-coupled submersible types mounted on a guide rail system					

with an automatic discharge connector. The pumps should be capable of being removed and reinstalled without entering the pump chamber.	
Submitted By: <u>Rachael Tranchina</u> (504-862-1895). Submitted On: 22-Apr-05	
Revised 22-Apr-05.	
1-0	Evaluation Concurred Comment noted and will be incorporated into final plans and specifications. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855182	Mechanical	Design Memorandum or Report	n/a		
The length of time needed to float the gate should be increased to reduce the pump capacity.					
Submitted By: <u>Rachael Tranchina</u> (504-862-1895). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Cycle time is 1 ½ hours as agreed to during the 95% review. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855183	Mechanical	Design Memorandum or Report	n/a		
A bumper should be placed between the gate and gatepost.					
Submitted By: <u>Rachael Tranchina</u> (504-862-1895). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred The concrete swing gate should be protected from slamming into the receiving structure pilasters with fenders or similar. The vertical seal material (rubber bumper or fender) 4" to 18" height may be adequate. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				

1-1	Backcheck Recommendation Close Comment Closed; however, additional information must be submitted in future design phases. Submitted By: <u>Jake Terranova (504-862-2709)</u> Submitted On: 21-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
853203	Site	Design Memorandum or Report	n/a		
What utilities are existing on site? Submitted By: <u>Thomas Hall (504-862-2712)</u> . Submitted On: 21-Apr-05					
<i>Evaluation not conducted</i>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851946	Structural	Design Memorandum or Report	n/a		
(Document Reference: Technical Appendix, Page 5, Paragraph 2-3.1.1) The 0.5 feet per second current velocity used in the design of the barge, pivot, and mechanical system should be included in the O&M manual for the structure. How will the current speed be determined to preclude an overstress condition preliminarily calculated to be 0.8 feet per second? Consideration should be given to incorporating a sluice gate through the wall to equalize the stages if this becomes problematic. The riprap bedding should be sized for significant current velocities that will occur when the barge is unsealed from the sheet pile sill. Otherwise, erosion of the bottom may occur. Submitted By: <u>Charles Laborde (504-862-2647)</u> . Submitted On: 20-Apr-05					

1-0	Evaluation Concurred Write-up on O & M manual will outline current conditions that are OK for operation of swing gate. For determination of current speed, a visual estimate of average current speed should be made prior to beginning closing operation. The current speed in direction counteracting closure should always be less than 0.5 fps. If during closing operation current speed increases to above 0.5 fps, winch will max out and play-out if pull is greater than 60 tons or so and operation will have to be delayed. Winch braking will also be limited to 60 tons (approximately). Therefore, serious failure of the cable will be avoided if current exceeds design speed of 0.5 fps. Operation will be delayed, but overstress of swing gate and components will be avoided. A sluice gate will not prevent excess head differential for sever current conditions and therefore will not be considered. The riprap size presently shown is 18" of #3 riprap. This size has successfully been used over pipelines in current. Revision of this riprap size will be investigated in final design. Submitted By: <u>Oscar Pena (985-868-3434)</u> Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment

	Closed without comment. Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851948	Structural	Design Memorandum or Report	n/a		

(Document Reference: Technical Appendix, Page 22, Paragraph 3-1.2.3) The operating design load cases show a 1-foot differential head operating window. In addition, the stages have to be between Elev. +1.0 and +2.0 NAVD88 for the structure to be operated. How likely is it that this window of operation will occur? If there are substantial periods throughout a typical year where this window is exceeded, then there will be greater pressure from fabricators and businesses that need the structure to push the envelope of operation past these bounds. In addition, greater likelihood of failure occurring. Please include the percent of time in a year when this window will occur. The likelihood that these operating stages will be exceeded should be made available to the Corps and the businesses that will be using the structure. Corps personnel should be on hand during the operation of the gates to ensure compliance.

Submitted By: Charles Laborde (504-862-2647). Submitted On: 20-Apr-05

1-0	<p>Evaluation Concurred</p> <p>The operating still water levels can be changed in Paragraph 3-1.2.3 to be more lenient on conditions acceptable for operation. The water stages are not critical once gate is deballasted to float as long as stages are reasonable. Therefore, operating stages will be revised as follows: Op Max Direct Head +3.5 (-) 0.5; Op Reverse Head (-) 0.5 +2.0. The differential is critical, but can be equalized prior to realizing gate from pintles by deballasting to greater than 2' clearance. Therefore, window of operation should be throughout the year except during storm surges or other surges greater than El. 3.5.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>
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1-1	<p>Backcheck Recommendation Close Comment</p> <p>Concur</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05</p>
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	Current Comment Status: Comment Closed
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<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851950	Structural	Design Memorandum or Report	n/a		

(Document Reference: Technical Appendix, Page 16) Please note that stainless steel hydraulic piping has been used at the nearby lock has experienced problems. Pin holes developed in the piping within a few years of installation. The piping was a high grade A316 of stainless. An investigation revealed that cause of the rust and pin holes were due to a combination of residual seawater left the pipes along with the high summer temperatures. The solution was to wash out

the pipes with freshwater after use.	
Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05	
1-0	Evaluation Concurred The stainless steel proposed for this project is AISI 414 stainless steel which is available in plates. This stainless steel is high yield strength (90 ksi) with nickel added for corrosion resistance. This selection of steel type may be revised if advantageous to substitute with suitable, more economical steel. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 23-Jun-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851953	Structural	Design Memorandum or Report	n/a		
(Document Reference: technical appendix, page 18) Missing page, please provide.					
Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05					
1-0	Evaluation Concurred Will fax the missing sheet. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851954	Structural	Design Memorandum or Report	n/a		
(Document Reference: Technical Appendix, Page 33, Paragraph 8-1.) Specific requirements for project access should be coordinated with the USACE Operations Division. Access may not be available at all times during construction. The USACE should not be held liable for any delays as a result of limited or delay access through the Freshwater Bayou lock site.					
Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05					
1-0	Evaluation Concurred These exact statements will be added at the end of Paragraph 8-1.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Concur Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05
1-2	Backcheck Recommendation Close Comment Concur Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851955	Structural	Design Memorandum or Report	n/a		
<p>(Document Reference: Calculations General) [This item is flagged as a critical issue.] Calculations should be submitted for load cases considering the stresses in the barge due to sagging and hogging assuming any one of the 10 chambers could be accidentally flooded during transport due to an accident or mishap. The barge should be designed to be stable and not sink if any one of the 10 chambers is completely flooded. If the barge were to sink, the blocked channel would create an economic hardship for the businesses that depend upon the channel.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
1-0	Evaluation Non-concurred Will submit calculations. The hogging and sagging stresses are calculated for the accidental flood in one of the chambers. The prestressing force required is twice that originally calculated. Bilge pumps will be provided in all compartments to prevent the flooding in the chambers due to accidental flood. Return to fabrication site or safe mooring will be required for major leaks. So there will be no change in prestressing design for accidental flooding. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 19-May-05				
1-1	Backcheck Recommendation Close Comment Do Not Concur. Your design should be able to withstand accidental flooding of the chambers. A solution would be to make more compartments that would reduce the total volume of flooded chambers. Damage to the swing barge either in transport or when it is in the open position is a valid case. Repairs to a structure with more compartments would be less costly and could likely be repaired on site and easier than one with two large compartments flooded and listing 17 degrees as shown in your calculations. Your sketch shows the leading edge of the barge almost 19 feet below the waterline which will clearly place it well into the canal bottom presently 12 feet deep. We will not support a project that increases the likelihood of an expensive repair during transportation or during operation by cutting back on load factors to save money up front. The load factors and allowable stresses required in our EM are the minimum design loadings we will accept and balance risk and economy. We cannot be responsible for the O&M costs if these minimum loadings are not met. Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 23-Jun-05				

1-2	Backcheck Recommendation Open Comment Comment is not closed and needs further resolution. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
1-3	Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005). Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851957	Structural	Design Memorandum or Report	n/a		
(Document Reference: Calculations General) The ballasting sequence will affect the stresses in the barge. Submit calculations for the most critical ballasting sequence creating the worse stresses in the barge. Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05					
1-0	Evaluation Concurred Same calculations as submitted for 851955. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 10-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851960	Structural	Design Memorandum or Report	n/a		
(Document Reference: Barge Calculations) The barge weight calculations did not include the weight of the concrete cone locking mechanism. There were not enough drawings and details in this submission to determine if these weights are significant. Drawing 326 suggests that the cells that incorporate the cones may have to be filled with concrete, but at the same time they have to be open for ballasting. Please address. Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05					
1-0	Evaluation Concurred Additional drawings provided which show details at cone locking system. The concrete weight added at these details is not significant and will be added in draft calculations.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851963	Structural	Design Memorandum or Report	n/a		
<p>(Document Reference: Barge Floatation Stability Calculations) [This item is flagged as a critical issue.] The USACE Factors of safety for floatation stability of 1.3 for unusual load cases and 1.5 for usual load cases cited in the technical appendix were not met in the barge floatation stability calculations. The 1.1 factor of safety is insufficient. Please revise. Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
1-0	Evaluation Concurred Since the swing gate is not utilized for hurricane / flood protection (salt water intrusion protection only), a factor of safety = 1.1 for floatation is adequate. This is stated on page 2, 4, 6 and 8 of 10 of the gate calculations. Reference to this will be added in Paragraph 2-3.1.1 of Volume 1 of 2 of the Technical Appendix and the last paragraph of page 4 will be revised for consistency. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Do Not Concur. Your reasoning that a salt water intrusion structure versus hurricane/flood protection structure justifies a lower factor of safety is inadequate. The USACE standard on this subject, ETL 1110-2-307, includes other types of structures, i.e. canal linings, spillway sills, and aprons among others, that must adhere to higher factors of safety. The minimum Factor of safety of 1.1 is too low and too close to a bouyant condition for our acceptance. We are willing however to compromise on a factor of safety of 1.3 to apply to all load cases. The calculated 1.23 factor of safety for project flood w or w/o waves is too low. Please revise your design. If a heavier structures results in an unacceptable draft, then ballast tanks could be added. Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05				
1-2	Backcheck Recommendation Open Comment This comment requires further resolution Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
1-3	Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005). Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851964	Structural	Design Memorandum or Report	n/a		
<p>(Document Reference: Barge Calculations for Sagging and Hogging) [This item is flagged as a critical issue.]</p> <p>The 26.5 foot tall by 3.5 inch thick wall sections acting as a web supporting that barge floor and deck flanges is too thin. Walls this thin and slender are subject to greater stresses from secondary moments and are more subject to bulking under loading. Please submit past data or designs were this has been done. The thinnest walls on a past project performed by your firm, Cousins Pumping Station Complex, called for 6-inch thick walls. How will the web act compositely with the floor and deck to carry the moments. These walls are expected to carry some of the loads from the cattle walkway and winches. Please submit calculations to address this.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
1-0	<p>Evaluation Concurred</p> <p>2'-0" columns brace these 3.5" thick panels full heights. Pressure differential does not exist at these panels due to vents and panel openings that exist. Also, winch forces are transmitted to top and bottom decks instead of 3.5" vertical panels. Calculations showing the compression forces due to crucial cattle leads and truck loads are provided. Also, shear flow and shear strength calculations for these panels have already been provided previously. All calculations show panels adequate as detailed.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Do Not Concur. The 3.5 inch panels are much too thin. Our EM 1110-2-2106, paragraph 10.3.3 states minimum requirements based upon "d" effective and that the reinforcement to be spaced no more than 3 times the thickness of the panel. These requirements have not been met. Also, since seawater will be in contact with these panels, ACI requires a minimum clear cover of 1.5 inches, ACI R7.7.5. Also, ACI 357 for Concrete Barge walls recommends 1.5 times the aggregate size for spacing between bars and cover. Finally, we have no experience with walls this thin for this kind of an application. This would almost be an experimental case. This is not something that we would be will to cost share.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05</p>				
1-2	<p>Backcheck Recommendation Open Comment</p> <p>This comment requires further resolution</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
1-3	<p>Backcheck Recommendation Close Comment</p> <p>Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851965	Structural	Design Memorandum or Report	n/a		
<p>(Document Reference: Pivot Arm Calculations) Please include a load case mentioned in paragraph 2-3.2.1.3 of the Technical Appendix with a 1-foot head differential across the south gate for the barge partially ballasted up 1.5 feet above the sill. The loading should include any dynamic forces from the water flowing below the gate and the sill. This case will cause the south gate to be held in place by the pivot arm and one winch cable caused by a high tide.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
1-0	<p>Evaluation Concurred For maximum head load cases, the lateral bending of the gate has been checked for 7' head differential. The case in Paragraph 2-3.2.1.3 is much less critical and thus does not control.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851967	Structural	Design Memorandum or Report	n/a		
<p>(Document Reference: Drawing 302) The wall panel schedule doesn't compare with the adjacent drawing. Panel W-3 and P-7B are not indicated on the Plan View.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
1-0	<p>Evaluation Concurred Drawing(s) revised.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851968	Structural	Design	n/a		

		Memorandum or Report			
<p>(Document Reference: Drawing 302) [This item is flagged as a critical issue.] The two corner cells containing the cones for the locking system indicate these cells are to be part of the ballast. However, it isn't clear from the geometry on Drawing 326 how these cells can be closed for ballast and open for the locking system at the same time. Please provide further details.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
<p><i>Evaluation not conducted</i></p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
851969	Structural	Design Memorandum or Report	n/a		
<p>(Document Reference: Drawing 315) [This item is flagged as a critical issue.] Do the 3-1/2 inch walls have the minimum 1 inch cover required by ACI? Please address.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647). Submitted On: 20-Apr-05</p>					
1-0	<p>Evaluation Concurred 7/8" cover is provided for mild reinforcing. 1 1/2" cover is provided for prestressing. ACI states that for precast concrete cover for mild reinforcing shall be 3/4" < 7/8" OK. Concrete cover for prestressing shall be 1" < 1 1/2" OK.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Do Not Concur. See previous comment on this subject. The corrosive exposure that the panels will experience dictate a minimum cover for all reinforcement to be 1.5 inches per ACI R7.7.5. Also, the spacing of the reinforcement should be no more than 3 times the member thickness. In addition, there will be issues involving the size of the aggregate and how it will be able to fit between the reinforcement and the wall surface during pouring.</p> <p>Submitted By: <u>Charles Laborde</u> (504-862-2647) Submitted On: 09-Jun-05</p>				
1-2	<p>Backcheck Recommendation Open Comment Comment requires further resolution</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05</p>				
1-3	<p>Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
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854946	Structural	Design Memorandum or Report	n/a		
General. A write-up for the temporary cofferdams should be included in Section 2-3.1.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred TRS write-up has been added to Technical Appendix in Section 2-3.1. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854949	Structural	Design Memorandum or Report	n/a		
Page 4, para 2-3.1.1. The last paragraph on this page states the FS against flotation is greater than the Corp allowables. The FS against flotation on the barge calcs is 1.1. Provide a discussion on why a different FS is used.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred In Section 2-3.1.1, last paragraph of page 4, the required factor of safety for flotation will be revised. See 851963 above. Discussion of the factor of safety will be provided in Section 2-3.1.1. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment See Charles Laborde's response on Comment 851963 Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 15-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854953	Structural	Design Memorandum or Report	n/a		
[This item is flagged as a critical issue.]					
Page 5, para 2-3.1.1. What is meant by the 3rd paragraph of the page? How can we be assured that operation of the barge will not occur when the velocity is 0.7 ft/sec or greater?					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					

1-0	<p>Evaluation Concurred</p> <p>Write-up on O & M manual will outline current conditions that are OK for operation of swing gate. For determination of current speed, a visual estimate of average current speed should be made prior to beginning closing operation. The current speed in direction counteracting closure should always be less than 0.5 fps. If during closing operation current speed increases to above 0.5 fps, winch will max out and play-out if pull is greater than 60 tons or so and operation will have to be delayed. Winch braking will also be limited to 60 tons (approximately). Therefore, serious failure of the cable will be avoided if current exceeds design speed of 0.5 fps. Operation will be delayed, but overstress of swing gate and components will be avoided. A sluice gate will not prevent excess head differential for sever current conditions and therefore will not be considered. The riprap size presently shown is 18" of #3 riprap. This size has successfully been used over pipelines in current. Revision of this riprap size will be investigated in final design.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>
1-1	<p>Backcheck Recommendation Open Comment</p> <p>How can a visual estimate be made to distinguish between 0.5 fps and 0.7 fps?</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>
1-2	<p>Backcheck Recommendation Close Comment</p> <p>Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854954	Structural	Design Memorandum or Report	n/a		
<p>Page 11, para 2-3.1.7. Suggest including the cost of a cofferdam around the east anchor structure.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Non-concurred</p> <p>Construction of anchor structures with bottom of footing elevation El. 2.0 will be practical without a cofferdam.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Concur.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854957	Structural	Engineering Appendix	n/a		
<p>[This item is flagged as a critical issue.] General. In all calculations for project features that include piles, a summary should be included after all pile analysis has been completed showing how the pile tip was determined.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred These summaries have been added for boat dock, pedestrian walkway, cattle walkway, and receiving structure. These summaries were already provided earlier for pivot structure. For T-Walls and anchor structures, the reference pile capacity curves will be added.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Open Comment A summary sheet for the governing piles for the T-wall has not been included. Please note that the summary sheet should include the governing pile loads and the corresponding load case in addition to stating the pile capacity.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 08-Jun-05</p>				
1-2	<p>Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854960	Structural	Engineering Appendix	n/a		
<p>[This item is flagged as a critical issue.] General. For all features, minimal calculations should be included to adequately size walls and slabs. This provides support for the quantities used in the cost estimate.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred The minimal concrete calculations were previously included for grade beams (setting bents), anchor structures, and walkway slabs. Additional minimal concrete calculations have been added for T-Walls, receiving structure, walkway bents and pivot structure.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Open Comment Do not agree with some of the methods used to determine slab thicknesses, particularly for the receiving structure, anchor structure, pivot structure and T-wall. Using a percentage to establish the thickness is good for feasibility, not at</p>				

	<p>the DDR level. There should be design calcs that provide justification for specified thickness. For instance, the receiving structure has a 6.5 foot base slab, yet the prelim calculation says to use 3.5 feet. There should be design calcs showing that either you need 3.5 feet or 6.5 feet of base slab. There should be additional calcs for the anchor and pivot structure slab design. Assuming shear governs the design is not correct, particularly since these structures are subjected to large overturning forces.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 08-Jun-05</p>
1-2	<p>Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854964	Structural	Engineering Appendix	n/a		
<p>[This item is flagged as a critical issue.] Pivot Structure How was the 125kip loading determined?</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred 104 kip design load shared by 2 cables. 80 kip winch capacity x 2 lines = 160k maximum. The cable load is a simple beam reaction for the wind, current, and hydrostatic resistance experienced by the gate during critical closing stage. The pivot structure is the opposite end support for these resistances induced as the cable pulls to close the gate. Due to offset to pivot structure, reaction is calculated as 60% of cable end reaction. The maximum 160 k cable force x 0.6 x 1.3 (for impact) H 125 kips.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Open Comment 1. Page 2 of the calculations for the pivot structure, particularly the horizontal force, was determined by multiplying the 125k by 1.3 for impact. So therefore, based on your explanation, impact has been included twice. Please clarify again how this 125 kip loading was determined. 2. This determination should be included in the report.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>				
1-2	<p>Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854967	Structural	Engineering Appendix	n/a		
Pivot Structure Suggest numbering the piling on drawing to reflect the number in CPGA.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Concur.				
	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur				
	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854970	Structural	Engineering Appendix	n/a		
[This item is flagged as a critical issue.]					
Pivot Structure Provide calculations showing the adequacy of the 18-inch diameter pipe.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Calculations included in 100% submittal.				
	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Open Comment Calculations have not been incorporated into the 100% submittal.				
	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
1-2	Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).				
	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854974	Structural	Engineering Appendix	Anchor Structure		
[This item is flagged as a critical issue.]					

How was the 160kip loading determined?	
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05	
1-0	<p>Evaluation Concurred</p> <p>40 ton winch 2 cables at 40 tons 2 (40) (2) = 160 kips with 30% impact = 208 kips</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>
1-1	<p>Backcheck Recommendation Open Comment</p> <p>Your response to comment ID 854953 states the winch capacity is 60 tons. Please clarify.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>
1-2	<p>Backcheck Recommendation Close Comment</p> <p>Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854976	Structural	Engineering Appendix	Anchor Structure		
<p>[This item is flagged as a critical issue.]</p> <p>What do the angles in each load case represent?</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred</p> <p>Horizontal angles are the pull directions during opening and closing swing gate (up to 30°, min = 11°, max = 24°) Vertical angle is taken as 45° downward to account for sag of line during pulling, thus $F_z = F_x$.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Open Comment</p> <p>Why doesn't $F_x = F_x \cos(45)$ equal Resultant Force? How can F_z equal F_x when F_x is the full load? Please clarify.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>				
1-2	<p>Backcheck Recommendation Close Comment</p> <p>Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854979	Structural	Engineering Appendix	Anchor Structure		
<p>[This item is flagged as a critical issue.] Why is there no soil loads in load cases 2 thru 6? Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred Concur. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment concur Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>				
1-2	<p>Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005). Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854980	Structural	Engineering Appendix	Anchor Structure		
<p>Verify the pile factor of safety on pile summary sheet. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred Max pile vertical tension reaction = 16 kips Max pile vertical compression reaction = 70 kips Specified pile length = 100' (Pile tip El. (-) 90.5' pile top at (-) 1.0) From El. (-5) dredge pile capacity curve (factor of safety = 2), pile capacity = 62.5 tons tension, 80 tons compression Therefore, 100' pile can be revised to tip El. (-) 70' (approx.) 80' (approx.) piles are OK. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>				
1-1	<p>Backcheck Recommendation Close Comment concur Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>				
<p>Current Comment Status: Comment Closed</p>					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854986	Structural	Engineering Appendix	57-foot Twall		

The load summary sheet for Load Case 2 states the same load conditions as Load Case 1. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05	
1-0	Evaluation Concurred Load case 2 should be titled <input type="checkbox"/> & With Wave & <input type="checkbox"/> . This will be corrected in 100% submittal. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854990	Structural	Engineering Appendix	50-foot Twall		
The load summary sheet for Load Case 2 states the same load conditions as Load Case 1. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred See comment for 854986 above. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854992	Structural	Engineering Appendix	Barge Bent Caps		
How was the 20.6 k/ft load determined? Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Weight of ballasted gate 21,477 kips (concrete and compartments 100% filled with water) Uplift (water level @ El. (-) 2) = (21 <input type="checkbox"/> (62.4) (222 <input type="checkbox"/> (44 <input type="checkbox"/> divided by 1000 = 12,945 kips Net downward force = 8,532 kips Support on 20 <input type="checkbox"/> bents 8532/20 = 426.6 kips/bent Length for bents = 20.5 <input type="checkbox"/> 20.8 k/ft H 20.6 k/ft Number in calculations is OK. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Concur.				

	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854994	Structural	Engineering Appendix	Barge Bent Caps		
Include a design check based on moment calculations. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Calculation added to 100% submittal. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
854998	Structural	Engineering Appendix	Dolphins		
Why are we using 66" diameter concrete cylindrical pipes in lieu of using standard timber pile clusters? Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Top of dolphin at El. 8.5' Dredge Line at El. (-)23' Exposed height of pile = 31.5' Estimated design load = 125 kips For these conditions timber pile cluster of over 200 timber piles would be required. It was determined that the concrete cylinder pile design is better for this application. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855003	Structural	Engineering Appendix	Pivot Arm Frame		
Verify if the displacements at the pivot structure are acceptable.					

Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05	
1-0	<p>Evaluation Concurred</p> <p>The rotational joint and hinge on the pivot arm near the pivot structure will prevent binding between pivot arm sleeve and pivot structure guide pipe. During final alignment of gate, the pintle cones will relieve the pivot arm and thus eliminate these deflections. Therefore, these elastic deflections occurring prior to pintle engagement are OK.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05</p>
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Analysis of the pivot structure and pivot arm should be similar to analysis of pintle and strut arm for a miter gate. Recommend redesign during the P&S phase of the project.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 15-Jun-05</p>
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855006	Structural	Engineering Appendix	Pivot Arm Frame		
<p>[This item is flagged as a critical issue.]</p> <p>In the computer analysis, the steel stress is stated to be increased by 1/3 per ASD A5.2. ASD A5.2 is for seismic loadings. Also, ensure the Corp reduction is taken as stated in paragraph 3-1.1.3.3.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05</p>					
1-0	<p>Evaluation Concurred</p> <p>Pipe member wall thickness increased in 100% submittal. Unity ratios limited to 0.83. However, 33% increase in allowable stress considered since load is Group II type.</p> <p>Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 17-May-05</p>				
1-1	<p>Backcheck Recommendation Open Comment</p> <p>Clarify why a 33% increase is used. Also, the computer program is still making use of an ASD parameter for seismic loading. It is clearly stated under the Steel Parameters.</p> <p>Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05</p>				
1-2	<p>Backcheck Recommendation Close Comment</p> <p>Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005).</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05</p>				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855007	Structural	Plans	n/a		
Dwg 110. Change dwg number from 212 to 217 for location of dolphins.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised in drawings. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855010	Structural	Plans	n/a		
Dwg 110. The pedestrian walkway is not labeled correctly. Also, change walkway to sidewalk.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred The labels have been corrected and walkways have been changed to sidewalks. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855011	Structural	Plans	n/a		
Dwg 110. Why was a new boat dock and walkway added to the west side of the structure.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred For access from by pass channel to lock when swing gate is open. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855014	Structural	Plans	n/a		
Dwg 111. Change dwg number from 212 to 217 for location of dolphins.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised in drawing(s).				
	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur				
	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855017	Structural	Plans	n/a		
Dwg 111. Change pedestrian walkway to pedestrian sidewalk.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Pedestrian walkway has been changed to pedestrian sidewalk.				
	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur				
	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855021	Structural	Plans	n/a		
Dwg 200. Provide the spacing between the landing grade beams.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised in drawing(s).				
	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur.				
	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				

Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855022	Structural	Plans	n/a		
Dwg 200. Should the stainless steel seal plate extend across the receiving structure?					
Submitted By: Craig Waugaman (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Drawing revised to call-out channel cup at sheetpile cutoff wall and stain steel seal plate on receiving structure footing and pilaster. Submitted By: Oscar Pena (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: Craig Waugaman (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855027	Structural	Plans	n/a		
Dwg 201. Suggest a new piling scheme so the battered piles can be differentiated with the vertical piles. The piles look the same on the design plate.					
Submitted By: Craig Waugaman (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s). Submitted By: Oscar Pena (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: Craig Waugaman (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855029	Structural	Plans	n/a		
Dwg 205 & 206. The receiving structure base slab and the adjacent T-wall base slab appear to be at the same elevation (EI -23.17), yet dwgs 207 - 212, show the top of the base slab for the T-wall at -23.0. Please verify and adjust accordingly.					
Submitted By: Craig Waugaman (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s).				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855030	Structural	Plans	n/a		
Dwg 205 & 206. Reference is made to A690 sheet pile. Please revise to A572. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s). Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855032	Structural	Plans	n/a		
Dwgs 207-212. Suggest placing grade lines on the appropriate T-wall sections. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Non-concurred See sheet Nos. 205 and 206 where grade lines are shown. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855035	Structural	Plans	n/a		
[This item is flagged as a critical issue.] Dwg 324. The elevation of the bottom of the landing grade beams is shown as -26.0, which means the grade beams are 3-feet thick. Dwg 204 shows the beams as 42-inches thick. Please verify and adjust accordingly.					

Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05	
1-0	Evaluation Concurred Revised on drawing(s). Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Open Comment Drawing has not been revised. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05
1-2	Backcheck Recommendation Close Comment Closed for this phase of design; however, additional information must be submitted in future design phases before item can be resolved and considered officially closed. (Added by Jake Terranova on 21 July 2005). Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 21-Jul-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855039	Structural	Plans	n/a		
Dwg 324. The top of the receiving structure is shown at -23.0. Please adjust to -23.17. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s). Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur. Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855042	Structural	Plans	n/a		
Dwg 324. The sheet pile cutoff wall on the bottom detail is identified as A328. Change to A572. Also, the tip of -40 does not agree with the tip given on Dwg 205 & 206. Please adjust. Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s). Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur.				

	Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855043	Structural	Plans	n/a		
Dwg 324. Show a gap between the receiving structure and the concrete barge, as to imply the barge does not rest of the receiving structure.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s).				
Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05					
1-1	Backcheck Recommendation Close Comment concur.				
Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05					
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855049	Structural	Design Memorandum or Report	n/a		
Page 20, para 3-1.1.3.5. Change A690 to A572, as per the plans.					
Submitted By: <u>Craig Waugaman</u> (504-862-2673). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised on drawing(s).				
Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05					
1-1	Backcheck Recommendation Close Comment concur.				
Submitted By: <u>Craig Waugaman</u> (504-862-2673) Submitted On: 07-Jun-05					
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855091	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) The report indicates that all load cases with impact loads should have a 33- 1/3% overstress. Each case should be run with and without the boat impact load and overstress. This comment was made in the 50% review. The CPGA loads still appear to all have the boat impact in them.					

Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05	
1-0	Evaluation Concurred Revised in calculations. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05
Current Comment Status: Comment Closed	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855095	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) [This item is flagged as a critical issue.] On the gulf side the water load on the slab should extend all the way to the end of the slab because the barge does not totally cover the slab on that side. This comment was made in the 50% and does not appear to have been addressed. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred The calculations were extended to the end of the slab and the resulting moment changes were updated as well. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment The load was changed, but it does not appear to be changed in some of the moment calculations. Verify. This issue can be resolved in the P&S stage. Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855097	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Only impervious uplift is considered in this analysis. Pervious uplift calculations do not need to be included, but it should be addressed in the report. This comment was made in the 50% and does not appear to have been addressed. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Comment addressing analysis of impervious condition (only) in calculations added to report Paragraph 3-1.2.4. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				

1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855098	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) [This item is flagged as a critical issue.] Verify the moments calculated for the Z-axis. They vary greatly from the ones used in the 50%, but the other moments and forces appear the same. The moment arms used on page 2 of the moment calculations do not appear correct. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred The moments were verified and the moment arms were corrected. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment Some of the moment calculations were changed, but it is still unclear why the moment arms would change with the loadings. It seems the moment arms should be a constant distance from the Z-axis. This issue can be resolved in the P&S stage. Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855099	Structural	Engineering Appendix	n/a		
(Document Reference: Receiving Structure Calculations) Provide a drawing of the pile layout with corresponding numbers used in CPGA. This comment was made in the 50% and does not appear to have been addressed. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Drawing provided in calculations. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855102	Structural	Engineering Appendix	n/a		
(Document Reference: Pivot Structure Calculations) The drawing in the calculations section seems to be taken from the 50% and is not the new drawing included in the 90%.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Correct drawing provided. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855103	Structural	Engineering Appendix	n/a		
(Document Reference: T-Wall Calculations) On all the T-wall drawings, the section view does not appear to represent the pile layout shown in plan.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Drawing revised. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855105	Structural	Engineering Appendix	n/a		
(Document Reference: T-Wall Calculations) Show the soil elevations for the different monoliths.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Drawing showing ground elevations at all monoliths is included in calculations. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				

1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855108	Structural	Engineering Appendix	n/a		
(Document Reference: Bent Pile Cap Design Calculations) Provide pile analysis for bent cap design. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Pile design axial load calculations and length determination based on geotechnical engineer's pile capacity curves are included with 100% submittal. The evaluation of combined axial and bending forces and interaction diagram are not included with this submittal (pedestrian) walk, cattle walk, boat dock setting bents). Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855109	Structural	Engineering Appendix	n/a		
(Document Reference: Bent Pile Cap Design Calculations) Provide lifting calculations for the precast concrete bents. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Lifting calculations provided in calculations. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
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855112	Structural	Engineering Appendix	n/a		
(Document Reference: Cattle and Pedestrian Walkway and Boat Dock Calculations) Provide bent design for Cattle Walkway, Pedestrian Walkway, and Boat Dock. Has the Cattle Walkway bent and slab been checked for the cantilevered portion near the pivot structure?					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Bents calculations provided in calculations. Cantilever check included also. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855114	Structural	Engineering Appendix	n/a		
(Document Reference: Cattle and Pedestrian Walkway and Boat Dock Calculations) Provide pile analysis for Cattle Walkway, Pedestrian Walkway, and Boat Dock.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Pile design load and geotechnical capacity provided in calculations. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855116	Structural	Engineering Appendix	n/a		
(Document Reference: Cattle and Pedestrian Walkway and Boat Dock Calculations) Are the walkway and boat dock slabs and bents to be constructed of precast concrete? If so, they should be designed for lifting and impact as discussed on page 8 of the report.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Yes, boat dock, pedestrian walkway, and cattle walkway decks are precast concrete and this has been noted on plans. Lifting checks (with impact factor) are included in calculations.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855120	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 110 & 111) Verify the placement of riprap in the area where the barge sits on the grade beams. This comment was made in the 50% and does not appear to have been addressed. The riprap placed in the barge area should be lowered below the tope elevation of the grade beams. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Riprap grade shall be (-) 23.5' adjacent to swing gate setting bents. This has been included on plans. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855122	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 204) Label the shear cone pintles as stainless steel and add a note referring to drawing 326. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Plans revised. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855124	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 204) Change the bottom elevation of the receiving structure to reflect the lower top of slab elevation.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Plans revised. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855126	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 204) Provide a pile layout drawing for the receiving structure.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Enlarged receiving structure footing pile plan. Receiving structure pile layout provided on Sheet 201 of pile layout. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855127	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 207-212) Some of the T-wall drawings appear to be duplicated. Suggest combining drawings when possible. Also the pile locations in the section views do not appear to correspond to the plan view.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred It was verified that T-Wall monolith plans are not duplicated. Monolith designations have been added to plans. Cross section has been corrected.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment Net that the drawings show a 3 foot 6 inch distance going from the top of the slab to the bottom of the stab slab, not the bottom of the slab as indicated in the calculations. Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855128	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 218) Provide pile lengths for 12□ piles. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Pile lengths were added to the plans for the 12□ piles Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855129	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 219) Provide pile lengths for 16□ piles. Also, show pile layout at pivot structure where piles are moved. Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred (1st part) Pile lengths were added to the plans for the 16□ piles. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
	Current Comment Status: Comment Closed				

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
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855131	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 324) A recessed seal plate should be added to the receiving structure where the barge will be bearing on it. This comment was made in the 50% and does not appear to have been addressed.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Embedded stainless steel seal plate included in receiving structure plans. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855132	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 324) During the 50% comment review meeting it was indicated that the 95% would have more details about the barge sealing across the bents and receiving structure. There do not appear to be any changes made to this drawing from the 50%.					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Seal dimension sheets from manufacturers are included in Appendix A, Concrete Swing Gate Design Calculations. Notes referencing swing gate seal at receiving structure added in plans. Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05				
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
855134	Structural	Engineering Appendix	n/a		
(Document Reference: DWG 324) Show the top of the receiving structure at the new lower elevation (-23.17).					
Submitted By: <u>Jennifer Wedge</u> (504-862-1664). Submitted On: 22-Apr-05					
1-0	Evaluation Concurred Revised receiving structure top of footing elevation shown on plans.				

	Submitted By: <u>Oscar Pena</u> (985-868-3434) Submitted On: 13-May-05
1-1	Backcheck Recommendation Close Comment concur Submitted By: <u>Jennifer Wedge</u> (504-862-1664) Submitted On: 07-Jun-05
	Current Comment Status: Comment Closed

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All Comments for the Port of Iberia Feasibility Study Operations Division (CEMVN-OD) Review of Dredged Material Management Plan

Comment Report: All Comments
 (sorted by Discipline , ID)
 Displaying 3 comments.

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
607758	Operations	Engineering Appendix	Dredged Material Management Plan	n/a	n/a
Paragraph 3.0, "PLAN DEVELOPMENT". Last word - Change "manor" to "manner". (Comment added by J. Terranova for Angelica Bharat of Ops Div)					
Submitted By: <u>Jake Terranova</u> (504-862-2709). Submitted On: 28-Jun-04					
1-0	Evaluation Concurred Concur. Typo Corrected Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 28-Jun-04				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
Current Comment Status: Comment Closed					

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
607761	Operations	Engineering Appendix	Dredged Material Management Plan	n/a	n/a
2) Paragraph 3.1, "Commercial Canal", 2nd paragraph. This paragraph indicates that substantial settlement and consolidation of the upland confined disposal area is "expected" over the project life and is "expected" to be sufficient for disposal of the maintenance dredged material. What is the basis for this expectation? Were calculations performed to determine if this is indeed valid? (Comment added by J. Terranova for Angelica Bharat of Ops Div)					
Submitted By: <u>Jake Terranova</u> (504-862-2709). Submitted On: 28-Jun-04					
1-0	Evaluation For Information Only Geotech analysis indicates that geology for the project area is consistent and that material placed along the banks of Commercial Canal will experience consolidation & settlement on the order of 3.5-ft within the 1st 3-5 yrs of the project. This settlement is expected to continue throughout project life, although at a slower rate.				

	Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 28-Jun-04
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05
	Current Comment Status: Comment Closed

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
607763	Operations	Engineering Appendix	Dredged Material Management Plan	n/a	n/a
<p>Paragraph 3.2, "Gulf Intracoastal Waterway and Freshwater Bayou", 1st paragraph. This paragraph also indicates that substantial settlement and consolidation of the disposal areas is "expected" over the project life, and it is "expected" that these sites will be available for disposal of future maintenance dredged material. Once again, what is the basis for this expectation and can this be verified? If the project is authorized without adequate long term disposal, the Corps will encounter problems in maintaining this project in the future and will fail to perform its mission of providing a safe, reliable, navigable waterway for the customers. It would not be in the Corps' best interest to enter this project not knowing if there is indeed adequate long-term disposal. (Comment added by J. Terranova for Angelica Bharat, Ops Div)</p> <p>Submitted By: <u>Jake Terranova</u> (504-862-2709). Submitted On: 28-Jun-04</p>					
1-0	Evaluation For Information Only Geotech analysis indicates that geology for the project area is consistent and that material placed along the banks of the GIWW & FW Bayou will experience consolidation & settlement on the order of 3.5-ft within the 1st 3-5 yrs of the project. This settlement is expected to continue throughout project life, although at a slower rate. Considering this & given the relatively small quantity of maint. material, as the channel is not connected to an active fluvial river, indications are that settlement of the existing disposal areas will be sufficient for future maintenance. Also, should other areas for beneficial use of dredged material develop, material may be placed in these sites also. Historical maint. dredging records indicate that GIWW & FW Bayou are stable & maint. dredging is expected to be minimal. Also, similar marsh creation/nourishment projects have shown that similar areas benefit from successive placement of dredged material is the most effective way to create stable marsh. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 28-Jun-04				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: <u>Jake Terranova</u> (504-862-2709) Submitted On: 18-Jul-05				
	Current Comment Status: Comment Closed				

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All Comments for the Port of Iberia Feasibility Study Review of Economics Appendix

Comment Report: All Comments
 Project: **Port of Iberia Deepening Feasibility Study**
 Review: **For the POI - Economics Appendix ITR**
 (sorted by Discipline , ID)
 Displaying 34 comments.

Id	Discipline	DocType	Spec	Sheet	Detail
956985	Economics	Planning Report	n/a	n/a	n/a
<p>Without and With Project Conditions. The existing, without and with project conditions should be documented in sufficient detail to address existing and future harbor use under each project condition. It is critical that there is clear definition and full documentation of the without project condition since it will provide the basis for estimating benefits for alternative with project conditions. Accordingly, the report should: state all of the assumptions specific to the study; specify the significant economic and social elements of the planning setting to be projected over the period of analysis and discuss the rationale for selecting these elements; and present the without and with project conditions in appropriate tabular and graphic displays. The report should include all relevant data and information needed to support the study's recommendation for channel modification, including: identification of commodity types (e.g., those commodities benefiting from reduced transportation costs, topside module type, dimensions, weight and any other physical characteristic needed to understand the commodity) and volume; volume projections over the project life; mode of transport; vessel fleet composition (e.g., tug type and dimensions, barge type and dimensions including stagnant and operating draft, immersion rates, etc.); vessel fleet forecast; the number of production hours required to produce each topside component type; facility capacity; etc. A sensitivity analysis should be utilized for identifying the risk and uncertainty associated with each of the key analysis inputs (e.g., commodity forecasts, vessel fleet, market share, contract costs, vessel operating costs, etc.). Further, the report should not rely solely upon the opinions of interested parties to establish project benefits. Future without and with project conditions should be established based upon information obtained from a variety of sources. For fabrication contracts, reported benefits should be verified with input from buyers and other industry sources to support POI claims of competitive position and market trends.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 04-Aug-05</p>					
1-0	<p>Evaluation Concurred Concur- The with and without project descriptions are located in Section 2, NED Benefits in Accordance with the P & G, Transportation Costs Savings and Section 3 Appropriations Directed Benefits for future fabrication contracts for deepwater production platforms. Concur - In the Sensitivity Analysis, Section 5 of the Economics Appendix, low and high assumptions regarding POI market share of the total GOM deepwater Topside market is discussed. In addition, included in Section 5 of the revised Econ Appendix, alternative assumptions regarding the size of the total GOM deepwater Topside market have now been added. In reference to the comment about the uncertainty of contract costs, the values used were based on known estimates derived from industry sources which also revealed little variation. Therefore, it was determined that a sensitivity analysis on this input was not warranted. Disagree <input type="checkbox"/> The report does not rely solely upon the opinions of interested parties to establish project benefits. The report is based on data from a leading industry analysts see Section 3, Forecast of Deepwater Fabrication Demand.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Open Comment The revised report does not contain the level of detail required for Feasibility-level economic evaluations. The following are examples of the type of additional data/information needed and should not be viewed as all inclusive: a. Page 9, Assumptions, Methods and Procedures. The first paragraph states that the demand for goods and services produced by the firms will exist through the period of analysis. Page 15, Without Project Conditions states that inefficiencies will restrict or eliminate business opportunities for these firms. Text inconsistencies should be reconciled and analyses should reflect project assumptions as stated. b. Vessel Fleet Composition. Key components in harbor improvement projects are the size and characteristics of vessels using/expected to use the project. This information is needed for both the</p>				

	<p>transportation cost savings analysis and the contract analysis. The report states that vessel characteristics were not determined through the survey for the transportation cost savings analysis (as noted on page 16); therefore, a general cargo vessel was used for the evaluation. It appears as though future with project conditions utilize the same vessel as existing and future without project conditions. Could data be obtained from the vessels currently utilized? If not, the vessel characteristics of that utilized for estimating operating costs should be included in report documentation? Was a fleet analysis conducted to determine whether vessels of this type would be available over the period of analysis? Additionally, vessel operating information has not been provided for the contract analysis (e.g., dimensions, immersion rate, etc.). c. The transportation cost savings analysis does not include full origin to destination costs. These costs include necessary handling, transfer, storage, and other accessory charges. d. Without fully describing without project conditions, it appears illogical that a facility would use up to three modes of transportation to send items to an intermediate port where items are ultimately loaded on the same ocean going vessel for delivery (i.e., why pay the higher cost of trucking if all commodities are ultimately loaded onto the same deep draft vessel). e. Why is a 12,125 DWT vessel considered optimal/necessary for transporting commodities shipped by Nabors Offshore (i.e., annual requirement of 2,500 tons)? f. The report should include all data/analyses required to support study evaluations (page 20, <input type="checkbox"/> See Leon Theriot Lock Feasibility <input type="checkbox"/>).</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 24-Aug-05</p>
1-2	<p>Backcheck Recommendation Close Comment</p> <p>As resolved during the 11/2/2005 telecon, the District will provide additional supporting information on the movements presented in the NED cost reduction analysis; or remove those movements that cannot be better substantiated. Accordingly, this comment will be closed. The revised report should include all information and data necessary to understand the transportation cost savings analysis. For both without and with project conditions, this information includes but is not limited to the following: commodity types, volume, volume projections over project life; mode(s) of transport; vessel fleet composition, characteristics and forecast; and full origin to destination costs. It is suggested that facility operations be presented in both narrative and tabular formats.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 15-Nov-05</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
957039	Economics	Planning Report	n/a		
<p>Market analysis - The report identifies total production hours that US fabricators can provide and estimates capacity based upon the number of hours. This information is then used to establish market share. The following comments relate to the methodology utilized to establish POI market share: a. The report states that future without project market would be shared among the 4 fabricators with sufficient water depth (i.e., the <input type="checkbox"/> Big Four <input type="checkbox"/> - McDermott, Gulf Island Fabrication, Technip and Kiewit Offshore). This is not accurate as within the GOM, there are numerous fabricators located on channels with depths in excess of 20 feet. The report identifies many of these fabricators on pages 27-31 of the text as well as in supplemental literature cited in the text. Further, this assumption may need to be revised again based upon findings of incremental analysis. b. By assuming such a narrow list of competitors, the report may inflate the potential market share of those included in the analysis. c. Again, it would appear as though the market analysis and ultimately the estimated benefits are based upon the input of interested parties and not verified or supported by independent sources.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 04-Aug-05</p> <p>Revised 04-Aug-05.</p>					
1-0	<p>Evaluation Non-concurred</p> <p>Disagree - The methodology used to establish market share of the <input type="checkbox"/> deep water fabrication contracts <input type="checkbox"/> for POI is correct. The Big Four firms are the only competitors for <input type="checkbox"/> deep water fabrication contracts <input type="checkbox"/> in the GOM. These firms have both the channel depth and the infrastructure and production capability to meet the needs of these types of contracts. The <input type="checkbox"/> other U.S. fabricators <input type="checkbox"/> first mentioned, Section 3, Other US, are not competitors for deep water fabrication contracts. The majority of these produce supply components for fabrication</p>				

	<p>yards, not modules for deep water fabrication contracts. They either don't have the channel depth or if they do, then they don't have the infrastructure or the production capability. This is why market share was based on the Big Four plus the firms at POI.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>
1-1	<p>Backcheck Recommendation Open Comment As discussed during the 11/2/2005 telecon, market share remains a critical open issue, pending more information from the GEC contractor.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 02-Nov-05</p>
1-2	<p>Backcheck Recommendation Open Comment The Competitive Environment section of the report states that the discussion is based upon opinions expressed in interviews and does not make judgment as to validity. As noted in my original comment, these interviews were with interested parties (it is not known whether the design/mgt firm or the long distance transport firm were also interested parties as Appendix C of the GEC report was not provided for review). If the industry trend is moving toward deepwater production, has it been verified that facilities like Signal International or others (e.g., relevant facilities identified on pages 47 and 48) will not be competing in the deepwater market? The study assumes that historical markets will continue to be pursued by these GOM facilities that otherwise meet the criteria identified for future deepwater market share (i.e., thus eliminating these firms from consideration of the deepwater market). If the trend is for deepwater production, why would other firms not also pursue this work? This is a critical component in the analysis as without any attempt to verify such claims, the potential market share of the identified 7 firms could be overstated. Finally, the analysis should include a survey of buyers to verify competitive positions of the GOM firms.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Nov-05</p>
1-3	<p>Backcheck Recommendation Open Comment Analysis assumptions include the following: - Based upon the historical topside fabrication efforts of firms located along the GOM, the U.S. mkt share for fabrication of future GOM topside units will be 100%. - POI firms will share in the deepwater topside mkt at a rate equal to their share of total GOM fabricator capacity (i.e., the number of production hours that the three POI firms will add to the total number of fabrication production hours of the existing Big Four GOM firms). - Aforementioned assumptions are based upon 11 interviews conducted for the study: 5 interviews 3 of the Big 4 firms; 4 interviews with the 3 POI firms; 1 interview with a firm that does heavy transport shipping and mobilization; and 1 interview with a firm that performs design and construction management of offshore structures. - The GEC report states that POI fabricators do not have production and customer experience with large complex topsides over 6,000 tons. Larger topsides are generally regarded as significantly more complex than smaller topsides with respect to both engineering and fabrication. POI fabricators would need to convince oil companies that they are at least as capable as the Big 4, who have demonstrated the capacity to fabricate more complex topsides in the range of 10,000 tons or more. - The evaluation assumes that GOM firms that otherwise meet the criteria identified for future deepwater mkt share will continue to pursue historical markets. - The report states that information is based upon opinions expressed in interviews and does not make judgment as to validity. Recommendations: 1. Effort should be expended to determine the validity of project assumptions. Industry practice for awarding topside fabrication contracts should be verified by interviewing recognized industry experts and corporations that are actively participating in oil/gas production in the GOM (i.e., those who are awarding the fabrication contracts). 2. Investigations into the likelihood of additional firms competing for future topside fabrication contracts should be initiated. It is recommended that GOM firms that otherwise meet report criteria be interviewed to determine their future fabrication intentions with regard to deepwater production. If the analyst is unfamiliar with facilities at various GOM harbors, it is suggested that the analyst contact Corps personnel in the respective Districts for facility information and potential POCs. 3. It is suggested that careful consideration be given to the questions used during the interviews. It might be beneficial to use a prepared questionnaire for conducting the interview to ensure that the additional data requirements are met. 4. Interviews with the aforementioned industry experts may also be used to reevaluate/validate/establish probabilities (uncertainty) associated with mkt share. 5. See recommendations for comment 957116 re: scenario approach.</p>

	Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Nov-05
1-4	Backcheck Recommendation Close Comment superseded by new comment Submitted By: Kim Otto (251-694-3842) Submitted On: 14-Mar-06
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
957047	Economics	Planning Report	n/a	n/a	n/a
Contract Value. The report should explain how \$80 million was determined to be the typical contract value to be utilized in establishing fabrication benefits. If this is an average cost, supporting information should be provided as well as justification for not identifying typical contract amounts for the various topside modules analyzed under future without and with project conditions. Submitted By: Kim Otto (251-694-3842). Submitted On: 04-Aug-05					
1-0	Evaluation Non-concurred Disagree - Supporting information can not be provided to demonstrate the calculation of the \$80 million because this data from Infield Systems is confidential and it was agreed, by the Vertical Team, to average these values and roll the totals into 5 year increments. Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05				
1-1	Backcheck Recommendation Open Comment Although determined confidential, it is the opinion of this reviewer that all data/information should be made available to the technical review team to ensure the technical accuracy of the product. Confidential information can be treated as suggested for public review. Issue to be resolved in Policy Review. Submitted By: Kim Otto (251-694-3842) Submitted On: 24-Aug-05				
1-2	Backcheck Recommendation Open Comment As discussed during the 11/2/2005 telecon, contract value and resultant topside weights remain a critical open issue, pending additional information from the GEC contractor. Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 02-Nov-05				
1-3	Backcheck Recommendation Open Comment Information related to the derivation of contract values should be presented for review. Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Nov-05				
1-4	Backcheck Recommendation Open Comment Suggest that tables 13 and 14 in the economics appendix are amended to include a column with contract value. With the additional information, a correlation between contract value and topside weight could be better supported. As it stands now, there is no clear evidence that suggests a marked increase in topside weight as the contract value increases. Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 15-Nov-05				
1-5	Backcheck Recommendation Close Comment Superseded by new comment Submitted By: Kim Otto (251-694-3842) Submitted On: 14-Mar-06				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
957058	Economics	Planning Report	n/a	n/a	n/a
General. The following is information presented in the report that appears inconsistent with project assertions					

<p>related to channel depth requirements: a. Basic project assertion that producers will not consider bids from fabricators without at least a 20-foot access channel from the port to the Gulf is not supported by report documentation. The report identifies POI primary competitors (i.e., the Big Four) to include Gulf Island Fabrication in Houma, Louisiana. This facility is located on a project with 15-foot access and has historically participated in the deepwater market. Additional information should be provided to establish the conditions/considerations that distinguish channel depth requirements between Houma and POI. b. Based upon data provided in Table 2: Deepwater GOM Platforms, it does not appear as though there is a direct correlation between deck/topside weight and water depth as some of the larger deck/topside components are located in shallower deepwater locations. c. The report states that POI fabricators are restricted to structure weights under 4,000 tons due to channel limitations. It is unclear why POI fabricators would invest in equipment and advertise loading capability of 6,000-6,500 tons if it could not be used. d. The report initially claims that channel depth is the major factor with regard to contractor selection; however, report documentation includes interviews with several fabricators that didn't identify channel depth as a major factor (e.g., page 20 Unifab, page 22 Gulf Island Fabrication, page 80 McDermott, Technip and Gulf Island).</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 04-Aug-05</p>	
1-0	<p>Evaluation For Information Only The Houma Navigation Canal has an authorized depth of 15 feet and is maintained by the New Orleans District. Maintenance is performed by contracting private dredging companies to dredge to a depth of 15 feet plus 3 feet of advanced maintenance. The practice for private dredgers is to dredge an additional one-foot to ensure meeting contract requirements. Thus the Houma Navigation Canal is 19 feet deep and this allows Gulf Island to be considered a major player.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>
1-1	<p>Backcheck Recommendation Open Comment The final report should include this information as without explanation operational practices are not understood. Note, it is interesting that controlling depth is not the requirement for contract award. If POI were deepened to 15 feet, could advanced maintenance and overdepth allowances permit POI to be a player?</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 24-Aug-05</p>
1-2	<p>Backcheck Recommendation Close Comment As discussed during the 11/2/2005 telecon, this comment will be closed; however, the market share concern identified herein remains an open issue encompassed within comment 957039.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 02-Nov-05</p>
<p>Current Comment Status: Comment Closed</p>	

Id	Discipline	DocType	Spec	Sheet	Detail
957092	Economics	Planning Report	n/a	n/a	n/a
<p>Project justification. It is noted that the benefit cost ratio calculated under standard Corps policies and guidance indicates that the project is not economically justified.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 04-Aug-05</p>					
1-0	<p>Evaluation Concurred Concur</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Comment closed.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 24-Aug-05</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
957116	Economics	Planning Report	n/a	n/a	n/a
<p>Incremental Analysis. The Economic evaluation should be supported by incremental analysis. The Principles and Guidelines state that the Federal objective of water and related land resources planning is to contribute to national economic development (NED) consistent with protecting the Nation's environment, in accordance with national environmental statutes, applicable executive orders, and other Federal planning requirements. The plan recommending Federal action is be the alternative plan with the greatest net economic benefits consistent with protecting the Nation's environment. Accordingly, incremental analysis is utilized for determining the optimal plan for Federal investment. Although a 20-foot channel may be the preferred local plan, it may not be the plan that maximizes net benefits. Such determination must be made as there are significant cost share implications related to the recommended plan (e.g., if a 15' channel maximized net economic benefits, the non-Federal sponsor would be responsible for its cost share of the 15' project as well as 100% of the incremental costs for plans in excess of the 15' plan).</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 04-Aug-05</p>					
1-0	<p>Evaluation Concurred Concur. Incremental Analysis was incorporated into the revised report in Section 4, Incremental Analysis , Project Costs and Economic Justification.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Open Comment As discussed during the 11/2/2005 telecon, incremental analysis remains a critical open issue, pending additional information from the GEC contractor.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 02-Nov-05</p>				
1-2	<p>Backcheck Recommendation Open Comment Information related to the contract analysis provided in response to the original comment lacks sufficient detail for incrementally analyzing channel modifications (e.g., vessel characteristics and operating information utilized for analysis). Further the transportation cost savings analysis is based upon the premise that no benefits would be derived with channel depths less than 20 feet. This assertion should be substantiated by incremental analysis.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Nov-05</p>				
1-3	<p>Backcheck Recommendation Open Comment 1. The dft rpt provides an est of the total # of topsides given low, mid, and high market share scenarios; however, there is no breakdown of the types of topsides that comprise these estimates. During recent teleconference discussions with the vertical team, topside data was presented and discussed in groupings of estimated weight ranges. Suggest using the latter method for presenting future w/o and with proj commodity forecasts in the revised rpt. This data is critical with regard to the determination of topside weight and related contract value and should be identified for both w/o and with proj conditions. 2. An integral part of the commodity forecast will be determining which topsides are likely to be modularly contracted, constructed, and transported. This info should then be factored into the topside weight range eval. 3. The rpt should clearly & concisely identify the future vessel fleet for w/o & w/ proj conditions (i.e., what are the barge types, sizes & dimensions that will transport each topside type). 4. The rpt should include all info needed to understand & explain the loaded depth each barge dfts during channel transit (e.g., ballast, trim, immersion rate, etc.). This info should be provided for each topside type & weight. Due to the complexity of the data being presented, it is suggested that both narrative & tabular presentation of data be utilized. 5. An incremental analysis, displaying the future topside movements by #, type, weight, & corresponding channel depth required for transport should be provided in the final rpt (at incremental channel depths beginning with 12' for the w/o proj & ending with 20'). Suggest using both narrative & tabular formats for illustrating this info. 6. Suggest using a scenario-based approach to address the uncertainty of key variables (e.g., market share, topside weight) used in estimating future fabrication contract benefits. The following is provided as an example. Following add'l data gathering efforts & analysis, further consideration should be given to the final scenarios used. -High market share (HMS) & max weights; HMS & med weights; HMS & low weights -Medium Market Share (MMS) & max weights; MMS & med weights; MMS & low weights -Low market share (LMS) & max weights; LMS & med weights; LMS & low weights Scenarios could be treated with equal likelihood of future conditions & result in a range of BCRs. Plan choice could then be made by</p>				

	<p>comparison of the # of BCRs higher than 1.0 to the # with BCRs less than 1.0. 7. The revised rpt should include all info & data necessary to understand the transportation cost savings analysis. For both w/o & w/ proj conditions, this info includes but is not limited to the following: commodity types, volume, volume projections over proj life; mode of transport; vessel fleet composition, characteristics & forecast; & full origin to destination costs. It is suggested that facility operations be presented in both narrative & tabular formats.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Nov-05</p>
1-4	<p>Backcheck Recommendation Close Comment Superseded by new comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 14-Mar-06</p>
	<p>Current Comment Status: Comment Closed</p>

Id	Discipline	DocType	Spec	Sheet	Detail
958952	Economics	Other	n/a		
<p>The benefit-cost comparison should not appear in the economics appendix. It should be displayed only in the main report.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 08-Aug-05</p> <p>Revised 12-Aug-05.</p>					
1-0	<p>Evaluation Non-concurred Disagree - The Economics Appendix does not recommend a plan. The benefit-cost comparison does appear in the Economics Appendix as appropriate.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment The economics appendix does not provide any documentation of the engineering costs used in calculating the benefit-cost ratio. The intent of a main report is to bring together and summarize the analyses documented in the technical appendices. Stylistically and logically, the benefit-cost ratio, presentation of net benefits, and subsequent identification of an NED and/or recommended plan should only occur in the main report. If MVN is intent on leaving the presentation in the economics appendix, it should also be added to the main report.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 19-Aug-05</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
959320	Economics	Other	n/a	n/a	n/a
<p>The economics appendix does not include a multiport analysis. While the analysis does acknowledge the availability of other fabrication sources in the immediate vicinity, it does not include a cost comparison. Furthermore, the analysis does not consider the possibility of 0% contracts for Iberia in the with project condition.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 08-Aug-05</p>					
1-0	<p>Evaluation Non-concurred Disagree - Based on the Public Law 109-13, directing the analysis of the benefits, performing a multi-port analysis would not apply. Concur - In the revised Economics Appendix, Section 5 Sensitivity Analysis, a discussion on POI gaining no new deep-water contracts in the with-project condition has been added.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment The language in PL 109-13 did not direct MVN to disregard ER-1105-2-100 in preparing a</p>				

	benefit analysis. It does apply, but MVN has opted not to include it.
	Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 19-Aug-05
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
959375	Economics	Other	n/a		
<p>The benefits presented in the economics appendix as appropriations directed benefits are more appropriately characterized as RED (Regional Economic Benefits). Recent guidance on Collaborative Planning published as EC 1105-2-109 states that any alternative plan may be selected and recommended for implementation if it has, on balance, net beneficial effects after considering all plan effects, beneficial and adverse, in the four Principles and Guidelines evaluation accounts: National Economic Development, Environmental Quality, Regional Economic Development, and Other Social Effects. The need for the Port of Iberia project is most compelling from the RED perspective. Per EC 1105-2-109, suggest that the economics appendix and main report are revised to present the recommendation as RED.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 08-Aug-05</p> <p>Revised 12-Aug-05.</p>					
1-0	<p>Evaluation Non-concurred Disagree - During the meeting, 2 August 2005, HQ directed the District to label the benefits derived from application of Public Law 109-13 as <input type="checkbox"/> appropriations directed benefits. <input type="checkbox"/> This has been changed in the report.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 19-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1105272	Economics	Planning Report	n/a	n/a	n/a
<p>Page 61, Table 16 provides Infield's projections for GOM platforms to be constructed over the 29-year period 2012-2041 - 48 platforms. Page 72 of the report states that there are a total of 57 units projected for the period 2012-2050. The report needs to explain the process used to arrive at the additional 9 platforms projected for the 9 year period 2042-2050. Note, there are text inconsistencies in the reported number of future topsides. Page 74 states that there will be 47 deepwater topsides after taking into account those lost due to competition (57 projected - 8 lost to competition); however the table on page 75 and elsewhere notes that there are 49 after consideration of competition.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Concurred Infield's long-term projections for the GOM deepwater platform market goes through the year 2050 while MMS projection terminate at the year 2041. The purpose of Table 16 is to show a comparison of MMS and Infields long-term projections for the GOM platform market. Infield forecasted a total of 48 topsides during the time period of the MMS projections (2012 - 2041). Infield projects an additional 9 units for deepwater GOM after 2041 bringing the total to 57 topsides for the 2012 - 2050 time period. This clarification will be included in the Economics Appendix. The text inconsistencies on page 74 will also be corrected in the Economics Appendix. The statement should say that there would be 49 deepwater topsides after taking into account those lost due to competition.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 09-Mar-06</p>				

1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1105274	Economics	Planning Report	n/a	n/a	n/a

Page 66 of the report states that one of the Big 4 (now Big Three) fabricators envisions a movement away from SPARS in the GOM and toward the use of semisubmersibles that can be fully integrated dockside. However, the scenario analysis assumes that the majority of future POI work will be SPARS. The largest SPAR in the GOM (Holstein- 17,000 tons) was constructed in modules, the largest of which was less than 8,000 tons. Even the largest semisubmersibles are built in modules and then fully integrated at deepwater ports like Corpus Christi (e.g., The Thunderhorse's largest module was approximately 6,500 tons). Accordingly, it is unclear what types of topsides are projected to be built at POI that will have weights in excess of 10,000 tons (i.e., those topsides that would have weights in excess of 10,000 tons and that would not be constructed in modules and fully integrated at deepwater ports).

Submitted By: [Kim Otto](#) (251-694-3842). Submitted On: 07-Mar-06

1-0	<p>Evaluation Check and Resolve This statement is from the July 2005 GEC draft report (page 67). Subsequent market share interviews do not validate or support this view. It appears that Spars are expected to continue to be the predominant hull type for deepwater GOM for the foreseeable future. The recent round of market share interviews suggests that topsides will be smaller than previously, particularly for some of the very big footprint platforms. At least one major oil producer reportedly announced that it would shift back to smaller platforms, moving away from the very large units that it publicized in the early 2000 decade. It was noted that "The platforms will be 6,000 to 7,000 tons topsides. He sees that 75 percent (between 2/3 and 3/4 of the topsides) will be in the 5,000, 6,000 and 7,000 ton range and the rest will be much larger" (refer to Summary of Interviews, Big 4 fabricator number 3). With regard to shoreside integration, the largest modules would not exceed 11,000 tons lift capability, but the actual shipment of multiple pieces could exceed this weight. It should be noted that the projected market (2012 to 2050) for the GOM has predominantly small topsides. Refer to Table 1 in the GEC Draft Supplemental Report wherein the projected GOM market is 46 topsides for a 16 foot channel, six topsides for an 18 foot channel, and five topsides for a 20 foot channel. The topsides market for the GOM and the POI under a market share approach is definitely for smaller topsides.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 13-Mar-06</p>
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1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1105275	Economics	Planning Report	n/a	n/a	n/a

Page 73, the investment scenario assumes that one or both of the POI fabricators makes the necessary investments in infrastructure. If only one firm makes the investment, it is assumed that the firm will garner a 12.5% market share. However, page 70, Table 18 does not show an equitable distribution of market share based upon production hour capability. Dynamic is shown to have 15% of the market and Omega has 9%. The scenario analysis should be revised accordingly.

Submitted By: [Kim Otto](#) (251-694-3842). Submitted On: 07-Mar-06

1-0	<p>Evaluation Check and Resolve There is no need to revise the scenario analysis because it has already been shown that</p>
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	<p>without two eligible firms for deepwater topsides fabrication at POI and a resulting 25 percent market share there are insufficient contracts vis-à-vis the project cost. The <input type="checkbox"/>one firm<input type="checkbox"/> and <input type="checkbox"/>two firm<input type="checkbox"/> scenarios were undertaken to show that there needed to be a plurality of firms eligible to bid at POI for large deepwater topsides (notwithstanding other single-user policy issues). Whether the market share of the individual firms is 12.5 percent, or 15 percent, or nine percent is largely irrelevant to the issue that without two firms and 25 percent there are insufficient contracts under with project conditions. All references about 1 firm investment will be deleted from report. Also, the tables in the GEC report, tables 3, 4 and 5, have been revised to omit the columns pertaining to investment and market share participation by one POI firm.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06</p>
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1105312	Economics	Planning Report	n/a		
<p>Main Report, page MR 5-2, paragraph 5 and Economic Appendix, page 5, paragraph 2: The report indicates that "... the appropriations directed benefits using Deepwater Fabrication contracts described in this analysis would represent regional economic benefits (RED), not NED benefits. <input type="checkbox"/> It is noted that EC 1105-2-409 now allows the Corps to make recommendations based on Regional Economic Development. An affirmative statement to this effect in the report may help to allay concerns related the used of the appropriations directed benefits, since these benefits could be used for project justification even without the Congressional language.</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p> <p>Revised 07-Mar-06.</p>					
1-0	<p>Evaluation Concurred An appropriate statement will be added to the text.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 13-Mar-06</p>				
1-1	<p>Backcheck Recommendation Close Comment Response is satisfactory.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 13-Mar-06</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1105313	Economics	Planning Report	n/a	n/a	n/a
<p>Page MR 4-21, paragraph two: The text indicates that Port of Iberia firms would be able to offer a cost savings of 3% on labor over other firms. This amounts to an overall savings of 1.5% on the total value of the topsides contracts. Other industry experts interviewed by Kevin Horn indicated that Port of Iberia firms might have to offer a discount up to 5% or more. Whatever the amount, this discount should be reflected in the benefit analysis as a reduction in the value of the topsides contract.</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve The typical market value of the fabrication contracts was regarded to range from \$7,000 to \$8,000 per ton. The potential of a POI fabricator <input type="checkbox"/>discount<input type="checkbox"/> to induce new work in the deepwater topsides sector is high, but is not likely to occur on a sustained basis. The <input type="checkbox"/>discount<input type="checkbox"/> reflected here, 1.5 percent, would be \$120 per ton, which would hardly have any impact on the present value of the contracts if sustained over the duration of with project</p>				

	<p>conditions. However, there is no indication that POI fabricators would have a continuous cost advantage for large deepwater topsides that would be reflected in a <input type="checkbox"/> discounted <input type="checkbox"/> pricing structure that would materially affect the present value of the market share of the expected contracts under with project conditions. It is also reasonable to expect that POI deepwater topsides won by pricing <input type="checkbox"/> discounts <input type="checkbox"/> would eventually be returned to a prevailing price range consistent with building customer loyalty and continued satisfactory performance.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 13-Mar-06</p>
1-1	<p>Backcheck Recommendation Close Comment Response is satisfactory</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 13-Mar-06</p>
	<p>Current Comment Status: Comment Closed</p>

Id	Discipline	DocType	Spec	Sheet	Detail
1105322	Economics	Planning Report	n/a		
<p>Main Report, page MR 4-25, paragraph 2: The report indicates that "... a scenario approach was undertaken to evaluate project benefits. <input type="checkbox"/> The Corps currently has no guidance regarding the use of scenario analysis so it is difficult to conduct a technical review of this formulation approach. Since no probabilities are associated with the various scenarios presented in the report, assessing the future <input type="checkbox"/> without <input type="checkbox"/> and <input type="checkbox"/> with <input type="checkbox"/> project conditions is challenging. However, this reviewer believes that some assessment of the scenarios is needed, to determine to approximate most likely future conditions. The attached analysis is this reviewer's assessment of the various components of the scenarios based on the information provided in the report. The District should consider this assessment in making a recommendation. (Attachment: FormulationofScenarios.doc)</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p> <p>Revised 07-Mar-06.</p>					
1-0	<p>Evaluation Check and Resolve As agreed to at the March 10, 2006 meeting all references to Performance Scenarios will be removed from the Economics Appendix. The tables in the GEC report, tables 3, 4 and 5, have been revised to omit the columns pertaining to the performance scenario. The district has not received guidance as to how the assign probabilities to the scenarios. In this analysis all scenarios have the same likelihood of occurrence because we have no basis for assigning differential probabilities.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06</p>				
1-1	<p>Backcheck Recommendation Close Comment The comment was intended to encourage the District to provide a qualitative assessment of each of element of the scenario analysis to support the recommendations contained in the report. The District has declined to provide this qualitative assessment. Corps guidance does not currently address the use of scenario analysis so there is no definitive way to resolve this issue. However, the ITR certification documentation will note that the use of scenario analysis is not addressed in Corps guidance.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 16-Mar-06</p>				
	<p>Current Comment Status: Comment Closed</p>				

Id	Discipline	DocType	Spec	Sheet	Detail
1105352	Economics	Planning Report	n/a		
<p>Design Vessel. Information provided in the report is contradictory. The light draft of the barge described in Table 20 on page 78 is 4-feet. However, the light draft of the barge displacement calculator on page 80 is 1 ½-foot. The largest ocean barge listed on the McDonough Marine Service web site is the Marmac 400. The light draft of this vessel is 3-feet 3-inches. Cargo capacity at loadline is 12,626 tons. Overall specs of the Marmac 400 are length</p>					

<p>400-feet, width 100-feet, molded depth 20-feet, loadline draft 14-feet 3-inches. Given the loaded draft and light draft and the cargo capacity, the tons per foot are 1,150 instead of the 1,250 used in the report. The McDonough Marine web site did not show any ocean barges that were 400 x 100 with molded depth 25-feet and loadline draft of around 20-feet. Loading of the barges described on pages 78 and 79 is not consistent with the available equipment that can navigate the with project channel. (Comment continued)</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p> <p>Revised 07-Mar-06.</p>	
1-0	<p>Evaluation Check and Resolve Barge immersion rates will vary, so the rates reported here should not be viewed as prescriptive for all barges rather than descriptive subject to some variations. For example, we used a range of one foot per 1,000 tons and one foot per 1,250 tons (refer to Table X on page X in the Economic Appendix). The barge draft for 1,150 tons per foot with a four-foot lightweight draft would be 9.22 feet for a TLP (6,000 tons shipping weight), 11.83 feet for a Spar (9,000 tons shipping weight), 14.43 feet for an FPSO (12,000 tons shipping weight), and 17.04 feet for a semisubmersible (15,000 tons shipping weight). These drafts, exclusive of ballast, are not materially different from the drafts in Table 1 associated with the 1,250 tons per foot immersion that was used. The TLP and Spar topsides would still be accommodated by a 16 foot project (albeit with about one-half of one foot less ballast draft) using 1,150 tons per foot. Similarly, the FPSO topsides would still be accommodated by the 18 foot project (albeit with about 0.8 foot less of ballast draft), and the semisubmersible would still be accommodated by the 20 foot project (albeit with about one foot less ballast draft). There will be differences in barge immersion rates, but the range suggested here, 1,150 to 1,250 tons per foot, does not affect the sizing of the project with respect to the size categories of topsides.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 13-Mar-06</p>
1-1	<p>Backcheck Recommendation Open Comment See discussion comment 1105354.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>
2-0	<p>Evaluation For Information Only See discussion in 1105354.</p> <p>Submitted By: Mark Haab (504-862-2497) Submitted On: 29-Mar-06</p>
2-1	<p>Backcheck Recommendation Close Comment See discussion comment #1105354</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 30-Mar-06</p>
<p>Current Comment Status: Comment Closed</p>	

Id	Discipline	DocType	Spec	Sheet	Detail
1105354	Economics	Planning Report	n/a		
<p>(Comment Continued) The McDonough Marine web site did not show any ocean barges that were 400 x 100 with molded depth 25-feet and loadline draft of around 20-feet. Loading of the barges described on pages 78 and 79 is not consistent with the available equipment that can navigate the with project channel. The design vessel was identified on Main Report section 4. This vessel is 400 x 100 with a molded depth 25-feet and maximum draft of 21-feet. However, the report did not provide the names of any barges that meet these characteristics. The report must identify specific barges which can use Port of Iberia's proposed project channel 20 x 150 foot dimensions and discuss availability of these barges to the Port of Iberia.</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p> <p>Revised 07-Mar-06.</p>					
1-0	<p>Evaluation Check and Resolve See Attachment</p>				

	Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06 (Attachment: ITR_1105352_1105354.doc)
1-1	<p>Backcheck Recommendation Open Comment</p> <p>The response does not provide the actual names of any design deck barges that match the specifications identified in the report with capacity to transport topsides up to 15,000 tons and associated ballast. In addition an independent engineering analysis is needed to verify the cargo weight and ballast requirements for the 12,000 and 15,000 ton topsides.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>
2-0	<p>Evaluation Check and Resolve</p> <p>See attachmnet.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 27-Mar-06 (Attachment: ITR_1105352_354.doc)</p>
	<i>Backcheck not conducted</i>
3-0	<p>Evaluation For Information Only</p> <p>Along with the Crowley 450 additional Barge information is shown in the attachment.</p> <p>Submitted By: Mark Haab (504-862-2497) Submitted On: 29-Mar-06 (Attachment: globalindustries.pdf)</p>
3-1	<p>Backcheck Recommendation Close Comment</p> <p>Responses are satisfactory. Comment is closed.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 30-Mar-06</p>
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
1105361	Economics	Planning Report	n/a	n/a	n/a
<p>Existing Capacity of GIWW Segment. Reference is made to the Economics Appendix page 30. Twin Brothers Marine is located on the GIWW at the Port of West St. Mary near Lafayette, Louisiana. The work force of 400 is in the same size as Port of Iberia Omega Natchiq. Twin Brothers fabricates offshore oil and gas decks and other steel modules to 10,000 tons and jackets to 800 feet of water depth. This firm has completed projects in GOM, Trinidad, West Indies, Venezuela, Nigeria, Cote D'Ivoire, Cameroon, and Gabon. It appears that this firm can use the GIWW to ship 10,000 ton topsides. Since the GIWW can accommodate 10,000 ton topsides, any incremental deepening or widening beyond the 10,000 ton capacity of the GIWW portion needs to be separately justified.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve</p> <p>Most definitely not. We interviewed the □Twin Brothers□ (J. Cameron Webster, Managing Member, and David H. Webster, Director, Strategic Planning & Development), and our notes indicate the following pertaining to sizes of topsides that they have executed: □They have made topsides from 1000 to 1500 tons and up to 4,000 tons. The smaller topsides have been delivered to Trinidad, Nigeria, and Mexico. For these topsides there is mostly tubular rolling and not much fabrication. For large topsides they would need a skid way with 10,000 ton weight bearing capability. Right now their water is 12 to 14 feet. A 4,000 ton topside would need about 9 to 9.5 feet of water draft through Vermillion Bay.□ They cannot ship through the GIWW because of bridge height (also pertains to POI), and they would use the same routing as POI to reach the GOM. They suggested to us that their largest topsides would be 4,000 tons (shipping weight), similar to POI.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 13-Mar-06</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06</p>				

Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
1105362	Economics	Planning Report	n/a	n/a	n/a
<p>Forecasted Size of Topsides. The main report and economics appendix did not provide a substantiated basis for the future sizes of topsides. The trend in all industries is to substantially reduce the size and environmental footprint. The Oil and Gas Journal (October 17, 2005) has also discussed this trend in downsizing topsides. European firms have made advances in technology, which permits smaller crews for platform operation. The topside space for crew quarters can be reduced due to these technological advances. The table on page MR-3 of the main report shows a great dispersion in the weight of topsides and the depth of water. For example, the Neptune spar located in 588-meters of water had a topside weight of 4,500 tons. This size is within the without-project capability of Port of Iberia. Also, a 6,500-ton Marlin TLP topside was in 979 meters of water depth. Also, the Port of Iberia has recently handled a 6,500-ton topside within the existing channel dimensions. The relationship between depth of water and topside size has not been clearly demonstrated by a data analysis. Also, the industry trend to reduce the topside size and environmental footprint was not considered in the analysis. The economic analysis needs to show the relationship of topside size to depth of water and industry trends in the size of topsides needed.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve</p> <p>We have no explicit reference or record of such an event. The closest thing is that the web site for Omega Natchiq (www.omeganatchiq.com/Solutions/Onshore/body_onshore.html), that references <input type="checkbox"/>innovative <input type="checkbox"/>open cell<input type="checkbox"/> bulkhead system in New Iberia, we can fabricate and load out projects in excess of 6,000 tons<input type="checkbox"/>. The July 2005 G.E.C. report identified a list of deepwater platform topsides (Table 2, page 6) which included the <input type="checkbox"/>Prince<input type="checkbox"/> constructed by Omega Natchiq. The Omega Natchiq website (www.omeganatchiq.com/News/body_news.html), indicates that the <input type="checkbox"/>Prince<input type="checkbox"/> topside was a 4000 short ton structure. <input type="checkbox"/>Under the terms of the contract, Omega fabricated the topsides, including structural equipment installation, electrical and instrumentation systems, hook-up and pre-commissioning. The deck is a three-level, 114-ft. by 130-ft., 4,000 short ton structure. The platform will be capable of processing up to 50,000 barrels of oil and 80 million cubic feet of natural gas per day and supporting a workover rig<input type="checkbox"/>. Table 2 in the G.E.C. July 2005 draft report purportedly lists a complete inventory of deepwater GOM installations (augmented by Topsides Inventory Update in February 17, 2006 Draft Supplemental Report). The <input type="checkbox"/>Prince<input type="checkbox"/> is the only GOM deepwater platform to date identified as constructed by Omega. It is possible that Omega has constructed other large deepwater platforms for world regions other than the GOM but these have not been identified. The former Unifab indicated that the ship, bulkhead and loadout facilities at the fabrication yard enable the company to produce decks and deck components weighing up to 6,500 tons, but access channel limitations restrict structure weights to something under 4,000 tons according to Unifab<input type="checkbox"/>s SEC filings or under 5,000 tons according to Unifab<input type="checkbox"/>s survey sheet that was prepared in conjunction with the 2005 National Ports and Waterways Study (refer to July 2005 Draft Report, page 20.).</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1105365	Economics	Planning Report	n/a	n/a	n/a
<p>Multi-Port Analysis. The October 2005 report showed NED benefits from transportation savings. This report does not show any traditional NED transportation benefits. Therefore, the report benefits represent transfers from other Gulf of Mexico firms that build topsides for the oil industry. Reference is made to 1105-2-100 dated 22 April 2000 pages E-49 and E-50. <input type="checkbox"/>Analysis of potential or prospective movements must consider competing ports, hinterland</p>					

<p>transportation, vessel itineraries, ultimate origins or destinations of commodities, and assess the certainty with which benefits will accrue. □ The report did not provide any information to decision makers on the navigation depths available at competing ports or the closeness of these ports to the Gulf of Mexico, which would minimize investment in channel deepening. Because other competing ports are closer to the Gulf of Mexico and are at or greater than proposed depths the likelihood of achieving these benefits is greatly diminished. The report needs to give weight to the competitive risk coming from multi-port competitors.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06</p>	
1-0	<p>Evaluation Check and Resolve</p> <p>The Econ Appendix notes on page 5 the depth of the other harbors with top side fabrication industries. All ports and industries were considered. Only a share of deep water business was assigned to Pol firms in with project condition and the shares assigned in the scenarios reflect the capabilities of other ports/facilities. Transportation costs is a very small portion of the cost/value of fabrication contracts and not a significant decision factor in award of contracts. In addition, some actual locations in GoM for many of the leases will be closer to Pol than ports in TX. Sufficient consideration has been given to multi-port in the analysis</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 14-Mar-06</p>
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06</p>
<p>Current Comment Status: Comment Closed</p>	

Id	Discipline	DocType	Spec	Sheet	Detail
1105368	Economics	Planning Report	n/a	n/a	n/a
<p>Topside Fabricated Weight and Loadout Weight. Reference is made to Main report page MR 4-6. Fabricated weight does not include additional components such as heliports and living quarters. The topside fabricator contract weights were assumed to be 6,000, 8,000 and 10,000 tons for SPAR, FPSO and FPS respectively. The corresponding installed weights were assumed to be 9,000, 12,000 and 15,000 tons. The depths for the installed topsides were 16, 18 and 20 feet respectively. The weight of the topside and the corresponding channel depth are absolutely key elements in determining incremental benefits by foot of channel depth. There is a concern that there is not a table of information comparing as built fabricated topsides and the installed weight. The report needs to provide backup tables showing the relationship between fabricated weight and installed weight.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve</p> <p>See attached</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06 (Attachment: ITR_1105368.doc)</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
1105371	Economics	Planning Report	n/a		
<p>Characteristics of Topside Types. Reference is made to Minerals Management Service Publication OCS Study MMS 2004-041, Economic Impact in the U.S. of Deepwater Projects: A survey of Five Projects -0 May 2004. Spar's have a significant advantage over TLP's in that they can be installed in up to 10,000 feet while the depth limit for TLP's is 5,000 feet. This information is from pages 57, 59 and 63 of the MMS report. It is not clear if the economic analysis has taken this deep-water advantage of Spar's into account.</p>					

Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06	
Revised 08-Mar-06.	
1-0	Evaluation Check and Resolve See Attachment Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06 (Attachment: ITR_1105371.doc)
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1105372	Economics	Planning Report	n/a	n/a	n/a
<p>Fabrication Weights of TLPs and SPARs. Reference is made to page 63 of the Minerals Management Service Publication OCS Study MMS 2004-041. This publication noted that Spars have less equipment capacity than full size TLPs. However, the Economics Appendix assumed that, the topside fabricator contract weights were assumed to be 4,000 tons for TLPs and 6,000 tons for SPARs. If the SPARs have less equipment capacity the fabricated topside weight would be less for SPARs than for TLPs. In light of the MMS information an explanation is needed as to why a SPAR topside weight would be greater than for TLPs.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Mar-06</p>					
1-0	Evaluation Check and Resolve The □typical□ TLP topside was estimated to be 4,000 fabricated tons and 6,000 loadout tons with all equipment installed, etc. The □typical□ Spar topside was estimated to be 6,000 fabricated tons and 9,000 loadout tons with all equipment installed, etc. This is not to suggest that larger TLPs may exist (as well as larger Spars). The industry interviews suggested that TLPs would normally be expected to be smaller than Spars with regard to topsides but this was a general expectation in terms of a description of the norm rather than an absolute prescription of a standard. The TLPs and smaller decks appear to be more inclined for smaller fields (50,000 bbl per day) compared to Spars which are more oriented for deeper water (ultra deep, >5,000 feet). Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kim Otto (251-694-3842) Submitted On: 17-Mar-06				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1105373	Economics	Planning Report	n/a		
<p>Platform Projections & Base Year. Ref. Economics Appendix. Pages 61 and 75 (Tables 16 and 19). The project on-line date and benefit stream starts in year 2012. The data on Table 16 includes data prior to the base year of 2012. Under the Infield column the table shows 32 topsides being built during 2002-2006 (18) and during 2007-2111 (14). This accelerated rate of topside installation is pre-project year 2012. From 2012 on the Infield data shows a decline in number of platform installations. By 2041 only 4 topside platforms were built between 2037 - 2041. The concern is Table 19 incorporates pre-project time frame of topside platform installations into the benefits stream starting in 2012. Since the project is not to be built before 2012, the 32 topsides built before 2012 need to be removed from table 19. For benefit purposes only topsides built after 2012 should be considered in the benefit analysis. The economic analysis needs to be corrected.</p>					

Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06	
Revised 07-Mar-06.	
1-0	Evaluation Non-concurred Table 16 in the Economics Appendix shows that 48 GOM deepwater topsides are forecasted by Infield to occur from 2012 - 2041. Although not shown in Table 16, nine more GOM topsides are forecasted by Infield to occur from 2042 - 2050. Therefore none of the 57 topsides shown in Table 19 are projected to occur before 2012. Submitted By: Daniel Whalen (504-862-2852) Submitted On: 09-Mar-06
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 16-Mar-06
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1105434	Economics	Planning Report	n/a	n/a	n/a
Vessel Clearance & Barge Stability. Weight distribution of oil platform topsides is not uniform. Center of gravity is not the center of the barge; ballast is needed for level trim. The GRC shipyard interview pointed out the need for 2-feet of clearance. The feasibility report on page 77, points out "when the load exceeds 12,000 tons the ballast requirements decline." "This is because ballast weight is replaced by the weight of the load." However, the immersion weight of the load would not offset the need for ballast. The topside center of gravity needs a compensatory weight adjustment and ballast is the mechanism to achieve a level barge. Heavier topside weights will require additional offsetting ballast to compensate for a greater off center weight than lighter weight units. Ballast is a trade-off for cargo-carrying capacity. Therefore, level trim and stability requirements make the loading topsides near the weight limit of the barge infeasible. (Comment Continued) Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06					
1-0	Evaluation Check and Resolve See Response to 1105460 Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1105440	Economics	Planning Report	n/a	n/a	n/a
(Comment Continued) Heavier topside weights will require additional offsetting ballast to compensate for a greater off center weight than lighter weight units. Ballast is a trade-off for cargo-carrying capacity. Therefore, level trim and stability requirements make the loading topsides near the weight limit of the barge infeasible. According to an estimate provided by IWR, 15,000 ton topsides would require ballasting equivalent to 35-60% of weight. The report should provide an engineering analysis of the barge stability requirements. The configuration of the separate ballast tanks on the barge and the ability of ballast to compensate for off-center weight should be discussed. Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06					
1-0	Evaluation Check and Resolve See Attachment Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06 (Attachment: ITR_1105440.doc)				

1-1	<p>Backcheck Recommendation Close Comment While this comment is closed there is an outstanding concern regarding vessel specifications in comments 1105352 / 354.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1105446	Economics	Planning Report	n/a	n/a	n/a
<p>Associated Costs. Draft Supplemental Report Appendix. The contractor's summaries of interviews document several concerns about the physical capabilities of POI fabricators to accommodate the forecast large topside structures, identifying necessary capital improvements totaling millions of dollars. The Supplemental Report presented two scenarios related to capital improvements to reflect the extent that one or both firms at POI would make the necessary improvements to fabricate deepwater topsides. The Economics Appendix displays the two firms scenario because "investigations of yard conditions at POI revealed that adequate facilities currently exist to a sufficient degree to support it. " However, the Main Report on page MR 4-18, notes that improvements would be necessary to accommodate 15,000 ton modules, indicating that associated costs would be part of a specific topside project cost and not the cost to the Port of Iberia projects. (Comment Continued)</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve See resopnse to 1105460</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06</p>				
1-1	<p>Backcheck Recommendation Open Comment See discussion comments 1105460</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>				
2-0	<p>Evaluation For Information Only See discussion in 1105460</p> <p>Submitted By: Mark Haab (504-862-2497) Submitted On: 29-Mar-06</p>				
2-1	<p>Backcheck Recommendation Close Comment See Discussion Comment #1105460.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 30-Mar-06</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1105460	Economics	Planning Report	n/a	n/a	n/a
<p>(Comment Continued) Deferral of capital improvements to include costs in specific contracts is not workable. In a competitive market with over-capacity customers will not absorb the full cost of capital enhancements in their contracts when they can use other fabricators will full capabilities. Inexperienced POI fabricators in the deepwater topside business and the perception that they are not properly outfitted to perform could require significantly lower bids than competitors. Postponing capital improvements until a customer comes along to pay for them can insure that a successful bid would not be made and business will go elsewhere. Improvements identified as necessary to fabricate 15,000-ton modules should be quantified as with project associated costs and included among project costs for the 20-foot channel alternative. This accounting for associated costs is necessary since building the topsides at competitors ports does not require this extra investment.</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve To the extent that capital investments have to be made for particular topsides with regard to size (weight) that is associated with channel depth, there would be associated costs applicable</p>				

	<p>to the related channel depths. However, as the response to comments 1105274 states, with regard to shore-side intergration, the largest modules, would not exceed 11,000 tons lift capability, which will likely fall within two of the three existing yard capabilities. One of the yards will require some soil bearing reinforcements. However, industry sources indicate that the improvements would be minor and cost approximately \$500,000.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06</p>
1-1	<p>Backcheck Recommendation Open Comment</p> <p>The 20 foot channel alternative is predicated on shipment of a single 15,000 ton integrated topside. However, information provided in response to this comment, as well as 1105274 indicates that individual pieces totaling 15,000 tons are transported. If this is the case it appears that individual topside components could be transported separately and that this would require less channel depth.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>
2-0	<p>Evaluation For Information Only</p> <p>Current industry practice is for the fabricated component and the add-on component to be transported on a single barge. Industry expression for this preference is based on safety and operational considerations. The analysis is predicated on the continuation of current industry practice. However, It is possible for the two components to be transported on separate barges which could have benefit and formulation impacts.</p> <p>Submitted By: Mark Haab (504-862-2497) Submitted On: 29-Mar-06</p>
2-1	<p>Backcheck Recommendation Close Comment</p> <p>This commentor believes that the issues regarding modularization are now fully acknowledged and adequate information is available for decision making; thus, this comment can be closed. However, this commentor is troubled that the report has not included in the "without project condition" a simple and comparatively inexpensive change in industry practices, which would have to be adopted only on rare occasion over the period of analysis, and would apparently save the American taxpayers a significant amount of money, both in terms of project first cost and O&M.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 30-Mar-06</p>
<p>Current Comment Status: Comment Closed</p>	

Id	Discipline	DocType	Spec	Sheet	Detail
1105472	Economics	Planning Report	n/a	n/a	n/a
<p>Industry Financial Strength & Risk to Federal Channel Investment. POI fabricators are not top tier large topside fabrication firms. A sharp decline in the market for small topsides in the shallow water areas of the Gulf of Mexico is underway. Reference page 17, Economics Appendix, "At full force Omega Natchiq employs between 450 and 500 workers, but at the moment is around 25% of that capacity." Competition among the Gulf Coast fabricator ports will be intense and larger projects will go to the established top tier fabricators under the conditions of excess capacity. Firm viability and ability to compete will be eroded as the skilled labor force moves to the firms at ports where both small and large topsides are being built. The report must discuss economic viability and financial stability of the POI firms. Substantial risks exist to the POI topside industry and Federal channel improvement investment with the current over capacity between now and project completion in 2012.</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p>					
1-0	<p>Evaluation Check and Resolve</p> <p>The report does discuss this to the extent that this information is in the public domain, which was applicable to Unifab until it was sold to a private investor. The information does not exist other than through proprietary disclosures. The financial capabilities of these firms (mid-two fabricators at POI) would be part of the overall eligibility evaluations by the oil companies that use their services, presently and in the future under with project conditions. It should be noted that the particular firms may wax and wane, such a Unifab, but the tangible and intangible assets are what is required to produce topsides.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 15-Mar-06</p>				

1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
1105475	Economics	Planning Report	n/a	n/a	n/a
Sponsor Information. Reference is made to Main Report page MR 1-12. The local sponsor reference to the previous BCR of 1.8 to should be updated. Also an updated letter of support should be included in the report from the Port of Iberia and the Louisiana Department of Transportation and Development. Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06					
1-0	Evaluation Concurred The sponsor is providing an updated letter of their views and it will be included in the report. References to the past BCR of 1.8 will be deleted. (Entered on 14 Mar 06 by Jake Terranova for Carol Burdine). Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Mar-06				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 16-Mar-06				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
1105479	Economics	Planning Report	n/a	n/a	n/a
Critical Link in Project Lacks Support. The Abbeville Harbor & Terminal District (AHTD) operates the bypass channel at the Freshwater Bayou Canal. The October 5, 2005 letter from the Executive Director withdrew support for the proposed project. The AGMAC letter of October 26, 2005 indicated that a reply to the October 5, 2005 letter has not been received. The majority of the proposed AGMAC Channel from the Port of Iberia to the Gulf of Mexico will be located outside of the Port of Iberia and located in Vermillion Parish. The report did not include sufficient information that support from this critical link would be forthcoming. Since the limits of the proposed project extends beyond the Port of Iberia into Vermilion Parish the Louisiana Department of Transportation and Development (LADOTD) agreed to act as non-Federal sponsor for project construction. (Comment Continued) Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06					
1-0	Evaluation Concurred See response to 1105481. Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Mar-06				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
1105481	Economics	Planning Report	n/a	n/a	n/a
(Comment Continued) Appendix G page 52 Corps response to letter noted that MVN is working with Vermillion Parish on an independent hurricane protection project. On page 61 of Appendix G the November 15, 2005 letter					

<p>from the Vermillion Parish Police Jury pointed out continued firm opposition to the project unless a levee at category 5 protection is provided. The Corps response noted the letter. The report needs to indicate the status of both AHTD and Vermillion Police Jury support. Also LADOTD support needs to be determined in light of the AHTD and Vermillion Parish Police Jury letters withdrawing support.</p> <p>Submitted By: Kenneth Claseman (251-694-3840). Submitted On: 07-Mar-06</p>	
1-0	<p>Evaluation Concurred</p> <p>The following is the Corps' response to the letter. Corps Response: LADOTD has submitted letters of intent stating their intention to serve as the sponsor for the Port of Iberia, LA project, see exhibit 2. CEMVN has received funds to conduct an expedited reconnaissance study, estimated at 6 months, for areas recently affected by hurricanes including Southwest Coastal Louisiana. The project area includes the parishes of Cameron, Calcasieu, and Vermilion. Several alternatives would be formulated during the reconnaissance study with the intent of providing a full range of protection for developments against hurricane surge and wave action. This study would also address the feasibility to construct 12-foot armored levee along the Gulf Intracoastal Waterway. The reconnaissance study will be completed in coordination with the comprehensive assessment for the South Louisiana Hurricane Protection, Louisiana (SLHP) project. It is envisioned that the recommendations from the reconnaissance study will be incorporated in the SLHP Project for further evaluation and implementation.</p> <p>Submitted By: Daniel Whalen (504-862-2852) Submitted On: 16-Mar-06</p>
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 17-Mar-06</p>
<p>Current Comment Status: Comment Closed</p>	

Id	Discipline	DocType	Spec	Sheet	Detail
1105484	Economics	Planning Report	n/a	n/a	n/a
Topside Fabricated Weight and Value Per Ton. Reference is ma					

All Comments for the Port of Iberia Feasibility Study Review of E.I.S. and Environmental Appendix

Comment Report: All Comments
 Project: **Port of Iberia Deepening Feasibility Study**
 Review: **For the POI - E.I.S and Environmental Appendix ITR**
 (sorted by Discipline , ID)
 Displaying 28 comments.

Id	Discipline	DocType	Spec	Sheet	Detail
960598	Environmental	Planning Report	Abstract	n/a	n/a
<p>Question the inclusion of the following statement in the EIS ... 'The CE-MVN intends to apply for and meet all requirements for a 404(r) exemption.' Use of 404(r) is not encouraged by the Corps and is typically reserved only for those projects where it is unlikely that the State will issue 401 Certification. Use of 404(r) is relative to compliance with the Clean Water Act not NEPA. Recommend that this statement be removed from the Abstract and the body of the EIS.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Removed statement from abstract and the body of the EIS.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
960613	Environmental	Planning Report	S-4 and throughout	n/a	n/a
<p>The No Action Alternative needs to be fully developed. In places is states that No Action would include maintenance of the Commercial Canal (local), GIWW and FWB (Corps) but in other areas it is stated that the local would continue to utilize the Commercial Canal through Vermilion Bay (ANC). Yet statements indicate that the channel through Vermilion Bay is inefficient due to fluid mud and causes negative impacts due to saltwater intrusion. Why would the locals continue to maintain an inefficient channel if the Corps is already maintaining another channel. At what time does the existing Port of Iberia permit expire and what is the likelihood that it would be extended. The EIS needs to document what is the current practice and what would likely be the No Action scenario for the next 50 years. The rationale for any differences should be fully explained in the Alternatives section of the EIS.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred The No Action Alternative has been rewritten to clear up confusion and the reference to the Acadiana Navigation Canal has been removed.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
960621	Environmental	Planning Report	S-6	n/a	n/a
<p>Please explain the relevance of the statement 'disposal plan does not incorporate an ocean-dumping site'. Ocean disposal is an option of last resort per the Ocean Dumping Regulations. If all material is accounted for then utilizing an ODMDS would be contrary to MPRSA and CZM would not even come into play. Statement is not pertinent to fully disclosing impacts of the proposed action. Recommend deleting statement.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Deleted statement as suggested.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960626	Environmental	Planning Report	S-8, Table S-1	n/a	n/a
<p>If you start out with 2334 acres of 'something' in the beginning then you should have 2334 acres of 'something' at the end. I fail to understand how, if the study area stays the same, you can have an increase in acres over what is there today. I understand that the acres within each habitat type will change but the total acres should remain the same. I have no problem with the AAHUs changing over time. Revise table to make it an accurate comparison by habitat type and plan.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Added a column for "other habitat" that was not accounted for in the table. By restructuring the table in question, the acres started out with are the same geographic acres we end with in the table which should clear up the confusion.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960629	Environmental	Planning Report	S-9, Mitigation	n/a	n/a
<p>The report should clearly state that mitigative credit is being given for other aspects of dredged material disposal which include creation of wetland from openwater areas. It should also state that no additional mitigation is required.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred The following statement was added to the summary and the EIS body: "no additional mitigation would be required". The disposal plan encompassed several methods of disposal necessary to accommodate such a large quantity of material. The only compensable mitigation was described in the Section entitled impacts under a subheading mitigation. The entire disposal area plan was formulated in a manner agreeable to Federal and state resource agencies as well as</p>				

	private interests. Overall, the Recommended Plan was formulated in a manner that would be self-mitigating. Section 2 of Alternatives was reworded to better describe the disposal methodologies. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
960632	Environmental	Planning Report	S-9, Description of No Action Plan	n/a	n/a
<p>It would seem that the aspects mentioned relative to impacts of maturation of the Atchafalaya River delta would also occur with the Recommended Plan as this project does nothing to restrict continued freshwater input, nutrients, sediments etc. It appears that the author is mixing apples and oranges in an attempt to justify the recommended plan. The impacts of the No Action Plan should be primarily restricted to those that are caused by maintenance of the existing channels as overlain on the backdrop of those impacts caused by nature. Recommend re-writing the entire paragraph in the summary and any portions of the main EIS that reflect this approach.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred No Action Plan description in the summary was deleted and replaced with a description in the EIS body. The deleted paragraph was then added to the Existing Conditions Section of the EIS (3.2.1) entitled "Marsh" as background information. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
960637	Environmental	Planning Report	EIS-1, Sec 1.3a	n/a	n/a
<p>IS POI the only location within the Gulf of Mexico that has this geographic advantage or is it just one of many? The EIS needs to tell the full story relative to the deep-water exploration needs within the region. Would the near by service vessel industries convert into building or repairing larger service boats?</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Coordinated with MVN Economics section. Some of the information in the referenced section is old report data. The DEIS has been modified and updated based on revisions provided by MVN Economics section. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
960650	Environmental	Planning Report	EIS-2, Sec 1.3b	n/a	n/a
<p>Why go into the detail in the first paragraph on types of platforms as this is not used further? It seems odd that if 80 % of the hulls were built outside the US yet only 62% of the construction cost was outside US. Is there something other than limitation posed by channel depth (i.e. costs) playing a role in where industry chooses to build? Were all these hulls destined for US waters or was a portion of the hulls built for areas other than the US, i.e. North Sea.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Coordinated with MVN Economics section. Some of the information in the referenced section is old report data. The DEIS has been modified and updated based on revisions provided by MVN Economics section.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960652	Environmental	Planning Report	EIS-2 & 3, Sec 1.3c	n/a	n/a
<p>Paragraphs 2 and 6 are redundant</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Deleted paragraph 6.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960660	Environmental	Planning Report	EIS-3, Sec 2.1	n/a	n/a
<p>See earlier comment relative to No Action Alternative and Plans eliminated from further study.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Addressed with previous No Action revisions.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960668	Environmental	Planning Report	EIS-6, Sec 2.2	n/a	n/a
Please explain the statement 'Additionally, the capture of transportation cost savings...'					
Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05					
1-0	Evaluation For Information Only The Transportation Cost Savings benefit category has been removed from the analysis. Therefore any reference to this benefit category will be removed, as well, from the text. Submitted By: Jake Terranova (504-862-2709) Submitted On: 28-Mar-06				
1-1	Backcheck Recommendation Close Comment Response is satisfactory. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 30-Mar-06				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960677	Environmental	Planning Report	EIS-6, Sec 2.2	n/a	n/a
The statement in the 2nd paragraph 'As a result, any accounting ...' is not true. These alternatives would provide benefits, however when compared against the costs of construction, they would be negative. You should also include the cost of the construction and future maintenance increment in the last sentence of this paragraph.					
Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05					
1-0	Evaluation Concurred Deleted statement from DEIS. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960694	Environmental	Planning Report	EIS-7, Description of No Action Plan	n/a	n/a
See earlier comment. For specific discrepancy of discussion of the No Action Plan, refer to this section and then compare with No-Action Plan discussion of impacts on marshes on EIS-28. We should be analyzing the same no action plan throughout the EIS.					
Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05					
1-0	Evaluation Concurred No Action Plan was rewritten to be consistent throughout the document. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960710	Environmental	Planning Report	EIS-8, Description of Recommended Plan	n/a	n/a
<p>1 full paragraph on page. is the 12 to 18 million cubic yards new work or a combination of new work and maintenance. Need to make sure that this EIS covers the impacts associated with the maintenance increment (i.e. the increase of the recommended plan over the No Action Alternative) for the full 50-year life of the project. It would be very beneficial if information relative to the quantity of new work and future maintenance as well as the quantity of maintenance per maintenance cycle is included in this description. Is the maintenance cycle changing with this plan. What is the overall increase in maintenance costs associated with this project.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred The quantities for construction and maintenance will be made more clear in the appropriate place in the EIS. Maintenance costs associated with this project will be displayed in the Engineering Appendix.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
960720	Environmental	Planning Report	EIS-18, Section 3.2.4	n/a	n/a
<p>Please check your reference to Piping Plover nesting along the Coast. According to our references, the Piping Plover breeds along the coast from the Gulf of St. Lawrence south the North Carolina and locally inland from Canada to Pennsylvania. It is known to winter on the coast from South Carolina to Texas. The critical habitat designation by FWS lists this area as an important winter resting location, not for nesting.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Changed nesting to resting in both the EIS and the Main Report.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
<p>Current Comment Status: Comment Closed</p>					

Id	Discipline	DocType	Spec	Sheet	Detail
960721	Environmental	Planning Report	EIS-18, Section 3.2.6	n/a	n/a
<p>This section should also address any designated critical habitats.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred</p>				

	Added the critical habitat information in the EIS. The only critical habitat occurring in the project vicinity is Piping Plover and I gave a brief description in Section 3 per your suggestion. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
960730	Environmental	Planning Report	Section 3.2 Significant Resources	n/a	n/a
Section is lacking a discussion of sediment and sediment quality. This is required to comply with the Clean Water Act. The possibility of sediment contamination is relevant to the issue at hand and must be discussed in the EIS. Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05					
1-0	Evaluation Concurred While sediment quality does not appear to be an issue, a better description of the testing and results is being added to Section 3 of the EIS. This section should summarize and compliment the information in the Environmental Appendix. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
960770	Environmental	Planning Report	Section 4.0 Comparative Impacts	n/a	n/a
Please ensure that responses to earlier comments are reflected in this section. Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05					
1-0	Evaluation Concurred Information has been added to be consistent. Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05				
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
960773	Environmental	Planning Report	Section 3.2 General	n/a	n/a
Need consistent use of common and scientific names. Section 3.2.1 has common only, Section 3.2.2 has common					

and scientific.	
Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05	
1-0	<p>Evaluation Concurred Scientific names have been removed from Section 3.2.2 of the EIS to be consistent.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
960776	Environmental	Planning Report	Section 3 & 4	n/a	n/a
<p>A discussion of environmental justice is required in all Corps documents to ensure compliance with the E.O. This discussion must be added.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Concurred Environmental Justice info occurs in Section 4,5, and 6. A heading indicating the location has also been added to the Table of Contents.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
960786	Environmental	Planning Report	Section 5 Cumulative Impacts	n/a	n/a
<p>Although this discussion appears to be very comprehensive - covers over 22 pages - it is very difficult to read and comprehend due to the format of the discussion. This needs to be reworked to make it reader friendly otherwise it could be very easy to conclude that cumulative impacts were really not considered as they are still presented in a piece-meal fashion among the resources. All that is different from Section 4 is that you have expanded to study area to cover State, watershed and national levels. In addition, in most instances you have stated that future actions are going to continue to result in losses of resources even with existing laws, efforts in place.</p> <p>Submitted By: Susan Rees (251-694-4141). Submitted On: 09-Aug-05</p>					
1-0	<p>Evaluation Non-concurred Format is consistent with EPA guidelines.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 16-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Concern still stands but reviewer will defer to District since they followed existing EPA guidelines. Cumulative impact analysis is not well understood or developed and the presentation will vary greatly between reports.</p> <p>Submitted By: Susan Rees (251-694-4141) Submitted On: 24-Aug-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
962331	Planning - Plan Formulation	Planning Report	n/a		
<p>P.9 Problems and Opportunities, and elsewhere. The analysis has not adequately identified a need for improvements. The need for channel deepening and widening should flow from constraints placed on existing traffic that will exacerbate with forecast future traffic. The analyses include no description of the types of constraints on existing traffic that one would expect to see in a case for channel expansion: groundings, collisions, allisions, light-loading, channel delays, etc. The only constraint posed is POI's expected inability to compete for future deep-water contracts. The impacts on the local economy in the without project condition due to an expected inability to compete for deep-water contracts are overstated in the absence of analysis of opportunities for expanded shallow-water business, sub-contracting, or reassembling components outside of POI in the without and with project conditions. Therefore, the incremental benefits that are presented in this analysis as appropriations directed are likely overstated.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05</p> <p>Revised 12-Aug-05.</p>					
1-0	<p>Evaluation Non-concurred This study focused on examining opportunities to alleviate the problems stemming from the shallow depth of water access to and from teh POI by improving navigation. Rigs and platforms designed for the shallow offshore environment were light and could use navigation channels with the same width and depth as those used for inland waterborne commerce. New structures that economically extract the hydrocarbons from the deep-sea bottom are much larger and heavier than the traditional shallow water rigs. These large structures require deeper navigation waterways to the Gulf of Mexico than shallow water rigs. Some of the ports along the Gulf of Mexico that were traditionally leaders in shallow water rig component fabrication and rehabilitation have found themselves shut out of the deepwater market due to insufficient draft in existing navigation channels. The POI is one such port. The POI has facilities, infrastructure, and skilled labor in place for fabricating deepwater topsides, but many of the major producers will not consider bids submitted by the POI fabricators due to draft restrictions.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 25-Aug-05</p>				
1-1	<p>Backcheck Recommendation Open Comment The only problem identified in this analysis is an inability to compete in new markets against local competition. The recommended solution is a transfer in its purest form and does not result in an increase in national income. The analysis ignores opportunities to expand shallow-water business or participate in deep-water business through innovative methods (sub-contracting, or off-shore reconstruction) in the without project condition. Benefits identified as appropriations-directed are overstated without proper quantification of the without project condition which likely includes opportunities for deep-water business.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 26-Aug-05</p>				
1-2	<p>Backcheck Recommendation Close Comment As resolved during the 11/2/2005 telecon this comment is closed. However, the issue of incremental analysis (subtracting contract values/business that can occur in the without project condition) remains open as encompassed within economics comment 957116.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 15-Nov-05</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
962332	Planning - Plan Formulation	Planning Report	n/a	n/a	n/a
<p>Channel widening: In the absence of a detailed description of the existing and future fleet, the review surmises that the two fleets are essentially the same. In the absence of constraints on the existing fleet, it is difficult to appreciate</p>					

<p>the need for channel widening, given no reported incidents of groundings or difficulties operating the largest vessels of the existing fleet in the current channel. Therefore, the proposed 150-foot channel widening is unsupported and cannot be a feature of the recommended project. A 150-foot channel widening recommendation should be considered a locally-preferred plan, such that the non-federal sponsor is responsible for 100% of costs beyond the 125-foot channel limits.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05</p>	
1-0	<p>Evaluation Non-concurred</p> <p>A 400-foot x 100-foot x 20-foot deck barge is currently the largest, typical carrier of topsides to the Gulf operating at POI. At its fully loaded draft, it has a carrying capacity of 12,500 tons and draws 14-feet, 3-inches. Some adequately powered, shallow-drafting towboats are available to transport the barge and the 16-foot channel would appear to be the minimum depth required to serve the Federal interest. However, the POI is expected to win contracts for larger topsides that would require deeper draft customized barges. The exact dimensions of these barges would depend on the topside shape and size. However, the industry standard appears to require a minimum 20-foot draft for the deeper draft barge and larger towboats required to transport these structures. Based on traffic analysis obtained from a Traffic Study prepared for the CE-MVN, it was determined that the 150-foot channel would adequately address the criteria associated with the majority of vessel traffic using the project and therefore, was the maximum channel width evaluated in the economic analysis and the Environmental Impact Statement.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 25-Aug-05</p>
1-1	<p>Backcheck Recommendation Open Comment</p> <p>The first three sentences of this response is a copy/paste of the reviewers own remarks. Perhaps this means that it will find its way into the report. The largest barge referenced in the existing traffic data base is 400x100x20. Albeit it light-loaded, it clearly navigates THE EXISTING CHANNEL without incident -- likely because this vessel moves so infrequently (once a year?). In the with project condition, the same-sized barge moves just as infrequently but needs a 150-foot channel??</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 26-Aug-05</p>
1-2	<p>Backcheck Recommendation Close Comment</p> <p>As resolved during the 11/2/2005 telecon this comment is closed. It is important to note that the 400'x100'x20' barge that this reviewer referred to which has a maximum draft of 14'3" is representative of a shallow-draft or inland vessel. Channel design parameters for inland waterways are less conservative than those for deep-draft waterways. If the intended vessel is actually 400'x100'x25' which drafts 20', then deep-draft channel design guidance must be referenced to adequately design the channel.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 15-Nov-05</p>
<p>Current Comment Status: Comment Closed</p>	

<u>Id</u>	<u>Discipline</u>	<u>DocType</u>	<u>Spec</u>	<u>Sheet</u>	<u>Detail</u>
962334	Planning - Plan Formulation	Planning Report	n/a		
<p>Channel deepening: In the absence of a detailed description of the existing and future fleet, the review surmises that the two fleets are essentially the same. In the absence of constraints on the existing fleet, it is difficult to appreciate the need for channel deepening, given no reported incidents of light-loading or tide delays, or forecast growth in the fleet size. The analysis has not presented an incremental qualification of the need for deepening. The reviewer has researched the specifications of the largest barge presented in the analysis, because the information was not available in the report. A 400x100x20 deck barge is the largest, typical carrier of topsides to the Gulf operating at POI. At its fully loaded draft is has a carrying capacity of 12,500 tons. Incidentally, the 20-foot dimension represents the barges depth, which is not to be confused with its draft. The fully loaded draft is 14 feet 3 inches. Assuming 2 feet of clearance, the fully-loaded barge requires a 16-foot channel. Given the availability of adequately-powered, shallow-drafting towboats, the barge is the deeper drafting vessel. The 16-foot channel represents the point at which the appropriations directed benefits accrue at minimum cost and serve the federal interest. Therefore, the proposed 20-foot channel deepening is unsupported and cannot be a feature of the recommended project. A 20-foot channel deepening recommendation should be considered a locally-preferred</p>					

<p>plan, such that the non-federal sponsor is responsible for 100% of costs beyond the 16-foot channel limits.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05</p> <p>Revised 19-Aug-05.</p>	
1-0	<p>Evaluation Non-concurred</p> <p>A 400-foot x 100-foot x 20-foot deck barge is currently the largest, typical carrier of topsides to the Gulf operating at POI. At its fully loaded draft, it has a carrying capacity of 12,500 tons and draws 14-feet, 3 inches. Some adequately powered, shallow-drafting towboats are available to transport the barge and the 16-foot channel would appear to be the minimum depth required to serve the Federal interest. However, the POI is expected to win contracts for larger topsides that would require deeper draft customized barges. The exact dimensions of these barges would depend on the topside shape and size. However, the industry standard appears to require a minimum 20-foot draft for the deeper draft barge and larger towboats required to transport these structures.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 25-Aug-05</p>
1-1	<p>Backcheck Recommendation Open Comment</p> <p>Again the response includes a repeat of the reviewers own remarks. The report has not properly identified the vessel specifications of the future fleet. If there is indeed an industry standard, then it should be easier to quantify and describe. In an email exchange, MVN provided the following information: "Per Kevin Horn (GEC), the list below is typical of the barges used to move deepwater topside structures. As noted they are fairly specialized and as such the dimensions for these barges will vary with each topside design. Therefore, any list of specifications for POI is an estimate. The submersible barges used to move the topsides are fairly specialized and not of the "Yellow Pages" variety assumed previously. Here are some equipment stats: LOA (ft.) Draft (ft.) DWT (tons) 400 20 17,144 400 19.7 16,379 454 23 25,397 480 21 31,125 300 17.4 12,125 480 22.9 25,720 From the comments made during the interviews the fabricators prefer the 400 foot barges because of draft issues but these are harder to procure than the 300 foot barges." The fleet list provided however, does not match the specifications of vessels necessary to support the incremental analysis. The reviewers request for vessel names or CG identification numbers for the vessels has not been met. The reviewer has been unable to locate any of the barge specifications referenced in "Waterborne Transportation Lines of the United States: Calendar Year 2003: Volume 3 Vessel Characteristics."</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 26-Aug-05</p>
1-2	<p>Backcheck Recommendation Close Comment</p> <p>As discussed during the 11/2/2005 telecon the comment will be closed;however, optimization of channel depth remains an open issue as encompassed within comment 957116.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 02-Nov-05</p>
<p>Current Comment Status: Comment Closed</p>	

Id	Discipline	DocType	Spec	Sheet	Detail
962335	Planning - Plan Formulation	Planning Report	n/a		
<p>Relocations: The estimated costs for relocations appear to be very low. Given experience on other projects, the reviewer would expect that the costs of so many relocations would be significantly higher. While the costs are not a non-federal sponsor responsibility, they must be included in the NED accounting of project costs. Understating the costs of relocations could result in overstated net benefits.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05</p> <p>Revised 12-Aug-05.</p>					
1-0	<p>Evaluation For Information Only</p> <p>The relocations costs were developed by Shaw-Coastal and reviewed by MVN Cost Engineers.</p>				

	The costs are valid and reasonable. Submitted By: Michael Salyer (504-862-2037) Submitted On: 25-Aug-05
1-1	Backcheck Recommendation Close Comment Closed without comment. Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 26-Aug-05
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
962336	Planning - Plan Formulation	Planning Report	n/a	n/a	n/a
Benefit-cost analysis: The benefit-cost comparison and BC ratio calculation should be presented in the Main Report rather than the economics appendix. Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05					
1-0	Evaluation For Information Only The benefit-cost comparison of the with-project alternatives by market share scenario is presented in the Economics Appendix and Main Report. Submitted By: Jake Terranova (504-862-2709) Submitted On: 28-Mar-06				
1-1	Backcheck Recommendation Close Comment Response if acceptable. Comment is closed. Submitted By: Kenneth Claseman (251-694-3840) Submitted On: 30-Mar-06				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
962337	Planning - Plan Formulation	Planning Report	n/a		
P. 48 Sentence starting This plan is... The remark is not a true statement and should be revised. On the basis of NED benefits, the project has significant negative net benefits that will likely be negative at deeper depths, given an expectation that costs would increase more than benefits. The project demonstrates positive net benefits only on the basis of the appropriations directed benefits methodology. Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05 Revised 12-Aug-05.					
1-0	Evaluation Non-concurred The methodology used to measure benefits for this analysis is based on Public Law 109-13. For the purpose of this study, Congressionally mandated language was interpreted such that for any contract awarded to the POI for the fabrication of deepwater offshore exploration and production equipment, the full monetary value of the contract is included in the calculation of NED benefits. It was further interpreted that this deepwater benefit is to be considered as a benefit for project justification regardless of work being displaced from foreign or domestic yards. The plan that reasonably maximizes net contributions to economic development is designated as the NED Plan. While the true NED plan might exceed the 20-foot depth, this study is limited to the 20-foot alternative. The TSP, and LPP, identified for this feasibility report is the 150-foot wide by 20-foot deep alternative. Submitted By: Michael Salyer (504-862-2037) Submitted On: 25-Aug-05				
1-1	Backcheck Recommendation Close Comment Congressional language in a study authorization does not make a transfer an NED benefit, in the P&G sense of the term. How is it a that federal investment at POI intended to redirect				

	business from Texas and Mississippi increases national outputs? To suggest otherwise is mischaracterization of the P&G term. Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 26-Aug-05
	Current Comment Status: Comment Closed

Id	Discipline	DocType	Spec	Sheet	Detail
962338	Planning - Plan Formulation	Planning Report	n/a		
<p>P. 59. The tabular display of benefits incorrectly displays removals in the non-federal cost column. Removals should only appear in the total cost, given that it is not a cost assigned to either party. Furthermore, it is the opinion of the reviewer that the federal interest based solely on appropriations directed benefits methodology is served in the 125x16 plan and the 150x20 plan should be regarded as the locally-preferred plan. Therefore, the cost-share allocation should be revised accordingly.</p> <p>Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 11-Aug-05</p> <p>Revised 12-Aug-05.</p>					
1-0	<p>Evaluation For Information Only The table was revised to accurately reflect cost-sharing. The tentatively selected plan is the locally preferred plan.</p> <p>Submitted By: Michael Salyer (504-862-2037) Submitted On: 25-Aug-05</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Rebecca Moyer (251-690-2065) Submitted On: 26-Aug-05</p>				
	Current Comment Status: Comment Closed				

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All Comments for the Port of Iberia Feasibility Study Review of Real Estate Appendix

Comment Report: All Comments
 Project: **Port of Iberia Deepening Feasibility Study**
 Review: **For the POI, Real Estate Appendix**
 (sorted by Discipline , ID)
 Displaying 1 comments.

Id	Discipline	DocType	Spec	Sheet	Detail
1021113	Real Estate	Planning Report	n/a	n/a	n/a
The Real Estate appendix was reviewed by Reid Ferrill. No concerns were identified -- no comments.					
Submitted By: Rebecca Moyer (251-690-2065). Submitted On: 02-Nov-05					
1-0	Evaluation Concurred Thank you Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Mar-06				
1-1	Backcheck Recommendation Close Comment Submitted By: Jake Terranova (504-862-2709) Submitted On: 20-Mar-06				
Current Comment Status: Comment Closed					

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All Comments for the Port of Iberia Feasibility Study Review of ERDC Desktop Study Report to Support Waiver

Comment Report: All Comments

Project: **Port of Iberia Deepening Feasibility Study**

Review: **For the POI, ERDC Desktop Study Report to Support Waiver**

(sorted by Discipline , ID)

Displaying 4 comments.

Id	Discipline	DocType	Spec	Sheet	Detail
1081044	Economics	Other	n/a	n/a	n/a
<p>It is misleading to state that the vessels identified in Table 1 of the waiver request are the <input type="checkbox"/>Typical Vessels<input type="checkbox"/> using the channels with the proposed design dimensions. These vessels represent some but not all of the larger vessels utilizing the channel at POI and account for less than 10% of historical traffic.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Feb-06</p>					
1-0	<p>Evaluation Concurred ERDC's Gary Lynch responded: "The report that ERDC issued looked at the 100' x 400' barge plus tows as the design vessel for this waiver request. The benefits from this vessel were said to be the greatest for the project. The crew boat mentioned in the report was added to the report because it was mentioned by the District, the Port, and private business, and because it would be the only other vessel in use now whose operation might change somewhat with the channel improvements. This change however, could only be when the lock bypass is in operation, again putting the brunt of the benefit responsibility upon the barge and tows. This being said, Table 1, has limited application to the waiver request, and if needed, could be removed." (Entered for Gary Lynch on 14 Feb 06 by Jake Terranova)</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Feb-06</p>				
1-1	<p>Backcheck Recommendation Close Comment Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Feb-06</p>				
2-0	<p>Evaluation Concurred MVN adds: The language in the waiver request came from the draft Engineering Appendix that was available at the time. After several discussions with the ITR team and HQ, the design vessel was changed to the 100' x 400' barge, and the language in the Engineering Appendix (which was also the language in the waiver request) was changed. The new language that will appear in the Engineering Appendix replacing the previous language addressing the design vessel was provided to SAM for their review.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Feb-06</p>				
	<i>Backcheck not conducted</i>				
	Current Comment Status: Comment Closed				

Id	Discipline	DocType	Spec	Sheet	Detail
1081058	Economics	Other	n/a	n/a	n/a
<p>Last page of the waiver request, third from last paragraph...'The vessel that must be accomodated in our selected channel is the crew boat. With dimensions of 325x55x18, the crew boat currently accounts for the most trips.' This statement is not consistent with data presented in the economics appendix. According to the economics appendix, this vessel accounts for 4 historical trips (1998-2002). The other vessels identified in Table 1 of the waiver request had more historical trips: 250x90x12 = 49 trips; 400x100x20 = 19 trips; 250x75x13=6 trips. It is unclear why this vessel must be accomodated by the selected channel as there are no benefits claimed under with project conditions by NATCO, the firm currently using the 325x55x18 supply boat.</p>					

Submitted By: Kim Otto (251-694-3842). Submitted On: 07-Feb-06	
1-0	<p>Evaluation Concurred</p> <p>ERDC's Gary Lynch responded: "I believe this to be a misstatement. It should say in effect what I have restated above (see evaluation to Comment ID 1081044), that the crew boat is the only other vessel at this time whose operation might change, and therefore it's needs should also be analyzed." (Added for Gary Lynch on 14 Feb 06 by Jake Terranova) MVN adds: The language in the waiver request came from the draft Engineering Appendix that was available at the time. It is no longer valid, as explained in the evaluation for Comment ID 1081044.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Feb-06</p>
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Feb-06</p>
Current Comment Status: Comment Closed	

Id	Discipline	DocType	Spec	Sheet	Detail
1084278	Economics	Other	n/a	n/a	n/a
<p>In the District's request for the waiver, the barge is described as light-loaded in the existing condition, and then goes on to say something to the effect that it won't change much with project. However, to get the benefits claimed, the barge will have to move at its max loading. It's not apparent in the ERDC response, that they also assume a max loading.</p> <p>Submitted By: Kim Otto (251-694-3842). Submitted On: 10-Feb-06</p>					
1-0	<p>Evaluation Concurred</p> <p>ERDC's Gary Lynch responded: "I am sorry about this confusion, I should have stated more clearly in the report what was being studied. The only reference I made directly about the loading was: 'With the increased draft of the delivery barge after the deepening of the channel would come an increase in the height of the module being delivered and its wind area.' Yes, ERDC was looking at the maximum loading of the barge/tow combination. The report can be changed to reflect this if needed. MVN adds: The language in the waiver request came from the draft Engineering Appendix that was available at the time. It is no longer valid, as explained in the evaluation for Comment ID 1081044.</p> <p>Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Feb-06</p>				
1-1	<p>Backcheck Recommendation Close Comment</p> <p>Closed without comment.</p> <p>Submitted By: Kim Otto (251-694-3842) Submitted On: 15-Feb-06</p>				
Current Comment Status: Comment Closed					

Id	Discipline	DocType	Spec	Sheet	Detail
1083025	Hydraulics	Other	n/a	n/a	n/a
<p>Recommend that the "Rationale for waiver from EM 1110-2-1613" prepared by MVN and the corresponding "Ship Simulation Navigation Study Waiver Recommendation, Port of Iberia, New Iberia, LA" be included in the Engineering Appendix. Also that the current Engineering Appendix be amended to reflect any changes to the design vessel or design guidance described in these documents.</p> <p>Submitted By: Douglas Otto (251-690-2718). Submitted On: 09-Feb-06</p>					
1-0	<p>Evaluation Concurred</p> <p>Concur. "Rationale for waiver from EM 1110-2-1613" prepared by MVN and the corresponding "Ship Simulation Navigation Study Waiver Recommendation, Port of Iberia, New Iberia, LA" has been included in the Engineering Appendix as an appendix. Also, the Engineering</p>				

	Appendix has been amended to reflect changes to the design vessel and design guidance. Submitted By: Jake Terranova (504-862-2709) Submitted On: 14-Feb-06
1-1	Backcheck Recommendation Close Comment Comments Closed per "concur" response. DCO Submitted By: Douglas Otto (251-690-2718) Submitted On: 09-Mar-06
	Current Comment Status: Comment Closed

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**PORT OF IBERIA FEASIBILITY STUDY
OCTOBER 2006**

APPENDIX G

SUMMARY OF PUBLIC COMMENTS AND REVIEW



Letter 1



**UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE**

FACSIMILE TRANSMITTAL FORM

**NATIONAL MARINE FISHERIES SERVICE
HABITAT CONSERVATION DIVISION - BATON ROUGE BRANCH
c/o Louisiana State University, Baton Rouge, LA 70803-7535**

DELIVER TO: Mike Salyer
USACE

FROM: Patrick Williams *PW*
NATIONAL MARINE FISHERIES SERVICE
(225) 389-0508
(225) 389-0506
patrick.williams@noaa.gov

DATE: 10/19/05

NUMBER OF PAGES: 10 (plus transmittal form)

SUBJECT: NMFS comments on POI

COMMENTS: *Let me know if you have questions*



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701

October 18, 2005 F/SER46/RH:jk
225/389-0508

Mr. Michael R. Salyer
Environmental Planning and Compliance Branch
Planning, Programs, and Management Division
New Orleans District, U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Mr. Salyer:

NOAA's National Marine Fisheries Service (NMFS) has received the Draft Main Report (DMR) and Draft Environmental Impact Statement (DEIS) titled "Port of Iberia, Louisiana" transmitted by a letter dated August 29, 2005. The New Orleans District (NOD) proposes to deepen the Commercial Canal, portions of the Gulf Intracoastal Waterway (GIWW), and Freshwater Bayou (FWB) navigation channel to provide access for deeper draft vessels from the Port of Iberia (Port) to the Gulf of Mexico in Iberia and Vermilion parishes, Louisiana. The transmittal letter also indicates these documents are intended to initiate essential fish habitat (EFH) consultation pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

The tentatively selected plan (TSP) consists of deepening approximately 60 miles of existing navigation channels from the authorized depth of 12 feet to 20 feet and increasing channel widths from 125 to 150 feet. Over the 50-year life of the project, the proposed dredging would generate between 12 and 18 million cubic yards of dredged material, most of which would be used beneficially to create or restore wetlands. The project also includes the installation of rock armoring along the shorelines of open water disposal areas and along the GIWW and FWB bank line disposal areas. The initial cost of project construction is estimated to be \$203,000,000. According to the DMR, DEIS, and appendices, the present depth of the navigation channels is inadequate to allow Port-supported industries to compete for and capitalize on the growing deep water petroleum exploration and supply industry.

NMFS worked cooperatively with the NOD, federal and state resource agencies, the Port, and other stakeholders throughout the evaluation of this project. Based on our knowledge of the project gained through coordination and environmental impact evaluations, and our review of the DMR, DEIS, and appendices, NMFS offers the following general comments. Specific recommended revisions are enclosed as an attachment for consideration and inclusion in the final planning and environmental documents.

General Comments



2

As stated in our December 17, 2002, scoping comments, NMFS believes this project should not be authorized or constructed without a thorough economic analysis and unless it can clearly be demonstrated that the project provides net economic benefits to the nation, and not just the local economy. According to information in the DMR, Congress recently expanded the guidelines for the calculation of National Economic Development (NED) benefits as determined by the Corps of Engineers (COE) Policies and Guidelines. The Congressional guidelines are provided on page iii of the DMR and pertain to the calculation of NED benefits for offshore oil and gas fabrication ports only. The guidance indicates that the COE should include the value of future energy and exploration contracts and transportation cost savings that would result from deeper channels in their calculation of NED benefits. The COE interpreted this language to suggest that this economic benefit is to be included in the project justification even if it resulted in work being displaced from nearby or other domestic ports and yards. The NMFS questions this interpretation and believes that the loss of jobs and contracts from adjacent ports should be included in the economic analysis. As stated on page 21 of the Appendix A –Economics, “even though the Port of Iberia and surrounding areas will benefit economically from increased activity, from a national perspective there is no net increase in overall economic development.” Various other sections of the DMR and appendices report that there are no NED economic benefits using the Congressional guidance, other than transportation cost benefits, because all future contracts that fabricators from the Port are expected to win, with a deeper channel, would be at the expense of other domestic fabricators. Using the NED language in the Policies and Guidelines, the true NED benefit to cost ratio would be 0.3. If the NOD’s interpretation of the new language Congress mandated for use of the Policies and Guidelines were to be applied consistently, the deepening of every navigation channel along the northern and western Gulf of Mexico could be economically justified based on the potential to displace work from an adjacent port.

Although the proposed project would result in substantial net positive environmental benefits, NMFS believes that the DMR and DEIS should be revised to ensure the realization of those benefits. Please note that the Draft Fish and Wildlife Coordination Act (FWCA) Report submitted by the U.S. Fish and Wildlife Service (FWS) inadvertently did not include NMFS’ comments, which were provided to the FWS and NOD by letter dated July 23, 2004. Specific sections of the DMR, DEIS, and appendices should be revised to address NMFS’ recommendations provided by that letter. Our FWCA comments and recommendations focused on requesting specific provisions and project features to minimize the temporal loss of estuarine fishery habitat and maximize its productivity. Benefits estimated for the project during Wetland Value Assessment (WVA) modeling assumed these features would be included to ensure intertidal wetland functions.

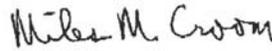
We also recommend that the DMR and DEIS be revised to demonstrate how the proposed disposal area (DA) construction elevations are likely to meet the five-year target elevation for settled marsh. The DMR should include specific geotechnical data (e.g., settlement curves) to confirm that the proposed construction elevations for these DAs would settle to +1.4 feet NAVD88 within five years of sediment placement. In addition, the documents should discuss any remedial actions required if the fill elevations remain too high five years after placement.

3

While NMFS has concerns regarding the economic justification for this project, as well as technical comments to recommend for revision to the documents, we have no EFH conservation recommendations to provide. Submittal of the DEIS for our review satisfies the consultation procedures outlined in 50 CFR Section 600.920, the regulation to implement the EFH provisions of the Magnuson-Stevens Act. If the project is revised further, any revisions that may adversely affect EFH would require the re-initiation of consultation as required by the Magnuson-Stevens Act.

We appreciate the opportunity to review and comment on the DMR, DEIS, and appendices. If you have questions regarding these or the enclosed comments, please contact Patrick Williams or Bren Haase of my staff at (225) 389-0508.

Sincerely,



Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

Enclosure

cc:

FWS, Lafayette
EPA, Dallas
LA DNR, Consistency
F/SER4
F/SER46, Ruchsamen
F/SER3, Bernhart
F/SE, Keys
F/HC
PPI/SP - Kokkinakis
GMFMC - Rester
Port of Iberia, Pontiff
LDWF, Finley
Louisiana Wildlife Federation
Coalition to Restore Coastal Louisiana
Files

NMFS' Specific Comments on the Port of Iberia DMR and DEIS

DRAFT MAIN REPORT
REPORT SUMMARY
S.1 STUDY INFORMATION
FEDERAL INTEREST

Page iii. This section of the DMR summarizes the Congressional guidance which was recently added to the COE's Policies and Guidelines related to the calculation of NED benefits for projects which may impact offshore oil and gas fabrication ports. It also states in this section that this language has been interpreted to mean that the value of future contracts to be used to support a NED justification should be counted regardless of whether those contracts represent work that would be displaced from some other port. NMFS disagrees with this interpretation of the Congressional language as it represents benefits to a localized region, not NED benefits. The NMFS recommends the analysis undertaken on page 21 of Appendix A be summarized in this section to allow readers to understand that the estimated \$203 million project cost is based on benefits to the Port of Iberia area alone and that the 1.8:1 benefit-to-cost ratio does not reflect true NED benefits as are generally calculated under the COE's Policies and Guidelines.

CHAPTER 3. EXISTING CONDITIONS

3.1 EXISTING CONDITIONS

3.1.7 Significant Resources

3.1.7.1 Marsh

Page MR 3-16, paragraph 6. This section of the document provides an analysis of causes of wetland loss in Louisiana. While subsidence, sea level rise, and herbivory are major causes of wetland loss in coastal Louisiana, the primary cause of marsh loss in the project area is shoreline erosion. This section of the document should include a discussion of the substantial problem of shoreline erosion in the study area. Shoreline erosion rates, acquired by channel reach and for the bays within the study area and utilized in the WVA impact analyses, are available. Summary data can be provided to the NOD upon request.

3.1.7.2 Essential Fish Habitat

Page MR 3-17, paragraphs 1 and 2. NMFS recommends the paragraphs be revised to indicate that the Gulf of Mexico Fishery Management Council (GMFMC) has designated EFH for the following species in the project area: brown shrimp, white shrimp, red drum, Spanish mackerel, bluefish and cobia. During preparation of the DEIS, NMFS provided preliminary guidance on the species for which EFH has been designated in the study area. Since then, internal guidance has clarified that the GMFMC has not designated EFH for gray snapper off the coast of Louisiana. Accordingly, gray snapper should not be listed in this section of the DMR or sections of the DEIS discussing EFH and federally managed species.

3.1.7.4 Beaches

Page MR 3-18. The DMR should be revised to include a listing of surf zone fishes and description of their associated food web to ensure a complete discussion on non-federally managed species. Specific suggestions are provided below in our DEIS and Appendix B comments.

CHAPTER 4. ALTERNATIVES

4.3.1 Alternative Analysis

Pages MR 4-5. This section should be revised to indicate that the evaluated alternatives for bank line, bay, and interior disposal areas included provisions to construct fish dips, gap or degrade containment dikes, and construct tidal creeks, generally within five years after fill placement.

4.3.2.1 Disposal Method 1

Bullet number one. This item should be revised to stipulate that bank line disposal areas would be designed with a channel side earthen berm that would remain higher in elevation in that portion of the berm nearest the existing shoreline. It should also indicate that the disposal elevations are designed to slope down from the berm to an elevation of +1.4 feet NAVD88 over the remainder of the bank line disposal areas.

DRAFT ENVIRONMENTAL IMPACT STATEMENT

S.6 DESCRIPTION OF THE TENTATIVELY SELECTED PLAN

Environmental Impacts of the Tentatively Selected Plan

Table S-1. Although 1,173 acres of intermediate marsh and 301 acres of brackish marsh are expected to be lost due to erosion and general marsh degradation, this table shows a significant increase in AAHUs for those marsh types in the no action column. Based on our knowledge of the WVA methodology, usually AAHUs decrease as marsh acreage decreases. NMFS plans to coordinate further with the NOD and other interested agencies to verify these numbers as soon as practicable. However, NMFS concurs with the acreage data reported in the table.

Pages DEIS S-6 and 7. This section also should indicate that there would be a temporal loss of estuarine fishery habitat caused by the conversion of estuarine water bodies and, in some areas, submerged aquatic vegetation to supratidal elevations within the planned beneficial use disposal areas. Following settlement, construction of fish dips, gapping/degrading containment dikes, and construction of tidal creeks, however, estuarine fishery support functions would be restored and enhanced in comparison to pre-project conditions.

S.8 ENVIRONMENTAL COMMITMENTS

Page DEIS S-8. Specific recommendations on fish dips, gapping (i.e., breaching), or degrading containment dikes were provided by NMFS as part of our comments on the draft FWCA report. We recommend those provisions be included as part of Table S-2 Environmental Commitments. Specifically, 20-ft long fish dips having a bottom elevation no higher than +1 ft NAVD88 should be constructed every 1,000 feet along the bank line disposal areas. Additional and/or alternative fish dips should be constructed in the rock of the bank line disposal area at locations identified on previously provided figures, especially where tidal creeks/trenasses exist. Containment dikes for bay and interior disposal areas should be gapped at sites where tidal creeks are to be constructed. Gaps should be 20 feet long and -2 ft NAVD88 deep or equal to the pre-project bottom depth (whichever is shallower). Finally, five-year post-construction disposal elevations that exceed +1.4 feet NAVD88 should be graded down, except for the higher channel side berms behind the rock in the bank line disposal areas.

CHAPTER 3. EXISTING CONDITIONS

3.2 SIGNIFICANT RESOURCES

Page DEIS 3-2. The organization of the DEIS does not include a separate section specifically pertaining to non-federally managed marine fishery resources. Rather, these resources are discussed under various habitat sections. NMFS recommends the document be expanded to specifically identify estuarine and marine fishery use and dependence on various habitats within the study area, and the potential impacts and benefits of project implementation on those resources. This expanded discussion should include prey species in addition to economically important species.

Table DEIS 3-1. The ecological attributes listed for beaches should be revised to include nursery, foraging, and staging habitat for surf zone fish and crustaceans, which are components of the nearshore ecosystem and food web.

3.2.2 Essential Fish Habitat

Page DEIS 3-6, paragraphs 2 and 3, and Tables DEIS 3-3 and 3-4. The GMFMC has not designated EFH for gray snapper in Louisiana and it should be removed from these paragraphs and the tables.

3.2.3 Estuarine Water Bodies

Page DEIS 3-8. NMFS recommends sand seatrout, Atlantic croaker, and striped mullet be added as economically important species and spot, killifishes, silversides, and anchovies be added as common forage species.

3.2.4 Beaches

Page DEIS 3-9. The surf zone of beaches and nearshore areas support unique fish and crustacean assemblages that utilize these habitats exclusively or temporarily during portions of their life cycle. We recommend this section be revised to reflect this fishery resource support function, with a more detailed description in Appendix B.

CHAPTER 4 COMPARATIVE IMPACTS OF ALTERNATIVES

Table DEIS 4-1. Impacts listed under existing, no action plan, and the TSP should mention estuarine and marine fisheries for the beach, which includes the surf zone habitat. Adverse impacts would not occur under the no action plan, while the TSP would result in minor burial impacts and cause temporary displacement of fisheries and benthic communities.

4.1 Marsh

Table DEIS 4-2. NMFS will coordinate further with the NOD, FWS, and other interested agencies to confirm the WVA results reported in AAHUs in this table.

4.1.2 Tentatively Selected Plan

4.1.2.1 Mitigation

Page DEIS 4-5, paragraph 3. The description of the fish dips to be constructed to provide drainage from, and fishery access to, the bank line disposal areas is inconsistent with the description provided on page 4-7. Specifically, page 4-5 indicates that the crest elevation of the fish dips would be 0.0 feet NAVD88 with a length of 20 feet, while on page 4-7, the upper elevation is identified as -2 feet NAVD88 and a length of 25 feet (at the bottom of the dip). Based on review of our files, the length of the dips, measured at the bottom, leading to the bank line disposal sites should not be less than 20 feet and the crest elevation no higher than +1 foot

NAVD88. Those dips should be constructed as soon as practicable, but within three to five years of the fill placement. The lag time in fish dip construction is to allow the dredged material to dewater and vegetate prior to exposing the marsh creation sites to tidal influence. During our evaluation of the bank line disposal areas, NMFS recommended various crest elevations for the fish dips in the bank line disposal areas ranging from -2 feet to +1 foot NAVD88. This reduction in fishery access was a compromise to minimize excessive erosion of the disposal areas. If the project is authorized for construction, we request continued coordination with NMFS and other members of the HET to strategically site the fish dips in the bank line disposal areas and re-consider lower crest settings on a site specific basis. Note that specific recommendations on locating fish dips in addition to a generic 1,000-foot spacing were provided as part of the NMFS comments on the draft FWCA report. The specific locations requested should be included as part of the final EIS and main report.

Different provisions were recommended to establish fishery access to the interior and bay disposal areas. Both earthen containment dikes and any rock armoring should be gapped every 1,000 feet or at a minimum number of strategic locations to be agreed upon by NMFS and the HET. The gaps should be constructed to be 20 feet long and -2 feet NAVD88, or the pre-project depth, whichever is shallower. These gaps should be constructed as soon as vegetative colonization of the disposal areas is complete, but no later than five years following dredged material placement. As an alternative to gapping, earthen containment dikes should be degraded to the settled height of the created elevations within the disposal areas. Section 4.1.2.1 and 4.2.2 of the DEIS should be revised to identify proper dimensions of the fish dips and gapping provisions and to clearly differentiate between the fish dips leading to the bank line disposal areas and those leading to the interior and bay disposal areas.

4.2 Essential Fish Habitat

Page DEIS 4-7. This section should be expanded to indicate that surf zone and nearshore habitat are designated as EFH for Spanish mackerel, bluefish, and cobia.

4.2.2 Tentatively Selected Plan

Page DEIS 4-7. NMFS recommends this section be revised to include dredging tidal creeks in bay disposal areas to allow for the development of interspersed edge habitat. Dredging before disposal operations begin will allow development of creeks through differential settlement of the fill material. This would increase habitat diversity and functionality of those disposal areas by aiding the creation of a natural intertidal hydroperiod and improving fishery access. Gaps or dips in the containment dikes should be located to connect with these created creeks.

The TSP should include a brief discussion of temporary impacts on managed fishery species and their prey that would result during dredging and disposal activities. Disposal of dredged material would create a localized and temporary increase in turbidity as sediments are dredged from the channels and placed in the disposal areas. Suspended sediments in the discharge could settle in a matter of hours to days, depending on disposal area.

Under the TSP, short-term, local adverse impacts to EFH supportive of federally managed fisheries would occur during the construction and maintenance phase of the project. Dredging would remove sediment along with benthic organisms. Impacts to prey species could include entrapment and likely death of slow-moving organisms (such as crabs) and benthic organisms

(such as polychaetes) during dredging, and smothering of benthic organisms and more sessile species at the deposition sites. Mobile aquatic animals (i.e., both managed species and their prey) would be expected to move away from the fill and borrow areas during construction, and return following completion of construction. These temporary impacts should be described in this section of the DEIS.

4.4 BEACHES

4.4.2 Tentatively Selected Plan

Page DEIS 4-9. The following information is offered for inclusion in this section and/or further expansion and support of the findings listed in the section 4.5. Even though the beach disposal is proposed in an already turbid environment, the TSP would result in primarily temporary impacts to surf zone habitat supportive of benthic communities and specific resident and transient estuarine and marine fish and crustaceans. The degree of development, persistence, and dispersal of increased turbidity would be affected by turbulence and long shore currents. Sampling data have indicated the effects of beach fill operations on short-term turbidity may be limited to a relatively narrow band (less than 550 feet) of beachfront (Ray and Clarke 2001). Impacts to invertebrates and fish that do not move out of the area could include abrasion injuries to gills. Sediment disposal also could interrupt surf zone energetics (i.e., plankton cycling) and result in burial of less motile invertebrates that are prey for economically important fisheries species. As the beach shoreface equilibrates after the discharge, surf zone fish and benthic assemblages associated with natural gulf shorelines are expected to return.

Draft Volume 3: Appendix B – Environmental Section 1, Fish and Wildlife Resources

To ensure a complete discussion of non-federally managed fishery resources, this section should include a discussion of the habitat function of surf zone habitats. Sediment type, one of the environmental variables thought to affect the distribution of fish, may have a limited affect on surf zone fishes in Louisiana. Beach seining samples from southwest Louisiana have identified fish assemblages similar to eastern Louisiana despite the higher sediment loads. We recommend Florida pompano, Atlantic threadfin, bay anchovy, striped mullet, white mullet, Atlantic croaker, southern kingfish, inland silverside, rough silverside, gulf menhaden, white shrimp, hardhead catfish, and blue crab be identified as likely species common to the surf zone habitat in the study area (Bellinger and Avault 1970; Tarbox 1974; Perry and Carter 1979). Of these, Florida pompano, southern kingfish, white mullet, and rough silverside are often more common in the surf zone than other, more inland habitats.

Section 10 DREDGED MATERIAL SITE MANAGEMENT PLAN/LONG TERM MANAGEMENT PLAN 8.0 MONITORING PLAN

NMFS believes the NOD should include monitoring of the beneficial use disposal areas to evaluate functionality of the created wetlands and compliance with the TSP. We recommend further coordination with NMFS and the HET to specify the sites and variables to be monitored and the necessary frequency of monitoring. This monitoring plan should be finalized prior to project implementation.

Draft Volume 4: Appendix C – Engineering Investigations and MCACES

C2.4.6 Stone Design

NMFS suggests the NOD confirm that the proposed 36-inch and 28-inch stone gradation, with the inclusion of existing rock along the GIWW and FWB channels, would provide sufficient protection from wake-induced erosion. During evaluation of the environmental impacts of the project, the NOD advised the HET to assume that the existing rock would be realigned and incorporated into the proposed shoreline protection under the TSP. Inclusion of the existing rock into the proposed graded foreshore dike could affect the proposed design rock size, quantity, section, maintenance frequency, and associated costs.

C2.4.7.3 GIWW

NMFS is concerned that the initial fill elevations will not subside to elevations supportive of an intertidal marsh habitat. We request the DMR and DEIS be revised to include a discussion and settlement curve information to demonstrate that settlement and subsidence from the proposed construction elevation to the settled target elevation of +1.4 feet NAVD88 would occur within five years of placement. A similar section and data should be included for the FWB Channel. Alternatively, this information could be included in Section C4. Civil Design.

C7. Operation and Maintenance

We recommend this section be revised to include constructing fish dips, gapping containment dikes, planting vegetation as needed, and grading fill elevations that remain too high five years after placement.

Literature Cited

- Bellinger, J.W. and J.W. Avault, Jr. 1970. Seasonal occurrence, growth, and length-weight relationship of juvenile pompano, *Trachinotus carolinus*, in Louisiana. Transactions of the American Fisheries Society 2: 353-358.
- Perry, G.W. and B.J. Carter. 1979. Seasonal occurrence of fishes collected from beach seining, southwest, Louisiana. Louisiana Academy of Sciences XLII: 24-38.
- Ray, G. and D. Clarke. 2001. The New York District's biological monitoring program for the Atlantic Coast of New Jersey, Asbury Park to Manasquan Section Beach Erosion Control Project; Final Report. US Army Corps of Engineers, Engineer Research and Development Center, Waterways Experiment Station, Vicksburg, MS
- Tarbox, K.E. 1974. Seasonal occurrence, distribution and relative abundance of juvenile fishes at Marsh Island, Louisiana. M.S. thesis, Louisiana State University, Baton Rouge. 122 pp.

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Letter 1



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

FACSIMILE TRANSMITTAL FORM

NATIONAL MARINE FISHERIES SERVICE
HABITAT CONSERVATION DIVISION - BATON ROUGE BRANCH
c/o Louisiana State University, Baton Rouge, LA 70803-7535

DELIVER TO: Mike Salyer
USACE

FROM: Patrick Williams *PKW*
NATIONAL MARINE FISHERIES SERVICE
(225) 389-0508
(225) 389-0506
patrick.williams@noaa.gov

DATE: 10/19/05

NUMBER OF PAGES: 10 (plus transmittal form)

SUBJECT: NMFS comments on POI

COMMENTS: *Let me know if you have questions*



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701

October 18, 2005 F/SER46/RH:jk
225/389-0508

Mr. Michael R. Salyer
Environmental Planning and Compliance Branch
Planning, Programs, and Management Division
New Orleans District, U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Mr. Salyer:

NOAA's National Marine Fisheries Service (NMFS) has received the Draft Main Report (DMR) and Draft Environmental Impact Statement (DEIS) titled "Port of Iberia, Louisiana" transmitted by a letter dated August 29, 2005. The New Orleans District (NOD) proposes to deepen the Commercial Canal, portions of the Gulf Intracoastal Waterway (GIWW), and Freshwater Bayou (FWB) navigation channel to provide access for deeper draft vessels from the Port of Iberia (Port) to the Gulf of Mexico in Iberia and Vermilion parishes, Louisiana. The transmittal letter also indicates these documents are intended to initiate essential fish habitat (EFH) consultation pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act).

The tentatively selected plan (TSP) consists of deepening approximately 60 miles of existing navigation channels from the authorized depth of 12 feet to 20 feet and increasing channel widths from 125 to 150 feet. Over the 50-year life of the project, the proposed dredging would generate between 12 and 18 million cubic yards of dredged material, most of which would be used beneficially to create or restore wetlands. The project also includes the installation of rock armor along the shorelines of open water disposal areas and along the GIWW and FWB bank line disposal areas. The initial cost of project construction is estimated to be \$203,000,000. According to the DMR, DEIS, and appendices, the present depth of the navigation channels is inadequate to allow Port-supported industries to compete for and capitalize on the growing deep water petroleum exploration and supply industry.

NMFS worked cooperatively with the NOD, federal and state resource agencies, the Port, and other stakeholders throughout the evaluation of this project. Based on our knowledge of the project gained through coordination and environmental impact evaluations, and our review of the DMR, DEIS, and appendices, NMFS offers the following general comments. Specific recommended revisions are enclosed as an attachment for consideration and inclusion in the final planning and environmental documents.

General Comments



As stated in our December 17, 2002, scoping comments, NMFS believes this project should not be authorized or constructed without a thorough economic analysis and unless it can clearly be demonstrated that the project provides net economic benefits to the nation, and not just the local economy. According to information in the DMR, Congress recently expanded the guidelines for the calculation of National Economic Development (NED) benefits as determined by the Corps of Engineers (COE) Policies and Guidelines. The Congressional guidelines are provided on page iii of the DMR and pertain to the calculation of NED benefits for offshore oil and gas fabrication ports only. The guidance indicates that the COE should include the value of future energy and exploration contracts and transportation cost savings that would result from deeper channels in their calculation of NED benefits. The COE interpreted this language to suggest that this economic benefit is to be included in the project justification even if it resulted in work being displaced from nearby or other domestic ports and yards. The NMFS questions this interpretation and believes that the loss of jobs and contracts from adjacent ports should be included in the economic analysis. As stated on page 21 of the Appendix A - Economics, "even though the Port of Iberia and surrounding areas will benefit economically from increased activity, from a national perspective there is no net increase in overall economic development." Various other sections of the DMR and appendices report that there are no NED economic benefits using the Congressional guidance, other than transportation cost benefits, because all future contracts that fabricators from the Port are expected to win, with a deeper channel, would be at the expense of other domestic fabricators. Using the NED language in the Policies and Guidelines, the true NED benefit to cost ratio would be 0.3. If the NOD's interpretation of the new language Congress mandated for use of the Policies and Guidelines were to be applied consistently, the deepening of every navigation channel along the northern and western Gulf of Mexico could be economically justified based on the potential to displace work from an adjacent port.

Although the proposed project would result in substantial net positive environmental benefits, NMFS believes that the DMR and DEIS should be revised to ensure the realization of those benefits. Please note that the Draft Fish and Wildlife Coordination Act (FWCA) Report submitted by the U.S. Fish and Wildlife Service (FWS) inadvertently did not include NMFS' comments, which were provided to the FWS and NOD by letter dated July 23, 2004. Specific sections of the DMR, DEIS, and appendices should be revised to address NMFS' recommendations provided by that letter. Our FWCA comments and recommendations focused on requesting specific provisions and project features to minimize the temporal loss of estuarine fishery habitat and maximize its productivity. Benefits estimated for the project during Wetland Value Assessment (WVA) modeling assumed these features would be included to ensure intertidal wetland functions.

We also recommend that the DMR and DEIS be revised to demonstrate how the proposed disposal area (DA) construction elevations are likely to meet the five-year target elevation for settled marsh. The DMR should include specific geotechnical data (e.g., settlement curves) to confirm that the proposed construction elevations for these DAs would settle to +1.4 feet NAVD88 within five years of sediment placement. In addition, the documents should discuss any remedial actions required if the fill elevations remain too high five years after placement.

1-1

1-1 Corps Response: As a result of the congressional language, the Corps of Engineers was directed to measure benefits, resulting from improved channel conditions, as the full value of the contracts that a port is expected to win regardless of whether the fabricated component would have otherwise been constructed in a foreign location or in another domestic location. This interpretation of the congressional language by New Orleans district has been approved throughout the Corps of Engineers chain of command.

1-2

1-2 Corps Response: The Corps has recognized that specific provisions recommended by NMFS has been added to the FWCAR. Specific provisions have been incorporated into the plan design (found in the Engineering Appendix) to minimize the temporal loss of estuarine fishery habitat.

1-3

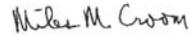
1-3 Corps Response: Settlement curves are found in the Engineering Appendix. During the next phase of the study, details will be addressed concerning remedial actions required to maintain marsh elevation after dredge material placement.

3

While NMFS has concerns regarding the economic justification for this project, as well as technical comments to recommend for revision to the documents, we have no EFH conservation recommendations to provide. Submittal of the DEIS for our review satisfies the consultation procedures outlined in 50 CFR Section 600.920, the regulation to implement the EFH provisions of the Magnuson-Stevens Act. If the project is revised further, any revisions that may adversely affect EFH would require the re-initiation of consultation as required by the Magnuson-Stevens Act.

We appreciate the opportunity to review and comment on the DMR, DEIS, and appendices. If you have questions regarding these or the enclosed comments, please contact Patrick Williams or Bren Haase of my staff at (225) 389-0508.

Sincerely,



Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

Enclosure

cc:

FWS, Lafayette
EPA, Dallas
LA DNR, Consistency
F/SER4
F/SER46, Ruebsamen
F/SER3, Bernhart
F/SE, Keys
F/HC
PPI/SP - Kokkinakis
GMFMC - Rester
Port of Iberia, Pontiff
LDWF, Finley
Louisiana Wildlife Federation
Coalition to Restore Coastal Louisiana
Files

NMFS' Specific Comments on the Port of Iberia DMR and DEIS

DRAFT MAIN REPORT
REPORT SUMMARY
S.1 STUDY INFORMATION
FEDERAL INTEREST

Page iii. This section of the DMR summarizes the Congressional guidance which was recently added to the COE's Policies and Guidelines related to the calculation of NED benefits for projects which may impact offshore oil and gas fabrication ports. It also states in this section that this language has been interpreted to mean that the value of future contracts to be used to support a NED justification should be counted regardless of whether those contracts represent work that would be displaced from some other port. NMFS disagrees with this interpretation of the Congressional language as it represents benefits to a localized region, not NED benefits. The NMFS recommends the analysis undertaken on page 21 of Appendix A be summarized in this section to allow readers to understand that the estimated \$203 million project cost is based on benefits to the Port of Iberia area alone and that the 1.8:1 benefit-to-cost ratio does not reflect true NED benefits as are generally calculated under the COE's Policies and Guidelines.

1a-1

1a-1. Corps Response: The Corps does not concur with NMFS's interpretation of the law. The Corp's interpretation is that we were instructed by Congress to include the value of all contracts won regardless of origin.

CHAPTER 3. EXISTING CONDITIONS

3.1 EXISTING CONDITIONS

3.1.7 Significant Resources

3.1.7.1 Marsh

Page MR 3-16, paragraph 6. This section of the document provides an analysis of causes of wetland loss in Louisiana. While subsidence, sea level rise, and herbivory are major causes of wetland loss in Louisiana, the primary cause of marsh loss in the project area is shoreline erosion. This section of the document should include a discussion of the substantial problem of shoreline erosion in the study area. Shoreline erosion rates, acquired by channel reach and for the bays within the study area and utilized in the WVA impact analyses, are available. Summary data can be provided to the NOD upon request.

1a-2

1a-2. Corps Response: Comment noted, additional information on wetland loss can be found in Appendix B.

3.1.7.2 Essential Fish Habitat

Page MR 3-17, paragraphs 1 and 2. NMFS recommends the paragraphs be revised to indicate that the Gulf of Mexico Fishery Management Council (GMFMC) has designated EFH for the following species in the project area: brown shrimp, white shrimp, red drum, Spanish mackerel, bluefish and cobia. During preparation of the DEIS, NMFS provided preliminary guidance on the species for which EFH has been designated in the study area. Since then, internal guidance has clarified that the GMFMC has not designated EFH for gray snapper off the coast of Louisiana. Accordingly, gray snapper should not be listed in this section of the DMR or sections of the DEIS discussing EFH and federally managed species.

1a-3

1a-3. Corps Response: Gray snapper will be removed from the EFH section.

3.1.7.4 Beaches

Page MR 3-18. The DMR should be revised to include a listing of surf zone fishes and description of their associated food web to ensure a complete discussion on non-federally managed species. Specific suggestions are provided below in our DEIS and Appendix B comments.

1a-4

1a-4. Corps Response: Comment has been incorporated in the DEIS and appendix B.

CHAPTER 4. ALTERNATIVES

4.3.1 Alternative Analysis

Pages MR 4-5. This section should be revised to indicate that the evaluated alternatives for bank line, bay, and interior disposal areas included provisions to construct fish dips, gap or degrade containment dikes, and construct tidal creeks, generally within five years after fill placement.

1a-5

4.3.2.1 Disposal Method 1

Bullet number one. This item should be revised to stipulate that bank line disposal areas would be designed with a channel side earthen berm that would remain higher in elevation in that portion of the berm nearest the existing shoreline. It should also indicate that the disposal elevations are designed to slope down from the berm to an elevation of +1.4 feet NAVD88 over the remainder of the bank line disposal areas.

1a-6

DRAFT ENVIRONMENTAL IMPACT STATEMENT

S.6 DESCRIPTION OF THE TENTATIVELY SELECTED PLAN

Environmental Impacts of the Tentatively Selected Plan

Table S-1. Although 1,173 acres of intermediate marsh and 301 acres of brackish marsh are expected to be lost due to erosion and general marsh degradation, this table shows a significant increase in AAHUs for those marsh types in the no action column. Based on our knowledge of the WVA methodology, usually AAHUs decrease as marsh acreage decreases. NMFS plans to coordinate further with the NOD and other interested agencies to verify these numbers as soon as practicable. However, NMFS concurs with the acreage data reported in the table.

1a-7

Pages DEIS S-6 and 7. This section also should indicate that there would be a temporal loss of estuarine fishery habitat caused by the conversion of estuarine water bodies and, in some areas, submerged aquatic vegetation to supratidal elevations within the planned beneficial use disposal areas. Following settlement, construction of fish dips, gapping/degrading containment dikes, and construction of tidal creeks, however, estuarine fishery support functions would be restored and enhanced in comparison to pre-project conditions.

1a-8

S.8 ENVIRONMENTAL COMMITMENTS

Page DEIS S-8. Specific recommendations on fish dips, gapping (i.e., breaching), or degrading containment dikes were provided by NMFS as part of our comments on the draft FWCA report. We recommend those provisions be included as part of Table S-2 Environmental Commitments. Specifically, 20-ft long fish dips having a bottom elevation no higher than +1 ft NAVD88 should be constructed every 1,000 feet along the bank line disposal areas. Additional and/or alternative fish dips should be constructed in the rock of the bank line disposal area at locations identified on previously provided figures, especially where tidal creeks/trenasses exist. Containment dikes for bay and interior disposal areas should be gapped at sites where tidal creeks are to be constructed. Gaps should be 20 feet long and -2 ft NAVD88 deep or equal to the pre-project bottom depth (whichever is shallower). Finally, five-year post-construction disposal elevations that exceed +1.4 feet NAVD88 should be graded down, except for the higher channel side berms behind the rock in the bank line disposal areas.

1a-9a

1a-9b

CHAPTER 3. EXISTING CONDITIONS

3.2 SIGNIFICANT RESOURCES

1a-5. Corps Response: Concur, fish dips, gaps and degrade containment dikes as well as construction of tidal creeks will be add in the detail design phase..

1a-6. Corps Response: Comment noted and will be addressed in the detail design phase.

1a-7. Corps Response: The Existing condition represents one year of Habitat Units. The Numbers for the No Action TY-50 and the TSP-TY-50 indicates Average Annual Habitat Units over the 50-year project life.

1a-8. Corps Response: The Corps concurs and has added the information into the EIS S-6 and S-7.

1a-9a. Corps Response: The Corps concurs and has added the information into Section 4.1.2.1 of the EIS.

1a-9b. Corps Response: The Corps concurs and has added the information into Section 4.1.2.1 of the EIS.

Page DEIS 3-2. The organization of the DEIS does not include a separate section specifically pertaining to non-federally managed marine fishery resources. Rather, these resources are discussed under various habitat sections. NMFS recommends the document be expanded to specifically identify estuarine and marine fishery use and dependence on various habitats within the study area, and the potential impacts and benefits of project implementation on those resources. This expanded discussion should include prey species in addition to economically important species.

1a-10

Table DEIS 3-1. The ecological attributes listed for beaches should be revised to include nursery, foraging, and staging habitat for surf zone fish and crustaceans, which are components of the nearshore ecosystem and food web.

1a-11

3.2.2 Essential Fish Habitat

Page DEIS 3-6, paragraphs 2 and 3, and Tables DEIS 3-3 and 3-4. The GMFMC has not designated EFH for gray snapper in Louisiana and it should be removed from these paragraphs and the tables.

1a-12

3.2.3 Estuarine Water Bodies

Page DEIS 3-8. NMFS recommends sand seatrout, Atlantic croaker, and striped mullet be added as economically important species and spot, killifishes, silversides, and anchovies be added as common forage species.

1a-13

3.2.4 Beaches

Page DEIS 3-9. The surf zone of beaches and nearshore areas support unique fish and crustacean assemblages that utilize these habitats exclusively or temporarily during portions of their life cycle. We recommend this section be revised to reflect this fishery resource support function, with a more detailed description in Appendix B.

1a-14

CHAPTER 4 COMPARATIVE IMPACTS OF ALTERNATIVES

Table DEIS 4-1. Impacts listed under existing, no action plan, and the TSP should mention estuarine and marine fisheries for the beach, which includes the surf zone habitat. Adverse impacts would not occur under the no action plan, while the TSP would result in minor burial impacts and cause temporary displacement of fisheries and benthic communities.

1a-15

4.1 Marsh

Table DEIS 4-2. NMFS will coordinate further with the NOD, FWS, and other interested agencies to confirm the WVA results reported in AAHUs in this table.

1a-16

4.1.2 Tentatively Selected Plan

4.1.2.1 Mitigation

Page DEIS 4-5, paragraph 3. The description of the fish dips to be constructed to provide drainage from, and fishery access to, the bank line disposal areas is inconsistent with the description provided on page 4-7. Specifically, page 4-5 indicates that the crest elevation of the fish dips would be 0.0 feet NAVD88 with a length of 20 feet, while on page 4-7, the upper elevation is identified as -2 feet NAVD88 and a length of 25 feet (at the bottom of the dip). Based on review of our files, the length of the dips, measured at the bottom, leading to the bank line disposal sites should not be less than 20 feet and the crest elevation no higher than +1 foot

1a-17a

1a-10. Corps Response: The Corps does not concur. Specific species were addressed in relation to habitat niche. EIS organization was intentional to avoid redundancy.

1a-11. Corps Response: The Corps concurs and has added the information into the EIS in Section 3-1.

1a-12. Corps Response: Document Modified.

1a-13. Corps Response: The Corps concurs and has added the information into the EIS in Section 3.2.3.

1a-14. Corps Response: Document modified.

1a-15. Corps Response: The Corps concurs and has added the information into the EIS in Section 4-1.

1a-16. Corps Response: Concur. The Corps will continue to coordinate with the resource agencies and the HET in all aspects of the project.

1a-17a. Corps Response: The design of the fish dips (gaps) will continue to be coordinated with NMFS as well as the other resource agencies. More detail will be determined in the next phase of the study.

NAVD88. Those dips should be constructed as soon as practicable, but within three to five years of the fill placement. The lag time in fish dip construction is to allow the dredged material to dewater and vegetate prior to exposing the marsh creation sites to tidal influence. During our evaluation of the bank line disposal areas, NMFS recommended various crest elevations for the fish dips in the bank line disposal areas ranging from -2 feet to +1 foot NAVD88. This reduction in fishery access was a compromise to minimize excessive erosion of the disposal areas. If the project is authorized for construction, we request continued coordination with NMFS and other members of the HET to strategically site the fish dips in the bank line disposal areas and re-consider lower crest settings on a site specific basis. Note that specific recommendations on locating fish dips in addition to a generic 1,000-foot spacing were provided as part of the NMFS comments on the draft FWCA report. The specific locations requested should be included as part of the final EIS and main report.

Different provisions were recommended to establish fishery access to the interior and bay disposal areas. Both earthen containment dikes and any rock armoring should be gapped every 1,000 feet or at a minimum number of strategic locations to be agreed upon by NMFS and the HET. The gaps should be constructed to be 20 feet long and -2 feet NAVD88, or the pre-project depth, whichever is shallower. These gaps should be constructed as soon as vegetative colonization of the disposal areas is complete, but no later than five years following dredged material placement. As an alternative to gapping, earthen containment dikes should be degraded to the settled height of the created elevations within the disposal areas. Section 4.1.2.1 and 4.2.2 of the DEIS should be revised to identify proper dimensions of the fish dips and gapping provisions and to clearly differentiate between the fish dips leading to the bank line disposal areas and those leading to the interior and bay disposal areas.

1a-17b

4.2 Essential Fish Habitat
Page DEIS 4-7. This section should be expanded to indicate that surf zone and nearshore habitat are designated as EFH for Spanish mackerel, bluefish, and cobia.

1a-18

4.2.2 Tentatively Selected Plan
Page DEIS 4-7. NMFS recommends this section be revised to include dredging tidal creeks in bay disposal areas to allow for the development of interspersed edge habitat. Dredging before disposal operations begin will allow development of creeks through differential settlement of the fill material. This would increase habitat diversity and functionality of those disposal areas by aiding the creation of a natural intertidal hydroperiod and improving fishery access. Gaps or dips in the containment dikes should be located to connect with these created creeks.

1a-19

The TSP should include a brief discussion of temporary impacts on managed fishery species and their prey that would result during dredging and disposal activities. Disposal of dredged material would create a localized and temporary increase in turbidity as sediments are dredged from the channels and placed in the disposal areas. Suspended sediments in the discharge could settle in a matter of hours to days, depending on disposal area.

1a-20

Under the TSP, short-term, local adverse impacts to EFH supportive of federally managed fisheries would occur during the construction and maintenance phase of the project. Dredging would remove sediment along with benthic organisms. Impacts to prey species could include entrapment and likely death of slow-moving organisms (such as crabs) and benthic organisms

1a-21

1a-17b. Corps Response: Fish dips have been located at existing bayous, canals, and openings in marsh. The Corps plans on continuing to coordinate with the appropriate agencies to ensure adequate measures are taken to address any impacts to estuarine and marine fishery habitat. A more detailed monitoring plan will be created in the next study phase.

1a-18. Corps Response: The Corps concurs and has added the information into the EIS in Section 4-7.

1a-19. Corps Response: In the detailed design phase, details associated with creating tidal creeks and diverse habitat features within the disposal areas will be coordinated with the resource agencies.

1a-20. Corps Response: The Corps concurs and has added the information into the EIS describing the TSP.

1a-21. Corps Response: The Corps concurs and has added the information into the EIS describing the TSP.

(such as polychaetes) during dredging, and smothering of benthic organisms and more sessile species at the deposition sites. Mobile aquatic animals (i.e., both managed species and their prey) would be expected to move away from the fill and borrow areas during construction, and return following completion of construction. These temporary impacts should be described in this section of the DEIS.

4.4 BEACHES

4.4.2 Tentatively Selected Plan

Page DEIS 4-9. The following information is offered for inclusion in this section and/or further expansion and support of the findings listed in the section 4.5. Even though the beach disposal is proposed in an already turbid environment, the TSP would result in primarily temporary impacts to surf zone habitat supportive of benthic communities and specific resident and transient estuarine and marine fish and crustaceans. The degree of development, persistence, and dispersal of increased turbidity would be affected by turbulence and long shore currents. Sampling data have indicated the effects of beach fill operations on short-term turbidity may be limited to a relatively narrow band (less than 550 feet) of beachfront (Ray and Clarke 2001). Impacts to invertebrates and fish that do not move out of the area could include abrasion injuries to gills. Sediment disposal also could interrupt surf zone energetics (i.e., plankton cycling) and result in burial of less motile invertebrates that are prey for economically important fisheries species. As the beach shoreface equilibrates after the discharge, surf zone fish and benthic assemblages associated with natural gulf shorelines are expected to return.

1a-22

1a-22. Corps Response: The Corps has described the impacts associated with dredge material disposal for different habitats in the MR and the EIS.

Draft Volume 3: Appendix B - Environmental Section 1, Fish and Wildlife Resources

To ensure a complete discussion of non-federally managed fishery resources, this section should include a discussion of the habitat function of surf zone habitats. Sediment type, one of the environmental variables thought to affect the distribution of fish, may have a limited affect on surf zone fishes in Louisiana. Beach seining samples from southwest Louisiana have identified fish assemblages similar to eastern Louisiana despite the higher sediment loads. We recommend Florida pompano, Atlantic threadfin, bay anchovy, striped mullet, white mullet, Atlantic croaker, southern kingfish, inland silverside, rough silverside, gulf menhaden, white shrimp, hardhead catfish, and blue crab be identified as likely species common to the surf zone habitat in the study area (Bellinger and Avault 1970; Tarbox 1974; Perry and Carter 1979). Of these, Florida pompano, southern kingfish, white mullet, and rough silverside are often more common in the surf zone than other, more inland habitats.

1a-23

1a-23. Corps Response: Document modified.

Section 10 DREDGED MATERIAL SITE MANAGEMENT PLAN/LONG TERM MANAGEMENT PLAN 8.0 MONITORING PLAN

NMFS believes the NOD should include monitoring of the beneficial use disposal areas to evaluate functionality of the created wetlands and compliance with the TSP. We recommend further coordination with NMFS and the HET to specify the sites and variables to be monitored and the necessary frequency of monitoring. This monitoring plan should be finalized prior to project implementation.

1a-24

1a-24. Corps Response: The Corps concurs with this comment and will continue to coordinate with the resource agencies through all phases of the project. The Corps intends to have a more extensive and detailed monitoring plan in place for the 50-year life of the project.

Draft Volume 4: Appendix C - Engineering Investigations and MCACES C2.4.6 Stone Design

NMFS suggests the NOD confirm that the proposed 36-inch and 28-inch stone gradation, with the inclusion of existing rock along the GIWW and FWB channels, would provide sufficient protection from wake-induced erosion. During evaluation of the environmental impacts of the project, the NOD advised the HET to assume that the existing rock would be realigned and incorporated into the proposed shoreline protection under the TSP. Inclusion of the existing rock into the proposed graded foreshore dike could affect the proposed design rock size, quantity, section, maintenance frequency, and associated costs.

1a-25

C2.4.7.3 GIWW

NMFS is concerned that the initial fill elevations will not subside to elevations supportive of an intertidal marsh habitat. We request the DMR and DEIS be revised to include a discussion and settlement curve information to demonstrate that settlement and subsidence from the proposed construction elevation to the settled target elevation of +1.4 feet NAVD88 would occur within five years of placement. A similar section and data should be included for the FWB Channel. Alternatively, this information could be included in Section C4. Civil Design.

1a-26

C7. Operation and Maintenance

We recommend this section be revised to include constructing fish dips, gapping containment dikes, planting vegetation as needed, and grading fill elevations that remain too high five years after placement.

1a-27

1a-25. Corps Response: The Corps assumed no existing rock for the feasibility phase of the study. The specifics of incorporating existing rock into the project design and determining whether or not the existing rock meets the design criteria will be determined in the next phase of the study.

1a-26. Corps Response: The monitoring plan will be revised in the detailed engineering and design phase of the project. The Corps will coordinate with the resource agencies to ensure target elevations are met in an acceptable timeframe in order to successfully create marsh.

1a-27. Corps Response: The Operation and Maintenance Plan will be revised in the next phase of the study and will include more detailed information concerning fish gaps/dips, fill elevations, and vegetative planting.

Literature Cited

- Bellinger, J.W. and J.W. Avault, Jr. 1970. Seasonal occurrence, growth, and length-weight relationship of juvenile pompano, *Trachinotus carolinus*, in Louisiana. Transactions of the American Fisheries Society 2: 353-358.
- Perry, G.W. and B.J. Carter. 1979. Seasonal occurrence of fishes collected from beach seining, southwest, Louisiana. Louisiana Academy of Sciences XLII: 24-38.
- Ray, G. and D. Clarke. 2001. The New York District's biological monitoring program for the Atlantic Coast of New Jersey, Asbury Park to Manasquan Section Beach Erosion Control Project; Final Report. US Army Corps of Engineers, Engineer Research and Development Center, Waterways Experiment Station, Vicksburg, MS
- Tarbox, K.E. 1974. Seasonal occurrence, distribution and relative abundance of juvenile fishes at Marsh Island, Louisiana. M.S. thesis, Louisiana State University, Baton Rouge. 122 pp.

Letter 2



State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRENEAU
SECRETARY

October 19, 2005

Mr. Michael Sayler
US Army Engineer District
Planning, Programs, and Project Management Division
Environmental Planning and Compliance Branch
CEMVN-PM-RS
P.O. Box 60267
New Orleans, Louisiana 70160-0267

Re: Port of Iberia Draft Feasibility Report and Environmental Impact Statement

Mr. Sayler:

The Department has reviewed the draft Feasibility Report and Environmental Impact Statement (EIS) for the Port of Iberia, Louisiana, project and offers the following comments. The purpose of deepening the channel is strictly for navigation, hence the Department will not consider any aspects of the project as coastal restoration. Having included shoreline protection, marsh creation, marsh nourishment, and open water disposal areas, the Corps has addressed measures to avoid, minimize or mitigate impacts associated with the project. In addition, the Department has worked closely with the U.S. Fish and Wildlife Service to develop the recommendations in the draft USFWS Fish and Wildlife Coordination Act Report (FWCAR) and is pleased to see that those recommendations have been incorporated into the document.

Utilization of Disposal Areas (DA's) should be in the order of lowest habitat values first followed by those of successively higher value habitat (bank line DA's, open water DA's, interior DA's). The Department strongly recommends that when creating marsh the following recommendations by Thompson and Peterson (2003) be incorporated into design and construction planning of the interior/bay open water DA's. Where applicable, the same recommendations could be used along the channel bank line Gulf Intracoastal Waterway (GIWW) and Freshwater Bayou (FWB) DA's.

- If ring levees are built during the construction of DA's, as many cuts as possible should be made through these levees to provide tidal exchange for migratory access by fishes and other organisms.
- Where possible, canals should be built into the structure of the DA's wetlands to provide acreage of protected heterogeneous habitat (i.e., low flow areas of various depths, etc.) to support a variety of species. Some of these canals should be open at both ends, others should be dead-ended, mimicking natural, meandering tidal creeks and streams (not linear canals).
- Where possible, a variety of intertidal habitats (i.e., mudflats, submergent and emergent wetland vegetation) should be included in the construction planning. These provide a variety

Page 2
October 19, 2005

of highly valuable nursery habitats for many fish species. There should be excellent access to these habitats so as to not impede fish movement.

Little Vermilion Bay, Little White Lake and Weeks Bay are part of the Vermilion Bay public oyster seed grounds, which is administered by this Department. Since the project is strictly for navigation and not a coastal restoration project, the Department will make a compensation determination for the areas impacted by this project as more specific project information is received.

In the case of dredging near the mouth and locks of FWB, the Department encourages placement of dredged material immediately west of the rock jetties in open water immediately offshore of the shoreline but not on the shoreline.

The first maintenance cycles (dredging and rock) in both the channels are expected approximately 10 years after initial construction, followed by maintenance cycles in years 25 and 40. During those maintenance cycles, material will be disposed of in the open water areas of Vermilion Bay. The Department recommends that before material is disposed in the open water DA's, an evaluation of all the bank line marsh creation DA's is made. Maintenance material could be utilized in those DA's that may have degraded, subsided or have been impacted by wake induced erosion as a result of the subsidence of the rocks. Coordinate with the habitat evaluation team (HET) early on in the decision process when or if sites will be used. If additional sites are needed, they must be approved by the HET. Those areas requiring planting should utilize species approved by the HET.

As with other marsh creation projects, a method of determining success must be developed. Development of a monitoring plan should include methods of measuring success such as plant survival benchmarks, percent cover benchmarks, marsh elevation targets, fisheries access, etc. Again, the HET should be involved in the decision making process.

The recommended plan is self-mitigating because of the inclusion of shoreline protection, marsh creation, marsh nourishment, and open water disposal areas. However if placement of beneficial material exceeds the recommended plan height (no higher than +5 foot North American Vertical Datum of 1988 (NAVD 88) settling to +1.4 NAVD88 within 5 years), the project may no longer be considered self-mitigating and may require compensation for any environmental damages that may result from the project.

We appreciate the opportunity to review and comment on the referenced documents. If you have any questions about our comments please contact Manuel Ruiz at 225-765-2373 or mruiz@wlf.louisiana.gov.

Sincerely,



Dwight Landreneau
Secretary

mjr

Page 3
October 19, 2005

cc:
LDWF - Dunham
LDWF - Ortego
NOAA
USFWS
LDNR

LITERATURE CITED

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Letter 2



State of Louisiana

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRONEAU
SECRETARY

KATHLEEN BABINEAUX BLANCO
GOVERNOR

October 19, 2005

Mr. Michael Saylor
US Army Engineer District
Planning, Programs, and Project Management Division
Environmental Planning and Compliance Branch
CEMVN-PM-RS
P.O. Box 60267
New Orleans, Louisiana 70160-0267

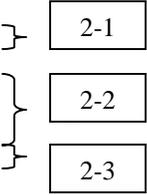
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- Where possible, a variety of intertidal habitats (i.e., mudflats, submergent and emergent wetland vegetation) should be included in the construction planning. These provide a variety



- 2-1. Corps Response: The Corps will continue to coordinate with the resource agencies to develop a more detailed disposal plan in the next phase of the study.
- 2-2. Corps Response: The Corps will continue to coordinate with the resource agencies to develop a more detailed disposal plan in the next phase of the study.
- 2-3. Corps Response: The Corps will continue to coordinate with the resource agencies to develop a more detailed disposal plan in the next phase of the study.

Page 2
October 19, 2005

of highly valuable nursery habitats for many fish species. There should be excellent access to these habitats so as to not impede fish movement.

Little Vermilion Bay, Little White Lake and Weeks Bay are part of the Vermilion Bay public oyster seed grounds, which is administered by this Department. Since the project is strictly for navigation and not a coastal restoration project, the Department will make a compensation determination for the areas impacted by this project as more specific project information is received.

2-4

2-4. Corps Response: Comment noted.

In the case of dredging near the mouth and locks of FWB, the Department encourages placement of dredged material immediately west of the rock jetties in open water immediately offshore of the shoreline but not on the shoreline.

2-5

2-5. Corps Response: Comment noted.

The first maintenance cycles (dredging and rock) in both the channels are expected approximately 10 years after initial construction, followed by maintenance cycles in years 25 and 40. During those maintenance cycles, material will be disposed of in the open water areas of Vermilion Bay. The Department recommends that before material is disposed in the open water DA's, an evaluation of all the bank line marsh creation DA's is made. Maintenance material could be utilized in those DA's that may have degraded, subsided or have been impacted by wake induced erosion as a result of the subsidence of the rocks. Coordinate with the habitat evaluation team (HET) early on in the decision process when or if sites will be used. If additional sites are needed, they must be approved by the HET. Those areas requiring planting should utilize species approved by the HET.

2-6

2-6. Corps Response: A more detailed monitoring plan will be completed in the next phase of the study and will specifically address these issues.

As with other marsh creation projects, a method of determining success must be developed. Development of a monitoring plan should include methods of measuring success such as plant survival benchmarks, percent cover benchmarks, marsh elevation targets, fisheries access, etc. Again, the HET should be involved in the decision making process.

2-7

2-7. Corps Response: A more detailed monitoring plan will be completed in the next phase of the study and will specifically address these issues.

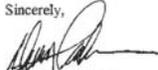
The recommended plan is self-mitigating because of the inclusion of shoreline protection, marsh creation, marsh nourishment, and open water disposal areas. However if placement of beneficial material exceeds the recommended plan height (no higher than +5 foot North American Vertical Datum of 1988 (NAVD 88) settling to +1.4 NAVD88 within 5 years), the project may no longer be considered self-mitigating and may require compensation for any environmental damages that may result from the project.

2-8

2-8. Corps Response: The Corps does not recognize the term self-mitigating but does intend to ensure target elevations for marsh elevation is achieved as a part of formulating a least cost/environmentally acceptable disposal plan. A more detailed monitoring plan will be completed in the next phase of the study and will specifically address these issues. A remediation plan will be developed to ensure that target marsh elevations are achieved.

We appreciate the opportunity to review and comment on the referenced documents. If you have any questions about our comments please contact Manuel Ruiz at 225-765-2373 or mruiz@wlf.louisiana.gov.

Sincerely,



Dwight Landreneau
Secretary

mjr

Page 3
October 19, 2005

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From: Jeff Harris [mailto:jeffh@dnr.state.la.us]
Sent: Tuesday, October 25, 2005 3:17 PM
To: Salyer, Michael R MVN
Cc: Gregory DuCote; Jim Rives
Subject: Preliminary comments on Port of Iberia Channel Deepening Project

Letter 3

Mike:

Below are preliminary comments from Louisiana Department of Natural Resources Coastal Management Division, on the Port of Iberia, Louisiana, Draft Feasibility Report. Final comments and decision on the Consistency Determination will be provided within the 60-day review period specified by NOAA regulations, which will end on November 11, 2005.

- The submission of a Consistency Determination at the Feasibility stage of project development would seem to be somewhat premature; CMD will consider this to be a "Phased consistency" as described in NOAA regulations at 15 CFR 930.36 (d). As new information on this project is developed and plans are modified, a Consistency Determination will be required for each major decision.

-DNR appreciates and applauds the involvement, from the early planning stages of the project on, of the several state and federal resource agencies as well as other stakeholders.

- CMD is pleased that the banklines of the GIWW in the project area will be restored to their authorized dimensions and armored with rock to prevent future widening.

- This office strongly supports the beneficial use of dredged material produced during initial construction, for marsh creation and bankline stabilization.

- Upland disposal of material from the upper reaches of the Commercial Canal does not appear to conform to Coastal Use Guideline 4.2; beneficial use of this material is strongly urged. Mitigation for the loss of the dredged material resource, as well as the loss of wetlands due to burial or other reasons, may permit this option to be found to be consistent with the LCRP.

- Upland disposal of material from Freshwater Bayou in the vicinity of the Bypass Lock, and destruction of wetlands in the process, appears to be an adverse impact which might be avoided by placing the dredged material in the shallow water disposal area on the Gulf shoreline west of the channel. The cost of transporting the material to that alternative disposal site may be lessened by placing the dredged material into the margins of the Freshwater Bayou channel, where it could be dredged during the bar channel deepening phase of the project. This or some other means of avoiding the destruction of wetlands should be evaluated.

- The rationale underlying the economic justification of the project appears to be questionable. The interpretation of Congressional language for the National Economic Development calculation is extremely narrowly focused, looking at the benefit of this project strictly to the immediate locale of the project, rather than to regional or national interests. CMD supports the appropriate development of commercial and industrial sites within the coastal zone, however, the expenditure of \$207 million federal dollars to move business from one state to another, or within the state, does not appear to be evaluated with an appropriate (ie, regional or national) perspective. Where, specifically, did the narrow interpretation of the Congressional language originate? Please describe how this project will enhance the economy of Louisiana rather than simply move jobs and business from one port to another within state boundaries.

- Did the estimates of Operations and Maintenance of this project, as described in Table S-2, include 100 % beneficial use of dredged material as required by Guideline 4.2? Based on paragraph 5.2.1.1, beneficial use of dredged material from O&M over the long-term was not included in the initial project design. Projected O&M costs appear to ignore the requirement of the Louisiana Coastal Resources Program for beneficial use of dredged material.

- What impact will the O&M of this project have on the overall New Orleans District budget for navigation O&M in the future? To what degree will the additional expense of this project divert O&M funds from other District-maintained channels, and so make beneficial use of dredged material (not to mention maintenance necessary for safety and reliable operations) less feasible throughout the New Orleans District?

- Were the potential effects of storm surge modeled?

- For those aspects of the project which serve as compensatory mitigation for the adverse impacts of the project, a monitoring plan must be established to ensure the continued success of the mitigation. A responsible party must be designated, who will be responsible for maintaining the areas which serve as mitigation, particularly as the Tentatively Selected Plan envisions potential wake damage from large vessels transiting the channels.

- The Commercial Canal, of all the waterways involved in this project, is the only one which will not have rock-armored banklines. What rates of bankline erosion have been experienced along this canal, and what rates are to be expected under the heavier waterborne traffic under the TSP?

- Section 4.6.11.3 states that under the TSP, there would be an expansion of industrial facilities into surrounding agricultural land. The following paragraph, 4.6.11.4, indicates that under the TSP there would be little or no impact to agricultural land in the vicinity of the project.

- CMD understands that there is doubt that the present landowners will allow disposal in the proposed upland sites along the northern half of the Commercial Canal. Alternative disposal options, providing for beneficial use of the dredged material, should be presented at the earliest opportunity. CWPPRA and/or LCA may have opportunities for partnerships in beneficial use of this material which should be explored.

Thank you for the opportunity to comment.

--Jeff Harris

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- Upland disposal of material from the upper reaches of the Commercial Canal does not appear to conform to Coastal Use Guideline 4.2; beneficial use of this material is strongly urged. Mitigation for the loss of the dredged material resource, as well as the loss of wetlands due to burial or other reasons, may permit this option to be found to be consistent with the LCRP. } 3-5
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- Did the estimates of Operations and Maintenance of this project, as described in Table S-2, include 100 % beneficial use of dredged material as required by Guideline 4.2? Based on paragraph 5.2.1.1, beneficial use of dredged material from O&M over the long-term was not included in the initial project design. Projected O&M costs appear to ignore the requirement of the Louisiana Coastal Resources Program for beneficial use of dredged material. } 3-8

3-1. Corps Response: The Corps intends to continue coordinating with LDNR in order to obtain consistency throughout the various phases of the project.

3-2. Corps Response: Comment noted.

3-3. Corps Response: Comment noted.

3-4. Corps Response: Comment noted.

3-5. Corps Response: An interagency team tentatively selected an upland disposal area in the "Commercial Canal" area. The original plan was to place the material along the dredged material embankment because the landowner felt that the bank line was eroding. Engineering did not have time due to shortened schedule to survey the area. USFWS had concerns with placement on the embankment because the area had become prime habitat for black bear that used the area as a corridor between Weeks Island and Avery Island. A second placement option was then developed for wetland creation in Weeks bay. This alternative had structural issues because of poor sediments in the bay and also had environmental and economic issues since the area is public oyster seed ground. Due to limited time due to shortened schedule a two upland disposal area was proposed for this area. The one on the east side of the channel was eliminated, because it was tidally influenced. The one on the west side is all ready impounded. Compensatory mitigation for this area was not required for the project due to the fact that the project would create a large amount of fresh marsh in other areas from the beneficial disposal of dredged material. The Corps will continue to coordinate with LDNR and the rest of the interagency team in the next phase of the project to resolve any dredge material disposal issues, which may arise.

Responses to Comments 3-6, 3-7, 3-8 on next page

The responses on this page correspond with comments on the previous page.

The responses on this page correspond with comments on the previous page.

3-6. Corps Response: The upland disposal areas in the “Freshwater bayou” area was tentatively selected to by an interagency team. This alternative would provide a way to protect integrity of the bypass lock. These areas had been previously deposited on and where considered perched wetlands by the interagency team. Compensatory mitigation for this area was not required for the project due to the fact that the project would create a large amount of fresh marsh in other areas from the beneficial disposal of dredged material. The Corps will continue to coordinate with LDNR and the rest of the interagency team in the next phase of the project to resolve any dredge material disposal issues, which may arise.

3-7. Corps response: As a result of the congressional language, the Corps of Engineers was directed to measure benefits, resulting from improved channel conditions, as the full value of the contracts that a port is expected to win regardless of whether the fabricated component would have otherwise been constructed in a foreign location or in another domestic location. This interpretation of the congressional language by New Orleans district has been approved throughout the Corps of Engineers chain of command.

3-8. Corps Response: Dredge material placement was formulated in a manner conducive to marsh creation wherever practicable. The dredge material disposal plan incorporates measures to fulfill the requirements set forth by the Louisiana Coastal Resources Program for beneficial use. Maintenance dredging will also require marsh creation in order to fulfill these requirements.

- What impact will the O&M of this project have on the overall New Orleans District budget for navigation O&M in the future? To what degree will the additional expense of this project divert O&M funds from other District-maintained channels, and so make beneficial use of dredged material (not to mention maintenance necessary for safety and reliable operations) less feasible throughout the New Orleans District? } 3-9

- Were the potential effects of storm surge modeled? } 3-10

- For those aspects of the project which serve as compensatory mitigation for the adverse impacts of the project, a monitoring plan must be established to ensure the continued success of the mitigation. A responsible party must be designated, who will be responsible for maintaining the areas which serve as mitigation, particularly as the Tentatively Selected Plan envisions potential wake damage from large vessels transiting the channels. } 3-11

- The Commercial Canal, of all the waterways involved in this project, is the only one which will not have rock-armored banklines. What rates of bankline erosion have been experienced along this canal, and what rates are to be expected under the heavier waterborne traffic under the TSP? } 3-12

- Section 4.6.11.3 states that under the TSP, there would be an expansion of industrial facilities into surrounding agricultural land. The following paragraph, 4.6.11.4, indicates that under the TSP there would be little or no impact to agricultural land in the vicinity of the project. } 3-13

- CMD understands that there is doubt that the present landowners will allow disposal in the proposed upland sites along the northern half of the Commercial Canal. Alternative disposal options, providing for beneficial use of the dredged material, should be presented at the earliest opportunity. CWPPRA and/or LCA may have opportunities for partnerships in beneficial use of this material which should be explored. } 3-14

Thank you for the opportunity to comment.

--Jeff Harris

3-9. Corps Response: This project funding would be separate from other project funds and should not impact other projects regarding the opportunities for beneficial use during routine maintenance.

3-10. Corps Response: No storm surge models were run. The POI project will not increase storm surge as there are no avenues related to the project that are directly connected to the Gulf of Mexico. The Freshwater Bayou Lock remains closed during hurricanes to prevent storm surge from moving up the channel.

3-11. Corps Response: A detailed operation and maintenance plan will be developed for all aspects of this project. The responsible party for developing the plan and for the operation and maintenance of all aspects of this project will be the Federal government.

3-12. Corps Response: There is no expectation of increased wake induced erosion along commercial canal due to this project. The large vessels that provide the increases in economic value are slow moving and do not produce a significant wake. There is not an expected increase in small boat traffic (crew boats) along commercial canal due to the project. Erosion rates will be revisited during the detailed design stage.

3-13. Corps Response: NRCS provided a completed Farmland Conversion Impact Rating form and determined that the project will not impact prime and unique farmland.

3-14. Corps Response: The Corps will continue to coordinate with LDNR and the rest of the interagency team in the next phase of the project to resolve any dredge material disposal issues, which may arise

Letter 4

Department of the Army
New Orleans District Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Department of the Army
St. Louis District Corps of Engineers
1222 Spruce Street
St. Louis, Missouri 63103

Dear Sirs:

We are writing on behalf of Acadiana Bay Association, a private non-profit group whose concern is the Bays of Acadiana. We have a membership of approximately 5000 sportsmen who are worried about our waterways, namely: Atchafalaya Bay, East Cote Blanche Bay, West Cote Blanche Bay, Weeks Bay and Vermillion Bay comprising over 485,510 acres of State water bottom. Our Association has been in existence nearly 10 years. We are active in promoting projects at Dry Reef, Point Chevreille, Nickle Reef, Rabbit Island, Marsh Island, Diamond Reef, and T - Butte. We have worked cooperatively with the Corp of Engineer, the Department of Natural Resources, Louisiana Wildlife and Fisheries, LSU Environmental Services, the Wetlands, NOAA, and other State and Federal Agencies. The Association's goal is to maintain our brackish Bays by restoring the multitude of reefs that were dredged out and used as roadbed material by private enterprise. We stand vigil on Acadiana's Bay, reefs, and are hearby expressing a concern to the Corp of Engineers about a project up for a public hearing that will affect Acadiana's Bays.

Our Association is concerned about the dredging project that the Corp of Engineers is undertaking from the Port of West St. Mary, west through the GIWW to Freshwater Bayou, to Intracoastal City, to the Gulf of Mexico. The project, as planned, does not have a set of Locks (that we have been recomending for years to the Corps) in the

GIWW between the Jaws and the Wax Lake Outlet , at West Bend. We feel that without the locks, the hydrology of Acadiana's Bays will be negatively impacted. What we feel will happen is:

- the depth of the Wax Lake Outlet will be 70' deep to the GIWW;
- the depth of the proposed Port of Iberia extension will be 20';
- scouring will deepen the existing channel between the Wax Lake Outlet and the new depth of the GIWW.

The negative effects of the Corps project will be:

- the Mississippi River flood water will be permanently diverted from the WLO delta to the Acadiana Bays making the system too fresh for the greater part of the water year, thereby increasing sedimentation, reducing salinity, reducing property value, and negatively impacting our fisheries.

Acadiana Bay Association's position is that we oppose the dredging as proposed by the Corp. To dredge to a depth of 20' from the Port of West St. Mary, west along the GIWW to Intracoastal City all the way to the Gulf of Mexico without a set of locks at North Bend, will harm the fragile ecosystem of the Acadiana Bays. Inconvenience to the shipping industry is no excuse for not having adequate protection for others that will be affected by the project.

Therefore, the Acadiana Bay Association objects to the dredging project as proposed and would like to request from the Corp the following:

- the Environmental Impact Statement
- the Feasibility Study for the project
- the Impact on our fisheries
- the Impact to everything affected by the project

Sincerely,



Acadiana Bay Association

Letter 4

Department of the Army
New Orleans District Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160

Department of the Army
St. Louis District Corps of Engineers
1222 Spruce Street
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We are writing on behalf of Acadiana Bay Association, a private non-profit group whose concern is the Bays of Acadiana. We have a membership of approximately 5000 sportsmen who are worried about our waterways, namely: Atchafalaya Bay, East Cote Blanche Bay, West Cote Blanche Bay, Weeks Bay and Vermillion Bay comprising over 485,510 acres of State water bottom. Our Association has been in existence nearly 10 years. We are active in promoting projects at Dry Reef, Point Chevreille, Nickle Reef, Rabbit Island, Marsh Island, Diamond Reef, and T - Butte. We have worked cooperatively with the Corp of Engineer, the Department of Natural Resources, Louisiana Wildlife and Fisheries, LSU Environmental Services, the Wetlands, NOAA, and other State and Federal Agencies. The Association's goal is to maintain our brackish Bays by restoring the multitude of reefs that were dredged out and used as roadbed material by private enterprise. We stand vigil on Acadiana's Bay, reefs, and are hereby expressing a concern to the Corp of Engineers about a project up for a public hearing that will affect Acadiana's Bays.

Our Association is concerned about the dredging project that the Corp of Engineers is undertaking from the Port of West St. Mary, west through the GIWW to Freshwater Bayou, to Intracoastal City, to the Gulf of Mexico. The project, as planned, does not have a set of Locks (that we have been recommending for years to the Corps) in the

GIWW between the Jaws and the Wax Lake Outlet , at West Bend. We feel that without the locks, the hydrology of Acadiana's Bays will be negatively impacted. What we feel will happen is:

- the depth of the Wax Lake Outlet will be 70' deep to the GIWW;
- the depth of the proposed Port of Iberia extension will be 20';
- scouring will deepen the existing channel between the Wax Lake Outlet and the new depth of the GIWW.

The negative effects of the Corps project will be:

- the Mississippi River flood water will be permanently diverted from the WLO delta to the Acadiana Bays making the system too fresh for the greater part of the water year, thereby increasing sedimentation, reducing salinity, reducing property value, and negatively impacting our fisheries.

Acadiana Bay Association's position is that we oppose the dredging as proposed by the Corp. To dredge to a depth of 20' from the Port of West St. Mary, west along the GIWW to Intracoastal City all the way to the Gulf of Mexico without a set of locks at North Bend, will harm the fragile ecosystem of the Acadiana Bays. Inconvenience to the shipping industry is no excuse for not having adequate protection for others that will be affected by the project.

Therefore, the Acadiana Bay Association objects to the dredging project as proposed and would like to request from the Corp the following:

- the Environmental Impact Statement
- the Feasibility Study for the project
- the Impact on our fisheries
- the Impact to everything affected by the project

Sincerely,



Acadiana Bay Association

4-1

4-1. Corps Response: The Wax Lake Outlet will not be 70 ft deep at the GIWW as a result of the POI project. There will be no additional scour induced above pre-project levels because none of the project features will cause an increase in flow or velocity in the GIWW from the Wax Lake Outlet. No additional floodwater above pre-project levels will be diverted to the Acadiana Bays as a result of the project because none of the project features will cause an increase in flow in the GIWW from the Wax Lake Outlet.



Simon J. Freyou, P.E., P.L.S.(Ret.)
C. David Moore, P.E., P.L.S.
L. Chandler Stanles, P.E.

Freyou, Moore and Associates, Inc.

Civil Engineering and Land Surveying

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(337) 365-9535
FAX (337) 367-8131
October 19, 2005



Letter 5

Iberia Investment Corporation
C/O Mr. Jacques Cousin
209 French Street
New Iberia, LA 70560

Re: Iberia Investment Corporation
Port of Iberia Proposed Dredging

Dear Sirs:

In accordance with your request, I have reviewed the Draft Feasibility Report for the Port of Iberia Acadiana Gulf of Mexico Access Channel (AGMAC) project. This document provides the study involved with determining the feasibility of dredging the proposed Channel. Your request, in particular, was to determine the effects of the proposed project to property owned by Iberia Investment Corporation, which are located along the western side of the Commercial Canal.

As you know, the proposed project is to dredge a channel from the Port of Iberia to the Gulf of Mexico along a route defined by the Commercial Canal to the Gulf Intracoastal Waterway (GIWW) and then to the Freshwater Bayou out to the Gulf. The plan is to dredge the channel to a working depth of -20' and a bottom width of 150'. The current configuration for the Commercial Canal is authorized to be maintained at a working depth of -13' and a bottom width of 125'.

The first impact that the proposed plan has for Iberia Investments property is the use of 343 acres as an upland disposal site. This entails constructing and/or repairing containment levees around 343 acres of existing freshwater marsh and filling it with dredged material up to 5' above the existing ground surface. The Corps document includes utilizing this same area to receive maintenance dredging materials periodically throughout a 50-year lifespan. The real estate portion of the document indicates that Iberia Investment would be required to sign a right-of-way document that would prevent them from using the property for any future construction or development.

The problems that I see with this include: (1) loss of 343 acres of existing freshwater marsh, and (2) loss of use of the 343 acres for any future development. I believe that these two losses should be opposed by the Corporation. There are other smaller areas of property owned by Iberia Investment Corporation and others (for example, the area just to the north of the proposed 343 acre site) that have severely degraded marsh that may be less of a loss.

The second impact on the property is the use of an additional 100 acres to enhance black bear habitat. The problems with this are similar to the 343 acre tract above, except that the 100 acres is not existing marsh land. Iberia Investment should oppose the loss of use of this property also.

The next impact to the property is a concern about the loss of property due to bank line erosion. The engineering portion of the document discusses the expected erosion of the bank along Commercial Canal. Page C-44 and C-45 say that "the increase in the size and amount of vessel traffic caused by deepening the existing channel to project depth will certainly increase the current bank erosion rate." The Corporation has already lost property due to erosion of the bank as evidenced by the loss of the road along the bank to the point that vehicular traffic is not currently possible. Using the proposed constructed bank, which will have 1 on 3 side slopes, the proposal to widen and deepen the channel would take an additional 33.5' of property on the Iberia Investment side of the channel. The engineering section also states that it is safe to assume that the new constructed bank will widen similar to the existing bank line, which will result in the Corporation losing additional property. I agree with this assessment due to the nature of the soils in the area. Dredging the canal wider and deeper with the steep side slopes will weaken the foundation of the bank line, causing it to be susceptible to sloughing off with the wave action from the boat traffic. Over the approximately 3 miles of bank line owned by Iberia Investment, the loss of property caused by the initial dredging and subsequent erosion will add up to more than 25 acres.

The proposed project discusses this same type of problem along the GIWW and Freshwater Bayou sections of the channel and they are proposing to refresh those banks with spoil material and protect them with rock armor to prevent the loss of the newly placed spoil. I recommend that Iberia Investment seek to have similar treatment performed along their property on the Commercial Canal.

The existing bank of the Commercial Canal has several "pods" of spoil from previous dredging projects. The gaps between these pods allow the brackish waters of the canal to flow into the interior of the property. Because the very nature of the marsh is poor drainage patterns, the brackish water is held for a long period of time, which we believe to be detrimental to the health of the interior marsh. While the environmental assessment of the Corps report indicates that salinity is not a large factor in this area, it is known that the levels of salinity changes depending upon various weather and environment conditions. The higher levels of salinity that occur during these times are enough to damage the marsh. We recommend that spoil from the proposed project be deposited along the bank to fill in these gaps, level off the bank area, and prevent saltwater intrusion into the freshwater marsh area.

Iberia Investment Corporation
October 19, 2005

Page 3

Another area of concern for the Corporation is the use of existing canals for drainage and for navigation. These canals are currently used for commercial and recreational navigation through the marsh area. They also provide drainage for the upland section of property immediately to the west of the Port of Iberia. The draft feasibility report does not specifically address the canals on the Corporations property, but I recommend that you object to any obstruction of these canals for your use.

As we have previously discussed, this proposed project appears to have a lot of benefits for the Port of Iberia and the surrounding area, but the project as outlined in the feasibility report has several detrimental effects on the property of Iberia Investment Corporation. If you need any additional information, please let me know.

Sincerely,

David Moore

CDM/dmh

Simon J. Freyou, P.E., P.L.S. (Ret.)
C. David Moore, P.E., P.L.S.
L. Chandler Starnes, P.E.

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October 19, 2005



Letter 5

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Port of Iberia Proposed Dredging

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The problems that I see with this include: (1) loss of 343 acres of existing freshwater marsh, and (2) loss of use of the 343 acres for any future development. I believe that these two losses should be opposed by the Corporation. There are other smaller areas of property owned by Iberia Investment Corporation and others (for example, the area just to the north of the proposed 343 acre site) that have severely degraded marsh that may be less of a loss.

5-1

5-1. Corps Response: An interagency team tentatively selected an upland disposal area in the "Commercial Canal" area. The Corps will continue to coordinate with LDNR and the rest of the interagency team in the next phase of the project to resolve any dredge material disposal issues, which may arise. The Louisiana Department of Transportation and Development (LaDOTD) will be the non-Federal sponsor for the construction of the project; however, the Port of Iberia (Port) was the non-Federal sponsor for this study. LaDOTD will be responsible for obtaining the required rights-of-way for this project, and that agency will be expected to do whatever is necessary to comply with this responsibility, including the condemnation of required rights-of-way if that is what is required. LaDOTD does have "quick-take" authority, and should be able to support the schedule for this project. During the preparation of the report, Mr. Roy Pontiff (the director of the Port) and Mr. Oscar Pena (the Port's contractor) were asked about any potential right-of-way acquisition issues, and they did not anticipate any difficulty in obtaining the required rights-of-way.

The second impact on the property is the use of an additional 100 acres to enhance black bear habitat. The problems with this are similar to the 343 acre tract above, except that the 100 acres is not existing marsh land. Iberia Investment should oppose the loss of use of this property also.

5-2

The next impact to the property is a concern about the loss of property due to bank line erosion. The engineering portion of the document discusses the expected erosion of the bank along Commercial Canal. Page C-44 and C-45 say that "the increase in the size and amount of vessel traffic caused by deepening the existing channel to project depth will certainly increase the current bank erosion rate." The Corporation has already lost property due to erosion of the bank as evidenced by the loss of the road along the bank to the point that vehicular traffic is not currently possible. Using the proposed constructed bank, which will have 1 on 3 side slopes, the proposal to widen and deepen the channel would take an additional 33.5' of property on the Iberia Investment side of the channel. The engineering section also states that it is safe to assume that the new constructed bank will widen similar to the existing bank line, which will result in the Corporation losing additional property. I agree with this assessment due to the nature of the soils in the area. Dredging the canal wider and deeper with the steep side slopes will weaken the foundation of the bank line, causing it to be susceptible to sloughing off with the wave action from the boat traffic. Over the approximately 3 miles of bank line owned by Iberia Investment, the loss of property caused by the initial dredging and subsequent erosion will add up to more than 25 acres.

5-3

The proposed project discusses this same type of problem along the GIWW and Freshwater Bayou sections of the channel and they are proposing to refresh those banks with spoil material and protect them with rock armor to prevent the loss of the newly placed spoil. I recommend that Iberia Investment seek to have similar treatment performed along their property on the Commercial Canal.

5-4

The existing bank of the Commercial Canal has several "pods" of spoil from previous dredging projects. The gaps between these pods allow the brackish waters of the canal to flow into the interior of the property. Because the very nature of the marsh is poor drainage patterns, the brackish water is held for a long period of time, which we believe to be detrimental to the health of the interior marsh. While the environmental assessment of the Corps report indicates that salinity is not a large factor in this area, it is known that the levels of salinity changes depending upon various weather and environment conditions. The higher levels of salinity that occur during these times are enough to damage the marsh. We recommend that spoil from the proposed project be deposited along the bank to fill in these gaps, level off the bank area, and prevent saltwater intrusion into the freshwater marsh area.

5-5

5-2. Corps Response: The reference to the 100 acres of enhanced Black Bear Habitat occurs in the FCAR and not the EIS. This is not a planned feature at this time. However, the disposal of material being dredged from the Commercial Canal is largely an unresolved issue.

5-3. Corps Response: There is no expectation of increased wake induced erosion along commercial canal due to this project. The large vessels that provide the increases in economic value are slow moving and do not produce a significant wake. There is not an expected increase in small boat traffic (crew boats) along commercial canal due to the project. Erosion rates will be revisited during the detailed design stage.

5-4. Corps Response: Comment noted. Will be considered during the detailed design stage.

5-5. Corps Response: Salinity models of the area support the Corps assertion that salinity is not an issue in the area.

Iberia Investment Corporation
October 19, 2005

Page 3

Another area of concern for the Corporation is the use of existing canals for drainage and for navigation. These canals are currently used for commercial and recreational navigation through the marsh area. They also provide drainage for the upland section of property immediately to the west of the Port of Iberia. The draft feasibility report does not specifically address the canals on the Corporations property, but I recommend that you object to any obstruction of these canals for your use.



5-6

5-6. Corps Response: Present plans are to leave opening in the shoreline for navigation and drainage.

As we have previously discussed, this proposed project appears to have a lot of benefits for the Port of Iberia and the surrounding area, but the project as outlined in the feasibility report has several detrimental effects on the property of Iberia Investment Corporation. If you need any additional information, please let me know.

Sincerely,

David Moore

CDM/dmh

Letter 6

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October 20, 2005

(VIA FEDERAL EXPRESS, FAX AND EMAIL)

(VIA FAX, E-MAIL AND CERTIFIED MAIL)

U.S. Army Engineer District, St. Louis
ATTN: CEMVS-PM-F (Atchley)
1222 Spruce Street
St. Louis, MO 63103-2833

ATTN: Mr. Michael Salyer
U.S. Army Corps of Engineers
Planning, Programs and Project
Management Division
Environmental Planning and Compliance
Branch
CEMVN-PM-RS
P. O. BOX 60267
New Orleans, LA 70160-0267

RE: Iberia Investment Corporation comments to Port of Iberia, Louisiana
Draft Feasibility Report

Gentlemen:

Please accept this correspondence on behalf of our client, Iberia Investment Corporation, in response to the Port of Iberia, Louisiana Draft Feasibility Report dated August, 2005. Iberia Investment Corporation (IIC) owns an undivided ninety (90%) percent interest in over three (3) miles of frontage along the Western bank of the Commercial Canal just south of the Port of Iberia. The other ten (10%) percent interest is owned by the heirs of Lawrence Simon and James Helm.

The undersigned attended a public meeting held in Iberia Parish on October 4, 2005 regarding the above project pursuant to notice thereof published in The Daily Iberian newspaper. On October 5, 2005, the six (6) volume report was made available to us by The Port of Iberia in the form of a computer disc. We have reviewed the information furnished as best we could and respectfully offer the following comments:

1. Iberia Investment Corporation supports the Deep Water Dredging Project from The Port of Iberia to the Gulf of Mexico and recognizes its economic benefit to Iberia Parish and all of South Louisiana. IIC granted a right of way to Iberia Parish on March 1, 1966 in order to facilitate dredging and widening of the commercial canal. A copy of that

Right of Way which was filed for record at COB 493/219/136244, records of Iberia Parish, Louisiana, is annexed hereto. Additional access to IIC Properties has been freely given to The Port of Iberia for the purpose of conducting studies in connection with the Deep Water Dredging Project.

2. Iberia Investment Corporation is opposed to and would not consent to the proposed sacrifice of 343 acres of its properties inland and on the West side of the Commercial Canal for use as an upland disposal area. This acreage represents some of the healthiest and most productive marsh among the IIC lands. Over the years, this area has proven to hold an abundance of wild alligators, waterfowl and other wildlife and has provided income and recreation for the landowner. For the same reasons, IIC would also object to the proposed use of an additional 100 acres in the same area for upland disposal of dredged material. Such condemnation of these properties would be tantamount to a taking as these lands would serve no further useful purpose to IIC. We submit that there must be some alternative site for the upland disposal of dredged material which would avoid the destruction of our healthy marsh area.

3. Iberia Investment Corporation proposes that dredged material be placed on its properties along and behind the bank of the Commercial Canal from the northern boundary of its properties southward to the Lateral Canal which runs perpendicular to the Commercial Canal and is located near the southern boundary of IIC lands. Newly placed spoil should be protected by rock armor as is proposed along the GIWW and Freshwater Bayou.

(a) Throughout the Draft Feasibility Report, all agencies have urged that dredged material should be used for a beneficial purpose. The report repeatedly recognizes increasing problems of eroding bank lines caused by wave action from motor vessels traveling along the various navigation canals. The report addresses this erosion problem along the banks of the GIWW and Freshwater Bayou and calls for the deposit of spoil material protected by rock armor to prevent further erosion along these banks. The Draft Feasibility Report does not appear to make any provision for the deposit of spoil along the Commercial Canal in order to combat recognized erosion problems.

(b) The IIC bank line along the Commercial Canal has experienced considerable erosion and damage from commercial vessel wakes. This situation is now critical with some areas of the bank actually being penetrated by wave action. The IIC roadway along the Commercial Canal has already been damaged through erosion and can no longer support vehicular traffic. The Draft Feasibility Report acknowledges that the increase in vessel traffic caused by the deepening of the existing channel will certainly increase the current bank erosion rate. In short order, we expect a complete failure of bank areas along the Commercial Canal as a result of continued wave action. The foregoing is confirmed in the report of Freyou, Moore & Associates, consulting engineers, dated October 19, 2005, annexed hereto.

(c) The proposed deepening of the Commercial Canal, while necessary and beneficial to business at The Port of Iberia, will accelerate the destruction of the bank line along the Commercial Canal. As more fully explained in the annexed report of Freyou, Moore & Associates, the deepening of the channel will at the

same time undermine the foundation for existing banks causing those banks to collapse into the Commercial Canal. The loss of property along the IIC bank line caused by the initial dredging and subsequent erosion is estimated to exceed 25 acres in area.

(d) Once the bank areas along the Commercial Canal have been eroded, saltwater from the Commercial Canal will intrude into the interior freshwater marsh, damaging plant life, wildlife habitat and ultimately destroying the marsh itself. Although average annual salinity levels are reportedly moderate, there are times during the year when salinity levels are high. It is during these times of peak salinity levels that most damage to the marsh will occur. The foregoing is also supported by the report of Freyou, Moore & Associates.

(e) Finally, and perhaps most importantly, the Right of Way Agreement granted by IIC in 1966 which gives the Parish the right to construct and maintain the Commercial Canal, contains the following provision:

Notwithstanding the above referenced plans, and as a consideration without which this grant would not be made, it is agreed that all earth excavated from the centerline of the canal to the proposed limit thereof on grantor's property shall be deposited in a continuous levee on grantor's adjoining property.

From the foregoing, it is clear that a principal consideration given to IIC in order to induce it to contribute lands for the Commercial Canal was the deposit of dredged material along the bank line in a continuous levee, undoubtedly to protect against erosion of its lands caused by anticipated commercial vessel traffic. The Commercial Canal and the IIC Servitude have been used by the public for the past forty (40) years. The bank line has suffered considerable erosion during that period of use. Under the terms of the Agreement between IIC and the public, the landowner has the right to receive dredged spoil to be deposited along its adjoining shoreline.

For the above reasons, we urge you to include provisions in your Plan requiring the deposit of spoil along the entire bank line of Iberia Investment Corporation properties. We would be happy to meet with you in order to discuss the particulars of this Plan.

4. In the event that additional areas are needed for upland disposal of dredged material, Iberia Investment Corporation may be willing to offer an alternate site located in the northern portion of its property, near the Commercial Canal, described on the annexed sketch. This area consists of non-productive marsh and is smaller than the area originally proposed for a disposal site. IIC would not agree to a perpetual servitude or non-developmental easement as such would amount to a permanent taking of its lands. We would be happy to meet with you to discuss the particulars of this proposal.

5. We find no plans in your Draft Feasibility Report which would block off or otherwise affect the Lateral Canal owned by Iberia Investment Corporation, which runs perpendicular to the Commercial Canal in a westerly direction near the Southern

boundary of IIC lands. We would vehemently object to any such plans as this canal is used for access to the Commercial Canal on a daily basis for oil and gas operations, and is a principal source of revenue to Iberia Investment Corporation.

6. Iberia Investment Corporation would likewise object to the deposit of any spoil or any other dredging activities which would interfere with navigation and drainage canals presently existing on IIC properties.

7. We met on Friday, October 14, 2005 with your project engineer, O'Neil Malbrough. Mr. Malbrough advised that environmental testing of material to be dredged indicated that such did not contain hazardous materials or other environmental pollutants which, if deposited in IIC lands, would give rise to violations of any environmental laws, rules or regulations. IIC certainly would not want to accept or incur responsibility for the deposit of such hazardous materials or environmental contaminants on its properties.

Once again, Iberia Investment Corporation supports the dredging of a deep water channel from The Port of Iberia to the Gulf of Mexico. IIC would be happy to discuss the foregoing or any other matters concerning the proposed plan as such may affect its properties or rights. That being said, Iberia Investment Corporation will object to the taking of large areas of healthy marshland for upland disposal, and would vigorously defend its private property rights in the face of forcible condemnation proceedings. Should you have any questions concerning these comments, please feel free to call on me.

Sincerely,

JACQUES COUSIN

JC/ac
Enclosure

cc: Mr. Richard S. Fahnestock
Mr. Patrick T. Caffery, Sr.
Mr. Roy Pontiff
Mr. David Moore

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October 20, 2005

(VIA FEDERAL EXPRESS, FAX AND EMAIL)

U.S. Army Engineer District, St. Louis
ATTN: CEMVS-PM-F (Atchley)
1222 Spruce Street
St. Louis, MO 63103-2833

(VIA FAX, E-MAIL AND CERTIFIED MAIL)

ATTN: Mr. Michael Salyer
U.S. Army Corps of Engineers
Planning, Programs and Project
Management Division
Environmental Planning and Compliance
Branch
CEMVN-PM-RS
P. O. BOX 60267
New Orleans, LA 70160-0267

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6-1

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6-2

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6-2. Corps Response: The comments have been received and are being taken into consideration.

same time undermine the foundation for existing banks causing those banks to collapse into the Commercial Canal. The loss of property along the IIC bank line caused by the initial dredging and subsequent erosion is estimated to exceed 25 acres in area.

(d) Once the bank areas along the Commercial Canal have been eroded, saltwater from the Commercial Canal will intrude into the interior freshwater marsh, damaging plant life, wildlife habitat and ultimately destroying the marsh itself. Although average annual salinity levels are reportedly moderate, there are times during the year when salinity levels are high. It is during these times of peak salinity levels that most damage to the marsh will occur. The foregoing is also supported by the report of Freyou, Moore & Associates.

(e) Finally, and perhaps most importantly, the Right of Way Agreement granted by IIC in 1966 which gives the Parish the right to construct and maintain the Commercial Canal, contains the following provision:

Notwithstanding the above referenced plans, and as a consideration without which this grant would not be made, it is agreed that all earth excavated from the centerline of the canal to the proposed limit thereof on grantor's property shall be deposited in a continuous levee on grantor's adjoining property.

From the foregoing, it is clear that a principal consideration given to IIC in order to induce it to contribute lands for the Commercial Canal was the deposit of dredged material along the bank line in a continuous levee, undoubtedly to protect against erosion of its lands caused by anticipated commercial vessel traffic. The Commercial Canal and the IIC Servitude have been used by the public for the past forty (40) years. The bank line has suffered considerable erosion during that period of use. Under the terms of the Agreement between IIC and the public, the landowner has the right to receive dredged spoil to be deposited along its adjoining shoreline.

For the above reasons, we urge you to include provisions in your Plan requiring the deposit of spoil along the entire bank line of Iberia Investment Corporation properties. We would be happy to meet with you in order to discuss the particulars of this Plan.

4. In the event that additional areas are needed for upland disposal of dredged material, Iberia Investment Corporation may be willing to offer an alternate site located in the northern portion of its property, near the Commercial Canal, described on the annexed sketch. This area consists of non-productive marsh and is smaller than the area originally proposed for a disposal site. IIC would not agree to a perpetual servitude or non-developmental easement as such would amount to a permanent taking of its lands. We would be happy to meet with you to discuss the particulars of this proposal.

5. We find no plans in your Draft Feasibility Report which would block off or otherwise affect the Lateral Canal owned by Iberia Investment Corporation, which runs perpendicular to the Commercial Canal in a westerly direction near the Southern

6-3

6-3. Corps Response: The comments have been received and are being taken into consideration.

6-4

6-4. Corps Response: The comments have been received and are being taken into consideration.

boundary of IIC lands. We would vehemently object to any such plans as this canal is used for access to the Commercial Canal on a daily basis for oil and gas operations, and is a principal source of revenue to Iberia Investment Corporation.

6. Iberia Investment Corporation would likewise object to the deposit of any spoil or any other dredging activities which would interfere with navigation and drainage canals presently existing on IIC properties.

} 6-5

6-5. Corps Response: The comments have been received and are being taken into consideration.

7. We met on Friday, October 14, 2005 with your project engineer, O'Neil Malbrough. Mr. Malbrough advised that environmental testing of material to be dredged indicated that such did not contain hazardous materials or other environmental pollutants which, if deposited in IIC lands, would give rise to violations of any environmental laws, rules or regulations. IIC certainly would not want to accept or incur responsibility for the deposit of such hazardous materials or environmental contaminants on its properties.

} 6-6

6-6 Corps Response: Comment noted.

Once again, Iberia Investment Corporation supports the dredging of a deep water channel from The Port of Iberia to the Gulf of Mexico. IIC would be happy to discuss the foregoing or any other matters concerning the proposed plan as such may affect its properties or rights. That being said, Iberia Investment Corporation will object to the taking of large areas of healthy marshland for upland disposal, and would vigorously defend its private property rights in the face of forcible condemnation proceedings. Should you have any questions concerning these comments, please feel free to call on me.

Sincerely,

JACQUES COUSIN

JC/ac
Enclosure

cc: Mr. Richard S. Fahnestock
Mr. Patrick T. Caffery, Sr.
Mr. Roy Pontiff
Mr. David Moore

Abbeville Harbor & Terminal District

Port of Vermilion

October 5, 2005

Michael Salyer
U. S. Army Corps of Engineers
Planning, Programs, and Project Management Division
P. O. Box 60267
New Orleans, LA 70160-0267

Ref: Proposed AGMAC Channel

Dear Michael Salyer,

In light of the recent Hurricanes Katrina and Rita, specifically Rita and its aftermath and the devastation it caused to Vermilion Parish, please be advised of the following:

The majority of the proposed AGMAC Channel from the Port of Iberia to the Gulf of Mexico will be physically located in Vermilion Parish, therefore;

The Abbeville Harbor & Terminal District in the aftermath of Hurricane Rita does hereby withdraw support for the proposed AGMAC Channel whether it is actual, or implied. The support is withdrawn until such time as a proper scientific study can be initiated and the residents of Vermilion Parish and The District can re-assess the Channel itself to determine the proposed use of dredged material in the AGMAC plan versus construction of a 12 foot storm protection levee with the dredged material to minimize such an occurrence in the future.

Please be advised that the Abbeville Harbor & Terminal District will speak for itself and no other group shall have our consent to speak for us on this subject until such time as the proposed scientific determinations have been reviewed by this organization.

I await your reply.

Respectfully yours,



James W. Campbell
Executive Director
Abbeville Harbor & Terminal District

Abbeville Harbor & Terminal District

Port of Vermilion

Letter 7

October 5, 2005

Michael Salyer
U. S. Army Corps of Engineers
Planning, Programs, and Project Management Division
P. O. Box 60267
New Orleans, LA 70160-0267

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7-1

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I await your reply.

Respectfully yours,



James W. Campbell
Executive Director
Abbeville Harbor & Terminal District

7-1. Corps Response: LADOTD has submitted letters of intent stating their intention to serve as the sponsor for the Port of Iberia, LA project, see exhibit 2. CEMVN has received funds to conduct an expedited reconnaissance study, estimated at 6 months, for areas recently affected by hurricanes including Southwest Coastal Louisiana. The project area includes the parishes of Cameron, Calcasieu, and Vermilion. Several alternatives would be formulated during the reconnaissance study with the intent of providing a full range of protection for developments against hurricane surge and wave action. This study would also address the feasibility to construct 12-foot armored levee along the Gulf Intracoastal Waterway. The reconnaissance study will be completed in coordination with the comprehensive assessment for the South Louisiana Hurricane Protection, Louisiana (SLHP) project. It is envisioned that the recommendations from the reconnaissance study will be incorporated in the SLHP Project for further evaluation and implementation.



Letter 8

State of Louisiana
Department of Environmental Quality



KATHLEEN BABINEAUX BLANCO
GOVERNOR

October 5, 2005

MIKE D. McDANIEL, Ph.D.
SECRETARY

Department of the Army- Corps of Engineers, New Orleans District
P. O. Box 60267
New Orleans, LA 70160-0267

Attention: Michael Salyer

RE: Water Quality Certification (JP 050913-02/AI 101235/CER 20050017)
Iberia & Vermilion Parishes

Dear Mr. Salyer:

The Department has reviewed your request to deepen and widen Commercial Canal, the Gulf Intracoastal Waterway and Freshwater Bayou for improvements to the Port of Iberia, along, in Iberia & Vermilion Parishes.

The requirements for Water Quality Certification have been met in accordance with LAC 33:IX.1507.A-E. Based on the information provided in your application, we have determined that the placement of the fill material will not violate the water quality standards of Louisiana provided for under LAC 33:IX.Chapter 11. Therefore, the Department has issued a Water Quality Certification.

Sincerely,

Thomas R. Griggs
Engineer Manager

TRG/jjp

c: Corps of Engineers- New Orleans District



OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 4313 • BATON ROUGE, LOUISIANA 70821-4313

AN EQUAL OPPORTUNITY EMPLOYER





State of Louisiana
Department of Environmental Quality



KATHLEEN BABINEAUX BLANCO
GOVERNOR

October 5, 2005

MIKE D. McDANIEL, Ph.D.
SECRETARY

Department of the Army- Corps of Engineers, New Orleans District
P. O. Box 60267
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Letter 8

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8-1

8-1. Corps Response: comment noted.

Sincerely,

Thomas R. Griggs
Engineer Manager

TRG/jjp

c: Corps of Engineers- New Orleans District



OFFICE OF ENVIRONMENTAL SERVICES • P.O. BOX 4313 • BATON ROUGE, LOUISIANA 70821-4313

AN EQUAL OPPORTUNITY EMPLOYER





Letter 9

State of Louisiana
Department of Environmental Quality



KATHLEEN BABINEAUX BLANCO
GOVERNOR

MIKE D. McDANIEL, Ph.D.
SECRETARY

September 29, 2005

Ms. Tamara Atchley
US Army Engineer District, St. Louis
Attn: CEMVS-PM-F (Atchley)
1222 Spruce St.
St. Louis, MO 63101-2833

RE: DEQ0609150049; Iberia Parish
Proposed Draft Feasibility Report for the Port of Iberia,
Louisiana

Dear Ms. Atchley:

The Department of Environmental Quality, Office of Environmental Assessment and Office of Environmental Services has received your request for comments on the above referenced project.

There were no objections based on the limited information submitted to us. However, the following comments have been included and/or attached. Should you encounter a problem during the implementation of this project, please make the appropriate notification to this Department.

The Office of Environmental Services recommends that you investigate the following requirements that may influence your proposed project:

1. If your project results in a discharge to waters of the state, submittal of a Louisiana Pollutant Discharge Elimination System application may be necessary.
2. LDEQ has stormwater general permits for construction areas equal to or greater than one acre. It is recommended that you contact Yvonne Baker at (225) 219-3111 to determine if your proposed improvements require one of these permits.
3. All precautions should be observed to control nonpoint source pollution from construction activities.
4. If any of the proposed work is located in wetlands or other areas subject to the jurisdiction of the U.S. Army Corps of Engineers, you should contact the Corps to inquire about the possible necessity for permits. If a Corps permit is required, part of the application process may involve a Water Quality Certification from LDEQ.
5. All precautions should be observed to protect the groundwater of the region (SEE ATTACHMENT).



OFFICE OF MANAGEMENT AND FINANCE • P.O. BOX 4303 • BATON ROUGE, LOUISIANA 70821-4303

AN EQUAL OPPORTUNITY EMPLOYER

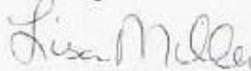


September 29, 2005
Page 2

Currently, Iberia Parish is classified as an attainment parish with the National Ambient Air Quality Standards for all criteria air pollutants.

Please forward all future requests to the Louisiana Department of Environmental Quality, Office of Management and Finance, Contracts & Grants, P. O. Box 4303, Baton Rouge, LA 70821-4303, and we will expedite your request as quickly as possible. Should you need any additional information please call me at (225) 219-3815.

Sincerely,



Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosure



Letter 9

State of Louisiana
Department of Environmental Quality



KATHLEEN BABINEAUX BLANCO
GOVERNOR

MIKE D. McDANIEL, Ph.D.
SECRETARY

September 29, 2005

Ms. Tamara Atchley
US Army Engineer District, St. Louis
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1222 Spruce St.
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- } 9-1
- } 9-2
- } 9-3
- } 9-4
- } 9-5



OFFICE OF MANAGEMENT AND FINANCE • P.O. BOX 4303 • BATON ROUGE, LOUISIANA 70821-4303

AN EQUAL OPPORTUNITY EMPLOYER



9-1. Corps Response: The subject project is presently in feasibility stage. Project alternatives that were recommended in the subject EIS were developed taking into account the guidelines of the Louisiana Pollutant Discharge Elimination System. If and when a Record of Decision is signed, during the project implementation stage, specifications will be formulated that comply fully with the LPDES requirements and a request for permittance under LAR10000 will be made.

9.2 Corps Response: comment noted

9-3. Corps Response: comment noted. Plans and specs will include standard operation principals on preventing non-point pollutions.

9-4. Corps Response: A Section 404 (b)(1) evaluation was performed and can be found in section 5 of the Appendix B of the main report. WQC from LDEQ has been received see letter 8.

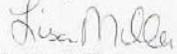
9-5. Corps Response: comment noted.

September 29, 2005
Page 2

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Sincerely,



Lisa L. Miller
Contracts & Grants

llm:vhn
Enclosure

Letter 10

October 20, 2005

To: Mike Sawyer
Corp of Engineer
Project Manager
PO Box 60627
New Orleans, LA 70160-0567

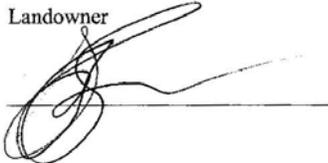
As a landowner that is affected by the existing Freshwater Bayou Channel and Hurricane Rita and the Gulf Intracoastal Waterway, I am concerned by the proposed AGMAC Channel. I also have concerns about the lack of interest in the economy, environment and protection of the residents of Vermilion Parish.

It seems to me with all the spoil that will be removed from these channels could be used as a salt water barrier, a habitat for deer rabbits etc. And Hurricane Protect for the residents of Vermilion and Iberia Parishes. In the proposed Plan you are to build a +5 spoil bank and +5 rock placements, this will use only a minimal amount of spoil. Why you cannot use all available spoil along these channels and build some Hurricane Protection for Vermilion and Iberia Parishes? Why are agencies so focused on building Marsh (where historically was not marsh)? The proposed channel is to be navigation protect without any regard for the environment, and lives, and the economy of Vermilion Parish. I personally object to the protect and it should not proceed unless the needs (not wants) are met by Vermilion Parish and provisions in the authorization to maintain the spoil banks along with the actual channel maintenance and the protection of the spoil banks are funded.

The destruction caused by Hurricane Rita should be an indication that the base for Hurricane Protection System is a must in Vermilion and Iberia parishes. Along with any future navigation projects along Coastal Louisiana.

Cc David Vitter
Charles Boustany
Mary Landrieu
Nick Gautreaux
Mickey Frith
Troy Hebert
Vermilion Parish Policy Jury

Sherrill Sagrera
Vermilion Parish
Landowner



October 20, 2005

To: Mike Sawyer
Corp of Engineer
Project Manager
PO Box 60627
New Orleans, LA 70160-0567

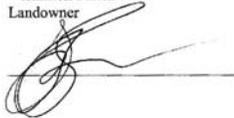
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Cc David Vitter
Charles Boustany
Mary Landrieu
Nick Gautreaux
Mickey Frith
Troy Hebert
Vermilion Parish Policy Jury

Sherrill Sagrera
Vermilion Parish
Landowner



10-1

10-2

10-1. Corps Response: Planning the disposal of the dredge material was accomplished through careful coordination with stakeholders and natural resource agencies. The Port of Iberia Study identified the "least cost/environmentally acceptable plan" for dredge material disposal. Hurricane protection for residents of Vermilion Parish is being undertaken under a separate authority.

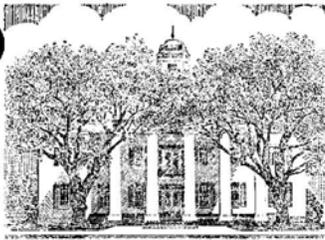
10-2. Corps Response: Comment noted.

HUBERT FAULK
PRESIDENT

T. J. PREJEAN, JR.
VICE PRESIDENT

Letter 11

CLAY P. MENARD
SECRETARY-TREASURER



VERMILION PARISH POLICE JURY
Courthouse Bldg.
100 N. State St., Suite 200
Abbeville, Louisiana 70510



MEMBERS

DISTRICT 1
CARROLL DUHON
8305 DUHON ROAD
MAURICE, LA 70555
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DISTRICT 2
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11024 LA HWY 697
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ERATH, LA 70533
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(337) 893-5145

DISTRICT 5
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(337) 893-1246

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MARK POCHE
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103 SUIRE DR.
DELCAMBRE, LA 70528
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3146 VETERANS MEMORIAL DR
ABBEVILLE, LA 70510
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157 RICHELIEU CIRCLE
KAPLAN, LA 70548
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DISTRICT 11
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KAPLAN, LA 70548
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PURVIS ABSHIRE
802 LEBEUNE
KAPLAN, LA 70548
(337) 643-8874

DISTRICT 13
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ABBEVILLE, LA 70510
(337) 643-2200

DISTRICT 14
LUTHER "BLUSTER" HARDEE
9902 HANNAH (PVT) ROAD
KAPLAN, LA 70548
(337) 536-6970

November 15, 2005

Michael Salyer
U.S. Army Corps of Engineers
Planning, Programs, and Projects Management Division
P.O. Box 60267
New Orleans, La. 70160-0267

Dear Representative Salyer:

In reference to the above captioned item, on the November 2, 2005 meeting the Vermilion Parish Police Jury adopted a resolution authorizing its position on this project.

The Police Jury's position is that it is firmly opposed to this project unless the project includes a category 5 flood/hurricane protection levee that is armed, along the entire length of the project in Vermilion Parish. The southern portion of our parish was severely impacted by Hurricane Rita and we ask that if the AGMAC project proceeds, it does so only as part of a comprehensive hurricane protection levee for our parish.

Respectfully yours,

Hubert J. Faulk
President

HJF/lld

HUBERT FAULK
PRESIDENT

T. J. FREJAN, JR.
VICE PRESIDENT

CLAY P. MENARD
SECRETARY-TREASURER



VERMILION PARISH POLICE JURY
Courthouse Bldg.
100 N. State St., Suite 200
Abbeville, Louisiana.70510



337-898-4300
FAX 337-898-4310

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137 RICHIEUX CIRCLE
KAPLAN, LA 70548
(337) 643-1200

DISTRICT 11
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KAPLAN, LA 70548
(337) 643-6302

DISTRICT 12
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802 LEBLANC
KAPLAN, LA 70548
(337) 643-6074

DISTRICT 13
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17267 LA HWY 15
ABBEVILLE, LA 70510
(337) 643-2296

DISTRICT 14
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KAPLAN, LA 70548
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November 15, 2005

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U.S. Army Corps of Engineers
Planning, Programs, and Projects Management Division
P.O. Box 60267
New Orleans, La. 70160-0267

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Hubert J. Faulk
President

HJF/lld

11-1

11-1. Corps Response: Comment noted.

Letter 12

State of Louisiana



KATHLEEN BABINEAUX BLANCO
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF COASTAL RESTORATION AND MANAGEMENT

November 15, 2005

Michael Salyer
CEMVN-PM-RS
Corps of Engineers, New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

RE: **C20050569**, Coastal Zone Consistency
New Orleans District, Corps of Engineers
Direct Federal Action
Port of Iberia, Louisiana, channel deepening project Draft Feasibility Report and Draft
Environmental Impact Statement, **Iberia and Vermilion Parishes, Louisiana**

Dear Mr. Salyer:

This office has received the above referenced federal application for consistency review with the approved Louisiana Coastal Resources Program in accordance with Section 307(c) of the Federal Coastal Zone Management Act of 1972, as amended. NOAA Regulations on Federal Consistency, at 15 CFR §930.41(a), allow 60 days for the review of Direct Federal Activities, and at §930.41(b) allow additional time extensions with mutual consent. This is to confirm that, per our telephone conversation today, the deadline for Consistency review will be December 14, 2005.

A final determination will be made within the authorized time period. Please refer to the above Consistency Application number when responding to this letter. If you have any questions please call Jeff Harris of the Consistency Section at (225) 342-7949.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Rives".

Jim Rives
Acting Administrator

cc: Manuel Ruiz, LDWF
David Walther, USFWS
Patrick Williams, NMFS

State of Louisiana



KATHLEEN BABINEAUX BLANCO
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF COASTAL RESTORATION AND MANAGEMENT

November 15, 2005

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CEMVN-PM-RS
Corps of Engineers, New Orleans District
P.O. Box 60267
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Dear Mr. Salyer:

This office has received the above referenced federal application for consistency review with the approved Louisiana Coastal Resources Program in accordance with Section 307(c) of the Federal Coastal Zone Management Act of 1972, as amended. NOAA Regulations on Federal Consistency, at 15 CFR §930.41(a), allow 60 days for the review of Direct Federal Activities, and at §930.41(b) allow additional time extensions with mutual consent. This is to confirm that, per our telephone conversation today, the deadline for Consistency review will be December 14, 2005.

A final determination will be made within the authorized time period. Please refer to the above Consistency Application number when responding to this letter. If you have any questions please call Jeff Harris of the Consistency Section at (225) 342-7949.

Sincerely,

Jeff Rives
Acting Administrator

cc: Manuel Ruiz, LDWF
David Walther, USFWS
Patrick Williams, NMFS

12-1

12-1. Corps Response: Comment noted.

State of Louisiana

Letter 13

KATHLEEN BABINEAUX BLANCO
GOVERNOR



SCOTT A. ANGELLE
SECRETARY

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF COASTAL RESTORATION AND MANAGEMENT

October 24, 2005

Michael Salyer
Environmental Planning & Compliance Branch
CEMVN-PM-RS
Corps of Engineers, New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

RE: **C20050569**, Coastal Zone Consistency
New Orleans District, Corps of Engineers
Direct Federal Action
Port of Iberia, Louisiana, channel deepening project Draft Feasibility Report and Draft
Environmental Impact Statement, **Iberia and Vermilion Parishes, Louisiana**

Dear Mr. Salyer:

The Louisiana Department of Natural Resources Coastal Management Division (CMD) has reviewed the referenced project and has the following preliminary comments. Final comments and decision on the Consistency Determination will be provided within the 60-day review period specified by NOAA regulations at 15 CFR 930.41, which will end on November 11, 2005.

- The submission of a Consistency Determination at the Feasibility stage of project development would seem to be somewhat premature; CMD will consider this to be a "Phased consistency" as described in NOAA regulations at 15 CFR 930.36 (d). As new information on this project is developed and plans are modified, a Consistency Determination will be required for each major decision.
- CMD appreciates and applauds the involvement, from the early planning stages of the project on, of the several state and federal resource agencies as well as other stakeholders.
- CMD is pleased that the banklines of the Gulf Intracoastal Waterway (GIWW) in the project area will be restored to their authorized dimensions and armored with rock to prevent future widening.
- This office strongly supports the beneficial use of dredged material produced during initial construction, for marsh creation and bankline stabilization.

Michael Salyer
October 24, 2005
Page 2

- Upland disposal of material from the upper reaches of the Commercial Canal does not appear to conform to Coastal Use Guideline 4.2; beneficial use of this material is strongly urged. Mitigation for the loss of the dredged material resource, as well as the loss of wetlands due to burial or other reasons, may permit this option to be found to be consistent with the Louisiana Coastal Resources Program (LCRP).
- Upland disposal of material from Freshwater Bayou in the vicinity of the Bypass Lock, and destruction of wetlands in the process, appears to be an adverse impact which might be avoided by placing the dredged material in the shallow water disposal area on the Gulf shoreline west of the channel. The cost of transporting the material to that alternative disposal site may be lessened by placing the dredged material into the margins of the Freshwater Bayou channel, where it could be dredged during the bar channel deepening phase of the project. This or some other means of avoiding the destruction of wetlands should be evaluated.
- The rationale underlying the economic justification of the project appears to be questionable. The interpretation of Congressional language for the National Economic Development calculation is extremely narrowly focused, looking at the benefit of this project strictly to the immediate locale of the project, rather than to regional or national interests. CMD supports the appropriate development of commercial and industrial sites within the coastal zone, however, the expenditure of \$207 million federal dollars to move business from one state to another, or within the state, does not appear to be evaluated with an appropriate (ie, regional or national) perspective. Where, specifically, did the narrow interpretation of the Congressional language originate? Please describe how this project will enhance the economy of Louisiana rather than simply move jobs and business from one port to another within state boundaries.
- Did the estimates of Operations and Maintenance (O&M) of this project, as described in Table S-2, include 100 % beneficial use of dredged material as required by Guideline 4.2? Based on paragraph 5.2.1.1, beneficial use of dredged material from O&M over the long-term was not included in the initial project design. Projected O&M costs appear to ignore the requirement of the Louisiana Coastal Resources Program for beneficial use of dredged material.
- What impact will the O&M of this project have on the overall New Orleans District budget for navigation O&M in the future? To what degree will the additional expense of this project divert O&M funds from other District-maintained channels, and so make beneficial use of dredged material (not to mention maintenance necessary for safety and reliable operations) less feasible throughout the New Orleans District?
- For those aspects of the project which serve as compensatory mitigation for the adverse impacts of the project, a monitoring plan must be established to ensure the continued success of the mitigation. A responsible party must be designated, who will be responsible for maintaining the areas which serve as mitigation, particularly as the Tentatively Selected Plan (TSP) envisions potential wake damage from large vessels transiting the channels.

Michael Salyer
October 24, 2005
Page 3

- Were the potential effects of storm surge modeled?
- The Commercial Canal, of all the waterways involved in this project, is the only one which will not have rock-armored banklines. What rates of bankline erosion have been experienced along this canal, and what rates are to be expected under the heavier waterborne traffic under the TSP?
- Section 4.6.11.3 states that under the TSP, there would be an expansion of industrial facilities into surrounding agricultural land. The following paragraph, 4.6.11.4, indicates that under the TSP there would be little or no impact to agricultural land in the vicinity of the project.
- CMD understands that there is doubt that the present landowners will allow disposal in the proposed upland sites along the northern half of the Commercial Canal. Alternative disposal options, providing for beneficial use of the dredged material, should be presented at the earliest opportunity. CWPPRA and/or LCA may have opportunities for partnerships in beneficial use of this material which should be explored.

Thank you for the opportunity to comment. If you have any questions concerning this information request, please contact me at (225) 342-7949 or 1-800-267-4019.

Sincerely,



Jeffrey D. Harris
Coastal Scientist Coordinator

cc: Manuel Ruiz, LDWF
David Walther, USFWS
Patrick Williams, NMFS

State of Louisiana



KATHLEEN BABINEAUX BLANCO
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

DEPARTMENT OF NATURAL RESOURCES
OFFICE OF COASTAL RESTORATION AND MANAGEMENT

October 24, 2005

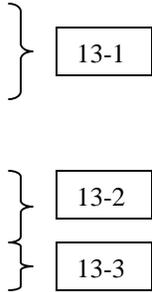
Michael Salyer
Environmental Planning & Compliance Branch
CEMVN-PM-RS
Corps of Engineers, New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

RE: **C20050569**, Coastal Zone Consistency
New Orleans District, Corps of Engineers
Direct Federal Action
Port of Iberia, Louisiana, channel deepening project Draft Feasibility Report and Draft
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Dear Mr. Salyer:

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- CMD is pleased that the banklines of the Gulf Intracoastal Waterway (GIWW) in the project area will be restored to their authorized dimensions and armored with rock to prevent future widening.
- This office strongly supports the beneficial use of dredged material produced during initial construction, for marsh creation and bankline stabilization.



13-1. Corps Response: Comment noted.

13-2. Corps Response: Comment noted.

13-3. Corps Response: Comment noted.

The following response correspond with comment on next page.

13-4. Corps Response: An interagency team tentatively selected an upland disposal area in the "Commercial Canal" area. The original plan was to place the material along the dredged material embankment because the landowner felt that the bank line was eroding. Engineering did not have time due to shortened schedule to survey the area. USFWS had concerns with placement on the embankment because the area had become prime habitat for black bear that used the area as a corridor between Weeks Island and Avery Island. A second placement option was then developed for wetland creation in Weeks bay. This alternative had structural issues because of poor sediments in the bay and also had environmental and economic issues since the area is public oyster seed ground. Due to limited time due to shortened schedule a two upland disposal area was proposed for this area. The one on the east side of the channel was eliminated, because it was tidally influenced. The one on the west side is all ready impounded. Compensatory mitigation for this area was not required for the project due to the fact that the project would create a large amount of fresh marsh in other areas from the beneficial disposal of dredged material. The Corps will continue to coordinate with LDNR and the rest of the interagency team in the next phase of the project to resolve any dredge material disposal issues, which may arise.

• Upland disposal of material from the upper reaches of the Commercial Canal does not appear to conform to Coastal Use Guideline 4.2; beneficial use of this material is strongly urged. Mitigation for the loss of the dredged material resource, as well as the loss of wetlands due to burial or other reasons, may permit this option to be found to be consistent with the Louisiana Coastal Resources Program (LCRP).

13-4

• Upland disposal of material from Freshwater Bayou in the vicinity of the Bypass Lock, and destruction of wetlands in the process, appears to be an adverse impact which might be avoided by placing the dredged material in the shallow water disposal area on the Gulf shoreline west of the channel. The cost of transporting the material to that alternative disposal site may be lessened by placing the dredged material into the margins of the Freshwater Bayou channel, where it could be dredged during the bar channel deepening phase of the project. This or some other means of avoiding the destruction of wetlands should be evaluated.

13-5

• The rationale underlying the economic justification of the project appears to be questionable. The interpretation of Congressional language for the National Economic Development calculation is extremely narrowly focused, looking at the benefit of this project strictly to the immediate locale of the project, rather than to regional or national interests. CMD supports the appropriate development of commercial and industrial sites within the coastal zone, however, the expenditure of \$207 million federal dollars to move business from one state to another, or within the state, does not appear to be evaluated with an appropriate (ie, regional or national) perspective. Where, specifically, did the narrow interpretation of the Congressional language originate? Please describe how this project will enhance the economy of Louisiana rather than simply move jobs and business from one port to another within state boundaries.

13-6

• Did the estimates of Operations and Maintenance (O&M) of this project, as described in Table S-2, include 100 % beneficial use of dredged material as required by Guideline 4.2? Based on paragraph 5.2.1.1, beneficial use of dredged material from O&M over the long-term was not included in the initial project design. Projected O&M costs appear to ignore the requirement of the Louisiana Coastal Resources Program for beneficial use of dredged material.

13-7

• What impact will the O&M of this project have on the overall New Orleans District budget for navigation O&M in the future? To what degree will the additional expense of this project divert O&M funds from other District-maintained channels, and so make beneficial use of dredged material (not to mention maintenance necessary for safety and reliable operations) less feasible throughout the New Orleans District?

13-8

• For those aspects of the project which serve as compensatory mitigation for the adverse impacts of the project, a monitoring plan must be established to ensure the continued success of the mitigation. A responsible party must be designated, who will be responsible for maintaining the areas which serve as mitigation, particularly as the Tentatively Selected Plan (TSP) envisions potential wake damage from large vessels transiting the channels.

13-9

Response 13-4 is on previous page

13-5. Corps Response: The upland disposal areas in the “Freshwater bayou” area was tentatively selected to by an interagency team. This alternative would provide a way to protect integrity of the bypass lock. These areas had been previously deposited on and were considered perched wetlands by the interagency team.. Compensatory mitigation for this area was not required for the project due to the fact that the project would create a large amount of fresh marsh in other areas from the beneficial disposal of dredged material. The Corps will continue to coordinate with LDNR and the rest of the interagency team in the next phase of the project to resolve any dredge material disposal issues, which may arise.

13-6. Corps Response: In Public law 109-13, Emergency Supplemental Appropriation Act for Defense the global war on terror, and Tsunami, Relief, 2005 congress directed the Corps to “include in the national economic development calculation the value of future energy exploration and production fabrication contracts and transportation cost savings that would result from larger navigation channels.” The value of contracts that would be awarded to Port of Iberia fabricators as a result of the improved channel conditions form the basis of the benefits identified in the feasibility report. Net enhancements to the Louisiana economy as a consequence of the Port of Iberia channel improvement were not evaluated, nor were possible net changes to the economies of the other Gulf coast states.

Responses 13-7, 13-8, and 13-9 are on next page.

Michael Salyer
October 24, 2005
Page 3

- Were the potential effects of storm surge modeled?
- The Commercial Canal, of all the waterways involved in this project, is the only one which will not have rock-armored banklines. What rates of bankline erosion have been experienced along this canal, and what rates are to be expected under the heavier waterborne traffic under the TSP?
- Section 4.6.11.3 states that under the TSP, there would be an expansion of industrial facilities into surrounding agricultural land. The following paragraph, 4.6.11.4, indicates that under the TSP there would be little or no impact to agricultural land in the vicinity of the project.
- CMD understands that there is doubt that the present landowners will allow disposal in the proposed upland sites along the northern half of the Commercial Canal. Alternative disposal options, providing for beneficial use of the dredged material, should be presented at the earliest opportunity. CWPPRA and/or LCA may have opportunities for partnerships in beneficial use of this material which should be explored.

Thank you for the opportunity to comment. If you have any questions concerning this information request, please contact me at (225) 342-7949 or 1-800-267-4019.

Sincerely,

Jeffrey D. Harris
Coastal Scientist Coordinator

cc: Manuel Ruiz, LDWF
David Walther, USFWS
Patrick Williams, NMFS

- 13-10
- 13-11
- 13-12
- 13-13

The following responses correspond with comment on previous page.

13-7. Corps Response: The DREDGED MATERIAL SITE MANAGEMENT PLAN/LONG TERM MANAGEMENT PLAN (DMSMP/LTMP) for the Port of Iberia Project is contained in Section 10 of Appendix B of the Feasibility Report. According to the DMSMP/LTMP, the overall dredged material disposal strategy for the project is beneficial use of the dredged material. The one exception to this strategy is along Commercial Canal where a portion of the dredged material from both construction (1.4 million cubic yards) and maintenance (732,000 cubic yards) would be placed into an upland confined disposal facility. Although alternatives for disposal of this material, including beneficial use, were investigated, the overall stability of the surrounding marsh and the economics of transporting the material relatively long distances limited disposal alternatives. Approximately 18,526,000 cubic yards of dredged material from construction of the project and 8,685,000 cubic yards from maintenance would be used beneficially for either wetland restoration and nourishment or bank line reconstruction in the disposal areas.

13-8. Corps Response: If the Congress authorizes construction and maintenance of the TSP for the Port of Iberia, LA, project as described in the Feasibility Report, the project will have to compete nationally for funds with other O&M projects. There are no guarantees that the addition of this project into the O&M General Program will increase the overall program budget. The overall O&M General Program budget could increase in recognition of the addition of this project or it could stay static, creating tougher competition among all O&M General projects for these limited funds.

13-9. Corps Response: Comment noted.

Responses 13-10, 13-11, and 13-12 are on next page

The following responses correspond with comment on previous page.

The following responses correspond with comment on previous page.

13-10. Corps Response: No. The project authority was navigation only.

13-11. Corps Response: The assumption was made that the existing spoil banks were adequate for bankline protection on Commercial Canal.

13-12. Corps Response: Comment noted.

13-13. Corps Response: Comment noted.

Abbeville Harbor & Terminal District

Port of Vermilion

October 5, 2005

Robert Martinson
Corps of Engineers
Acting Chief, Environmental Planning and Compliance Branch
P. O. Box 60267
New Orleans, LA 70160-0267

Ref: Proposed AGMAC Channel

Dear Robert Martinson,

In light of the recent Hurricanes Katrina and Rita, specifically Rita and its aftermath and the devastation it caused to Vermilion Parish, please be advised of the following:

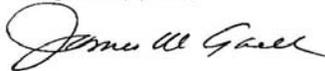
The majority of the proposed AGMAC Channel from the Port of Iberia to the Gulf of Mexico will be physically located in Vermilion Parish, therefore;

The Abbeville Harbor & Terminal District in the aftermath of Hurricane Rita does hereby withdraw support for the proposed AGMAC Channel whether it is actual, or implied. The support is withdrawn until such time as a proper scientific study can be initiated and the residents of Vermilion Parish and The District can re-assess the Channel itself to determine the proposed use of dredged material in the AGMAC plan versus construction of a 12 foot storm protection levee with the dredged material to minimize such an occurrence in the future.

Please be advised that the Abbeville Harbor & Terminal District will speak for itself and no other group shall have our consent to speak for us on this subject until such time as the proposed scientific determinations have been reviewed by this organization.

I await your reply.

Respectfully yours,



James W. Campbell
Executive Director
Abbeville Harbor & Terminal District

Abbeville Harbor & Terminal District

Port of Vermilion

October 5, 2005

Robert Martinson
Corps of Engineers
Acting Chief, Environmental Planning and Compliance Branch
P. O. Box 60267
New Orleans, LA 70160-0267

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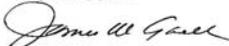
14-1

14-1. Corps Response: Comment noted.

Please be advised that the Abbeville Harbor & Terminal District will speak for itself and no other group shall have our consent to speak for us on this subject until such time as the proposed scientific determinations have been reviewed by this organization.

I await your reply.

Respectfully yours,



James W. Campbell
Executive Director
Abbeville Harbor & Terminal District

Abbeville Harbor & Terminal District

Letter 15

Port of Vermilion

October 26, 2005

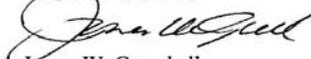
Robert Martinson
Corps of Engineers
Acting Chief, Environmental Planning and Compliance Branch
P. O. Box 60267
New Orleans, LA 70160-0267

Ref: Proposed AGMAC Channel

Dear Robert Martinson,

We submitted a letter to you on October 5, 2005 concerning the above referenced subject. As of this date we have not received your reply.

Respectfully yours,



James W. Campbell
Executive Director
Abbeville Harbor & Terminal District

Abbeville Harbor & Terminal District

Port of Vermilion

October 26, 2005

Robert Martinson
Corps of Engineers
Acting Chief, Environmental Planning and Compliance Branch
P. O. Box 60267
New Orleans, LA 70160-0267

Ref: Proposed AGMAC Channel

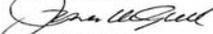
Dear Robert Martinson,

We submitted a letter to you on October 5, 2005 concerning the above referenced subject. As of this date we have not received your reply.

15-1

15-1. Corps Response: Comment noted.

Respectfully yours,


James W. Campbell
Executive Director
Abbeville Harbor & Terminal District



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

Letter 16

Rec'd 10 Nov 05 RJJ

OCT 27 2005

Robert J. Martinson
Acting Chief
Environmental Planning and
Compliance Branch
Department of the Army
Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Martinson:

In accordance with our responsibilities under Section 309 of the Clean Air Act, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality Regulations (CEQ) for Implementing NEPA, the U.S. Environmental Protection Agency (EPA) Region 6 office in Dallas, Texas, has completed its review of the Draft Environmental Impact Statement (DEIS) for the proposed navigational improvements to the Port of Iberia, Louisiana.

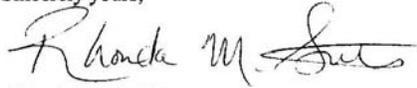
Recent technology has brought oil production into deeper waters, which requires larger fabrication units and companies must have the capability of transporting these larger structures to the Gulf of Mexico. The current shallow 13 foot depth of the Commercial Canal within the Port of Iberia study area is inadequate for local industries to compete for and capitalize on the growing deepwater industry. The recommended plan of a 20 feet deep channel utilizing a route from the Port of Iberia through the Commercial Channel to the Gulf Intracoastal Waterway and then to the Gulf is being considered.

EPA rates the DEIS as "**LO**," i.e., EPA has "**Lack of Objections**" to the proposed action. However, EPA has identified a need for additional information to be included in the FEIS to more fully insure compliance with the requirements of NEPA and the CEQ regulations. Enclosed are detailed comments which more clearly identify the information needed.

Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act to inform the public of our views on proposed Federal actions. If you have any questions, please contact Mike Jansky, of my staff, at (214) 665-7451 or by e-mail at jansky.michael@epa.gov.

EPA appreciates the opportunity to review the DEIS. Please send five copies of the FEIS to EPA Region 6 when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Federal Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20004.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Rhonda M. Smith". The signature is fluid and cursive, with the first name being the most prominent.

Rhonda M. Smith
Chief, Office of Planning
and Coordination (6ENXP)

Enclosure

cc: NMFS, Baton Rouge, LA
U.S. FWS, Lafayette, LA

**DETAILED COMMENTS
ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR
PORT OF IBERIA STUDY
IBERIA PARISH, LOUISIANA**

COMMENTS:

1. In regard to air quality impact discussion, EPA offers the following comment:

This proposed project is located in Iberia Parish, Louisiana, which is in attainment of all National Ambient Air Quality Standards. As such, project-level conformity requirements are not applicable under either the transportation or general conformity regulations. No long-term adverse air quality impacts are expected from this project. However, the document makes reference to the 1-hour ozone standard, which was revoked by EPA on June 15, 2005. EPA suggests all references to this standard be deleted and replaced with the current standard for 8-hour ozone.

2. In regards to dredge material placement, sediment testing and coastal restoration, EPA offers the following comments:

We do not object to the proposed deepening project, however, we do have specific recommendations pertaining to dredged material, as well as general recommendations for Corps actions beyond the scope of this EIS that we believe are needed to ensure consistency between coastal restoration and development activities, including navigation projects.

The draft EIS describes sediment and surface water criteria that were used to interpret the chemical concentrations found in the sediment and water samples collected. While these screening criteria are tools to evaluate the suitability of the material, they are not definitive indicators for making conclusions on the dredged material. Sediment quality guidelines do not address unanticipated chemicals nor do they address the interactions of chemicals present at the site. A more effective determination of suitability for dredged material is an evaluation based on a combination of chemical and biological data. The *Evaluation of Dredged Material Proposed For Discharge in Waters of the U.S. - Testing Manual (ITM)* (USEPA/USCOE 1998) provides guidance in conducting and interpreting water, elutriate and sediment toxicity testing. Biological testing in conjunction with chemistry data provide a more complete analysis of the dredged material and can provide a more clear interpretation of results. While the draft EIS provides a chemical characterization of the surface water and sediment, uncertainties still remain regarding the impacts of the material on the aquatic environment. Accordingly, EPA recommends conducting a Tier III evaluation in accordance with the ITM at sampling stations with elevated contaminant concentrations, and including the results of this testing in the final EIS.

We note that in previous consideration of a deeper channel accessing the Port of Iberia, a route through the Vermillion was contemplated in the 1990s, but rejected due to salinity

concerns. Regarding the issue of potential salinity impacts related to channel deepening to -20' along the Freshwater Bayou/Commercial Canal route, you have concluded that salinity impacts would not be significant. Can you advise us what channel depth you assumed for the hydrologic model? For instance, did these assumptions model the likely advanced maintenance and over-dredging beyond the authorized depth?

While we do not object to this particular navigation project, we believe that it raises broader questions that the Corps should address as it moves forward with other large-scale navigation, hurricane protection, and coastal restoration projects. First and foremost is the question of how the Corps will ensure that these various activities do not conflict with each other. We believe that comprehensive planning (which includes hurricane protection, coastal restoration, navigation, and other transportation projects) is needed to help ensure that development activities do not undermine or otherwise conflict with coastal restoration efforts. A critical component of such a planning effort in coastal Louisiana would be a coast-wide analysis of navigation needs, opportunities, and alternatives.

In addition to the Port of Iberia, the Corps is currently working on a number of navigation deepening projects in coastal Louisiana, including the Houma Navigation Canal, Sabine Neches Waterway, and Atchafalaya River and Bayous Chene, Boeuf, and Black. As with the Port of Iberia project, the projected economic benefits of these other projects appear to be based at least in part on speculative assumptions regarding the increased business opportunities that would result from the channel improvements. However, we are not aware of any analysis that shows that these different ports would not be in competition with each other for the same business opportunities the deepening projects are expected to provide. In the absence of such an analysis, it seems possible that implementation of these and other planned deepening projects could provide more navigation capacity than could realistically be used, while potentially causing further harm to the coastal environment.

To prevent such an outcome, we would recommend that the Corps conduct a coast-wide assessment of navigation needs and opportunities in Louisiana and prioritize future navigation projects accordingly. The results of this assessment could then be used in conjunction with information on existing and planned coastal restoration activities, hurricane protection projects, and other development activities to optimize the navigation capacity in a way that has the least potential conflict with coastal restoration efforts. Although we recognize that this is an undertaking beyond the scope of the EIS for this individual navigation project, each civil works project in coastal Louisiana that proceeds without the benefit of comprehensive planning only increases the chances that there will be conflicts with coastal restoration efforts.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

Rec'd 10 Nov 05 RJJ:AO

OCT 27 2005

Robert J. Martinson
Acting Chief
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Department of the Army
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} 16-1

16-1. Corps Response: Comment noted.

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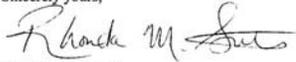
} 16-2

16-2. Corps Response: Comment noted.

Our classification will be published in the Federal Register according to our responsibility under Section 309 of the Clean Air Act to inform the public of our views on proposed Federal actions. If you have any questions, please contact Mike Jansky, of my staff, at (214) 665-7451 or by e-mail at jansky.michael@epa.gov.

EPA appreciates the opportunity to review the DEIS. Please send five copies of the FEIS to EPA Region 6 when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Federal Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20004.

Sincerely yours,



Rhonda M. Smith
Chief, Office of Planning
and Coordination (6ENXP)

Enclosure

cc: NMFS, Baton Rouge, LA
U.S. FWS, Lafayette, LA

**DETAILED COMMENTS
ON THE
DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)
FOR
PORT OF IBERIA STUDY
IBERIA PARISH, LOUISIANA**

COMMENTS:

1. In regard to air quality impact discussion, EPA offers the following comment:

This proposed project is located in Iberia Parish, Louisiana, which is in attainment of all National Ambient Air Quality Standards. As such, project-level conformity requirements are not applicable under either the transportation or general conformity regulations. No long-term adverse air quality impacts are expected from this project. However, the document makes reference to the 1-hour ozone standard, which was revoked by EPA on June 15, 2005. EPA suggests all references to this standard be deleted and replaced with the current standard for 8-hour ozone.

16-3

16-3. Corps Response: Comment noted.

2. In regards to dredge material placement, sediment testing and coastal restoration, EPA offers the following comments:

We do not object to the proposed deepening project, however, we do have specific recommendations pertaining to dredged material, as well as general recommendations for Corps actions beyond the scope of this EIS that we believe are needed to ensure consistency between coastal restoration and development activities, including navigation projects.

16-4

16-4. Corps Response: Comment noted.

The draft EIS describes sediment and surface water criteria that were used to interpret the chemical concentrations found in the sediment and water samples collected. While these screening criteria are tools to evaluate the suitability of the material, they are not definitive indicators for making conclusions on the dredged material. Sediment quality guidelines do not address unanticipated chemicals nor do they address the interactions of chemicals present at the site. A more effective determination of suitability for dredged material is an evaluation based on a combination of chemical and biological data. The *Evaluation of Dredged Material Proposed For Discharge in Waters of the U.S. - Testing Manual (ITM)* (USEPA/USCOE 1998) provides guidance in conducting and interpreting water, elutriate and sediment toxicity testing. Biological testing in conjunction with chemistry data provide a more complete analysis of the dredged material and can provide a more clear interpretation of results. While the draft EIS provides a chemical characterization of the surface water and sediment, uncertainties still remain regarding the impacts of the material on the aquatic environment. Accordingly, EPA recommends conducting a Tier III evaluation in accordance with the ITM at sampling stations with elevated contaminate concentrations, and including the results of this testing in the final EIS.

16-5

16-5. Corps Response: Tier I and II evaluations including elutriate testing and salinity modeling were done and show that there were no significant contaminate concentrations or significant exceedances of the state criteria that would warrant a Tier III evaluation.

We note that in previous consideration of a deeper channel accessing the Port of Iberia, a route through the Vermillion was contemplated in the 1990s, but rejected due to salinity

concerns. Regarding the issue of potential salinity impacts related to channel deepening to -20' along the Freshwater Bayou/Commercial Canal route, you have concluded that salinity impacts would not be significant. Can you advise us what channel depth you assumed for the hydrologic model? For instance, did these assumptions model the likely advanced maintenance and over-dredging beyond the authorized depth?

16-6

16-6. Corps Response: For the hydrologic model a channel depth of -23 feet NAVD 88 was assumed. That is a deepening to -20 feet NAVD 88, with 1-foot of overdepth and 2-feet of advanced maintenance.

While we do not object to this particular navigation project, we believe that it raises broader questions that the Corps should address as it moves forward with other large-scale navigation, hurricane protection, and coastal restoration projects. First and foremost is the question of how the Corps will ensure that these various activities do not conflict with each other. We believe that comprehensive planning (which includes hurricane protection, coastal restoration, navigation, and other transportation projects) is needed to help ensure that development activities do not undermine or otherwise conflict with coastal restoration efforts. A critical component of such a planning effort in coastal Louisiana would be a coast-wide analysis of navigation needs, opportunities, and alternatives.

16-7

16-7. Corps Response: Comment noted

In addition to the Port of Iberia, the Corps is currently working on a number of navigation deepening projects in coastal Louisiana, including the Houma Navigation Canal, Sabine Neches Waterway, and Atchafalaya River and Bayous Chene, Boeuf, and Black. As with the Port of Iberia project, the projected economic benefits of these other projects appear to be based at least in part on speculative assumptions regarding the increased business opportunities that would result from the channel improvements. However, we are not aware of any analysis that shows that these different ports would not be in competition with each other for the same business opportunities the deepening projects are expected to provide. In the absence of such an analysis, it seems possible that implementation of these and other planned deepening projects could provide more navigation capacity than could realistically be used, while potentially causing further harm to the coastal environment.

16-8

16-8. Corps Response: As a result of the congressional language, the Corps of Engineers was directed to measure benefits, resulting from improved channel conditions, as the full value of the contracts that a port is expected to win regardless of whether the fabricated component would have otherwise been constructed in a foreign location or in another domestic location. This interpretation of the congressional language by New Orleans district has been approved throughout the Corps of Engineers chain of command.

To prevent such an outcome, we would recommend that the Corps conduct a coast-wide assessment of navigation needs and opportunities in Louisiana and prioritize future navigation projects accordingly. The results of this assessment could then be used in conjunction with information on existing and planned coastal restoration activities, hurricane protection projects, and other development activities to optimize the navigation capacity in a way that has the least potential conflict with coastal restoration efforts. Although we recognize that this is an undertaking beyond the scope of the EIS for this individual navigation project, each civil works project in coastal Louisiana that proceeds without the benefit of comprehensive planning only increases the chances that there will be conflicts with coastal restoration efforts.

16-9

16-9. Corps Response: Comment noted.



Letter 17

Vermilion Soil and Water Conservation District
P.O. Box 68 - Abbeville, LA 70511-0068
Phone (337) 893-5664, Ext. 3

October 20, 2005

To: Mike Sawyer
Corp of Engineer
Project Manager
PO Box 60267
New Orleans, LA 70160-0567

The Vermilion Soil and Water Conservation District Board of Supervisors are reviewing the draft feasibility report. Our concern as mentioned in our comments on Jan. 13, 2004, our concern is still the negative impact that the Gulf Intracoastal Waterway and Freshwater Bayou has caused on Vermilion Parish resources. As an entity of state government with their responsibility for conservation of our natural resources, we offer these comments:

The spoil banks in the original construction no longer exist. We now have high salinity water sheet flowing into the Mermentau Basin. We are experiencing larger fluctuation of tides, causing more wetland loss. We are experiencing more frequent and longer periods of higher salinity levels. The economic base of Vermilion Parish is agriculture, and the stability of our wetlands and the resources the wetlands protect and support.

We have asked for a +12 compacted spoil bank with dredge material with armor. Your report says +5 spoil bank with +5 rock placement. With vessels pushing 8 foot swells now, and larger vessels with larger swells, in the future, how can +5 spoil bank compensate? Is this +5 a constructed spoil bank or is it a settled +5 spoil bank?

The District has a responsibility to its cooperators. We need some explanation why an adequate spoil bank cannot be built to adequately protect the landowners and farmers in Vermilion and Iberia Parishes.

It's protection of residents, and beneficially use spoils to minimize any future impact, and have provisions in the authorization to maintain the spoil bank.

Our contention is for you to address the impact in the Existing Channel that it has caused.

The Distribution caused by Hurricane Rita should be an indication the base for hurricanes protection system is a must in Vermilion Parish and Iberia Parish and along with any future navigation projects along the Coastal Louisiana.

We thank you for the opportunity to comment. The AGMAC channel can be a boost to the economy, but it cannot be a detriment to the wetlands, landowners, the environment and the economy of Vermilion Parish.

Cc David Vitter
Charles Boustany

Mary Landreu
Nick Gautreaux
Mickey Frith
Troy Hebert
Vermilion Parish Policy Jury

Signed this day 20 of OCT. by Vermilion SWCD.

Ernest Girouard
Chairman

Ernest Girouard

J. C. Griffin
Vice Chairman

J. C. Griffin

Patrick Hebert
Secretary

Patrick M. Hebert

Sherill Sagrera
District Supervisor

Sherill Sagrera

Roy Baker
District Supervisor

Roy Baker



Vermilion Soil and Water Conservation District
P.O. Box 88 - Abbeville, LA 70511-0088
Phone (337) 893-5664, Ext. 3

October 20, 2005

To: Mike Sawyer
Corp of Engineer
Project Manager
PO Box 60267
New Orleans, LA 70160-0567

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17-1

17-1. Corps Response: Comment noted.

We have asked for a +12 compacted spoil bank with dredge material with armor. Your report says +5 spoil bank with +5 rock placement. With vessels pushing 8 foot swells now, and larger vessels with larger swells, in the future, how can +5 spoil bank compensate? Is this +5 a constructed spoil bank or is it a settled +5 spoil bank?

17-2

17-2. Corps Response: The +5 elevation is a constructed height for the rock armor and material would be placed behind the rock to reestablish the previous bankline and marsh. Wave heights from larger vessels were considered in the design of reestablishing the banklines.

The District has a responsibility to its cooperators. We need some explanation why an adequate spoil bank cannot be built to adequately protect the landowners and farmers in Vermilion and Iberia Parishes.

17-3

17-3. Corps Response: The Corps recognizes the responsibility to avoid and minimize impacts to the human and natural environment under existing Federal and state laws. Hurricane protection for the residents of Vermilion Parish will be conducted under a separate authority.

It's protection of residents, and beneficially use spoils to minimize any future impact, and have provisions in the authorization to maintain the spoil bank.

Our contention is for you to address the impact in the Existing Channel that it has caused.

The Distribution caused by Hurricane Rita should be an indication the base for hurricanes protection system is a must in Vermilion Parish and Iberia Parish and along with any future navigation projects along the Coastal Louisiana.

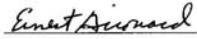
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Chairman



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Vice Chairman



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Sherill Sagrera
District Supervisor



Roy Baker
District Supervisor



Port of Iberia Public Meeting
AGMAC Draft Feasibility Report
October 4, 2005

The following is a transcription from the tape of the meeting. The tapes are available for review.

Rodney Greenup: Good evening, my name is Rodney Greenup. I am with the Corps of Engineers in New Orleans. I will be your presenter tonight for the Port of Iberia project but before I begin let me turn it over to Mr. ? who has some comments he would like to present.

Mr. ????: Thank you, Rodney. Yes, I just jotted some things down that I wanted to say this afternoon, a very general comment but before I do that I want to introduce Commission Goray, Mark Goray. Mark is the Port of Iberia commissioner and also we have Mr. Caesar Comeaux. Mr. Caesar Comeaux is the parish council representing district 5. Thank you for coming, Caesar.

Just some brief general comments. I want to first thank all of the public that appeared tonight as well as the state agencies for attending and participating in the development of this final feasibility document, which according to the schedule will result in a report to be delivered to Congress by the end of the year. This has been a vision by some for over 30 years. The project that I and the current commission however has been working on for the past 5 years beginning with congressional authorization in December of 2000.

Tonight marks a significant step in that process and the end is certainly in sight. There are two more significant steps in the process that I see and two of them that we have control and one we do not have control. If we remain on schedule, October the 26th is the date that the final report that is going to be completed by the Corps and submitted to Corps headquarters in Washington and we have a December 16th date in which the chief's report is going to be submitted to Congress. Working in concert with that is the WRDA bill that is currently working its way through Congress and that would be the congressional authorization that the Port of Iberia would receive if WRDA '05 is passed by the end of this year. In speaking with Senator Vitter's office this morning, it seems like the WRDA bill is moving and there is some confidence that we will have one this year, which will authorize numerous projects that have been on the books for at least 5 years. I am very proud of the progress that we have made and the final route that was chosen for this particular project. The project will not only have economic benefits for the Port of Iberia but for all of Acadiana by giving opportunities to our sister ports of Vermilion and West St. Mary. In acknowledging that process and that progress I am going to state that it could not have been made without the dedication of the men and women with the Corps that are at this meeting tonight. I know it took some out of the box thinking and it was not business as usual on this particular project but you rose to the occasion and I think we have made some remarkable progress and have cut the schedule down to almost unheard of and I certainly appreciate what you have done personally on this particular project. I would also like to thank the support of the community, the

Acadiana community. We could not have stayed focused on this project if it would not have been for all of that support. Many times I see people in this room many times have come to the table and helped us in expressing their support to keep this project moving forward. And I can't say enough about our congressional delegation, Senator Landrieu, Senator Vitter, Congressman Melancon, former Senator Breaux, and Congressman Tauzin whose support of this project has been unwavering the entire project, process.

We are supported on the state level as well, Governor Blanco, Senator Romero, and Senator Gautreaux from Vermilion as well as Representative Hebert, Romero, and Fritsch from Vermilion have been supporters of this project and allies with us through the process. In closing, again we are glad to be here, to have you here, and we are glad to be here to answer any of your questions and to address any of your concerns. Besides the Corps personnel, we have Representative Charcoso (?) who is the consulting firm that has been working with us since day one to provide technical support.

Thank all of you again for coming and I and the commission look forward to addressing your comments and going forward with this project. Thank you. Mr. Comeaux, representative of District 5, is there any general comments that you would like to make before we start?

Mr. Comeaux: the parish governmentwelcome all of you here...and Port of Iberia.....benefit not only Iberia parish but.....south Louisiana district.

Rodney Greenup: Thank you very much. We are going to dim the lights so that you can see a little better. I have a slide show that is going to help me explain our presentation and our process. We are a Federal agency; we are spending Federal dollars so we have a specific process that we have to follow so that Congress can track how we spent those dollars and what we propose to do with even more of their dollars in the future. Now I am going to present background information and describe our proposed plan, solicit your comments. I do not know about Q&A. We will try to answer as many questions as we can tonight. I can't guarantee that we are going to have answers for all your questions. We are also going to explain the process for where we go tonight, where we go forward tonight, and how this report is going to make its way to Congress, what changes can be made, how much wiggle room we have as far as what we ask different things..... These are some of the key personnel here from the Port of Iberia. DOTD, and the Army Corps of Engineers. For the study, the Port of Iberia has funded the entire study. For construction however, DOTD is going to step in and pick up the non-Federal share of this project because it does overlap the boundaries of the parishes, Iberia and Vermilion, and the Corps of Engineers is going to be involved in the design and construction of this project.

Our timeline – we began in May 2001 with a simple request from the Port of Iberia. We progressed to August 2002 where we actually produced a reconnaissance report that basically said, yes this looks like a WRDA project or no, it does not look like a WRDA project. In this case it said yes, this looks like a worthy project and we would like to continue on with feasibility. So now our schedule looks like December 2005 where we

are going to complete a feasibility report, which is a more detailed analysis of the project and tells Congress this is exactly what we would like to do, it will cost this much, these are the impacts, these are the benefits, and we think we need more money for construction. Okay, so basically this is a decision document that we are preparing called a feasibility report. We look at everything in the world. We have a specific scope of study. We had to evaluate the benefits, the costs, and the impacts of deepening any existing channels that led from the Port of Iberia to the Gulf of Mexico. That was our scope of study. The court limited the maximum depth to 20 feet. Okay, we could have looked at a 40-foot deep channel, however when costs.....a lot more money to construct specific cost sharing limits depending on how deep you want the channel to be. So because of the cost sharing, the Port limited that depth to 20 feet. So the cost sharing is about 80% Federal, 20% non-Federal and it has some.....in there also. There is a 10% cost share up front and then.....and all that kind of good stuff. The bottom line is that it is an 80/20 cost share, 80/20 split.

I'm going to give you a chance to let your eyes adjust on this map. I know it is detailed and kind of small but we will go through it in just a second. If you orient yourself around the Port of Iberia, we are looking at Commercial Canal, the Intercoastal Waterway, which goes to the east to the Atchafalaya or to the west to Freshwater Bayou and we are looking at Freshwater Bayou Canal as well as some passes through Vermilion Bay. Okay so basically this is our area of study. This little area here. The reason that this particular alignment is highlighted is going to be explained in detail in a minute. We have a two-part problem here. Number 1 is what I told you before. The access channels to the Port of Iberia are shallow and the Port wanted us to deepen those access channels to at least a maximum of 20 feet. The larger heavier rigs that are used to drilling oil obviously way down the barges that are used to transport them out so you can't do that in a shallow draft channel. Industry requires more than 12 foot deep. Access channels to transport those rigs and most access channels to the Port of Iberia provide 12 feet or less. ???????

Now part two is the interesting part about Resource agency here tonight and that isnavigation channels and....some of the adjacent wetlands.....time and they would like to see our project formulated to some of that erosion. The study considered plans that would avoid further destruction so we are not destroying additional wetlands by deepening the channel. It is also going to use that dredge material wisely and actually build wetlands in some areas and we will explain that a little further on also. There are some other considerations obviously. There are numerous projects in this area. If I put them all on that map you would not be able to see the proposed project. There are so many projects underway in this area from a Federal, state, local perspective, this is a very busy area. There is already a lot of money being spent here. The project also extends into the second parish so that makes the cost sharing a little dicey and that is why we brought in LADOTD to do the cost sharing for construction. It would be tough for Iberia Parish to fund this solely by themselves basically.

We considered three major alternatives in feasibility. The first is deepen Vermilion Bay just come straight out of Commercial Canal go straight through Vermilion Bay and hit the Gulf of Mexico, straight shot. The second one is deepen Freshwater Bayou,

Commercial Canal, along the Intracoastal Waterway to Freshwater Bayou, which is the plan that was highlighted previously and is our tentatively selected plan. That is our recommended plan. And the third one was to go east to the Atchafalaya River. All three are illustrated on this map. The first one is go straight shot through Vermilion Bay, the second one is along the Intracoastal GIWW to Freshwater Bayou, and the third is down Commercial Canal to the Intracoastal to the Atchafalaya River. The Atchafalaya River is the 35-foot channel so we wouldn't have a problem pushing barges through a 20-foot channel to the Atchafalaya River and then pushing them out the Atchafalaya River. The problem there is there are bridge restrictions and it is a longer path to the Gulf. Those are the three major plans. In our alternative analysis, when we detailed out those plans andyou know, what are we going to do with all that material. Well, we would like to place it and build wetlands with it so we looked at 50 different disposal sites. Some of them were adjacent to the waterway, some were in open water areas, others were on top ofmarsh and upland areas. The basic idea was to try to improve the wetland habitat, the environment. We also looked at four different methods for discharging or containing that dredge material. We want to rock that material. Do we want to rock the banks along the Intracoastal Canal and Commercial Canal and Freshwater Bayou or do we want to just put that material, stack it up and let it be rolling over time and wash out to the Gulf of Mexico and just come back and dredge it again later.

The third combination was looking at different dimensions. Do we want to do wide channels, 150-foot or larger, or do we want 125-foot channel or smaller. Do we want to go 16, 18, or 20 feet deep. So it wasn't just a straight shot to the answer that We did look at different combinations. We looked at several alternatives and came up with what we think is the best plan for this area.

The project impacts. The initial placement of materials are to increase the wetland acreage and quality. That is Statement from the Corps of Engineers You haven't seen that in any slides. With the project.....acreage that is expected to remain constant in the study area and Freshwater Bayou Lock and bypass floodgates are going to be operated to minimize saltwater intrusion. You understand that there is a saltwater problem in this area that we don't ... in your backyard and so we are going to continue operating the Freshwater Bayou Lock and we are also going to operate the Freshwater Bayou bypass gates to continue to I guess keep the saltwater intrusion in check. We may not prevent it totally but definitely not allow it to get because we are deepening the channel.

This graphic is an illustration of all of the wetland benefits and projected impacts. In the left hand column you have the habitat types so you have fresh marsh in this area, you also have intermediate marsh, and marsh converted to uplands, which is typically developed. You also have shallow open water areas. This is showing you the conversion of those habitat types with the project in place. The tentatively selected plan is our recommended plan. It has a project life of 50 years and these are the number of acres that we expect to be created or transformed with our project. So if you look at the bottom line, we have or we estimate the same number of acres are going to be in place without the project and with the project. You may say that sounds kind of stupid. Well, we are going to

transform the types of acreages. We are going to take fresh marsh, which accounts for about 46 acres and build it up to 131 acres so you will have a different type of environment in the area. I understand this is complicated and kind of wordy so I'll give you a minute to digest it. We did evaluate the plan in a model. Okay, you understand by deepening the channel you are going to get more saltwater so we looked at that in a model. We also built in Freshwater Bayou Lock and the floodgates. We said how are those going to help us control saltwater intrusion. The results of that model show that the 150-foot wide x 20-foot deep channel, which is the largest channel we investigated, is not going to significantly impact saltwater intrusion. So what you see today is pretty much what you are going to see in the future with the deeper channel. That is why our salinity Also salinity increases or decreases were limited to .5 parts per 1000.....sounds pretty good to me andhalf. There are nosupply how to designate the uses such as fishing, wildlife production, or recreation. The bottom line is this project is not going to increase the salinity intrusion problem. The projected benefits though, we do think there is going to be a significant increase. Some of the current oil productions produced here in the market analysis will be worldwide in the market analysis shallow water industry basically is getting smaller over time.where everybody wants to go gives bigger reserves. So 16 and 18-foot channel depths did not give you a competitive edge, did not give the Port of Iberia the competitive edge over that deep water market. So the 20-foot depth is our goal. That is our recommended depth for the Port of Iberia to compete on the worldwide scale in the deep water rig construction.

What's this going to cost? Everybody wants to know what's this going to cost. The of course is the most expensive. It is \$203 million, \$178 million for the 18-foot depth and \$159 million for the 16-foot depth. Those are just the first, the initial construction costs and that cost is shared 80/20 Fed, non-Fed. The 50-year project life and the total project costs are all listed there, all the engineering and design work, actually purchasing land if we need it, relocating the pipelines deeper if they are in a shallow depth such as 12 or 15 they have to be actually replacing the barges that are out there in Freshwater Bayou bypass, all the rock dikes, and the dredging. It is just the total project cost you are getting from us, there is no fine print there. The construction pretty much works out here. The Federal share is \$133 million and that is what we are asking Congress for in this report. The non-Federal share is going to be \$48 million and the pipeline owners are asked to put up relocate their pipelines \$103 million. Now how did we select the 20-foot plan. It wasn't just Rodney saying hey, that will get you the best bang for your buck. We had to put some sort of hard number to that so this slide is going to show you that. It is an annualized cost so over the 50-year life that \$203 million works out to be about \$15.4 million annually, that's the annualized cost. For the 18-foot and 16-foot they are less, they cost less, so annually they are going to cost us less also. However, the benefits for deep water verification are significantly higher for the 20-foot as compared to the 18 or the 16-foot. In addition, we have a transportation savings cost because the 20-foot is going to save us from transporting all of those rigs and other items out to the Gulf of Mexico. So, line 1 is our total annualized benefits shown here and you can see there is an \$8 million difference between the 20-foot and the 18-foot. That is significant. The bottom line is you have to recommend to Congress the plan

that maximizes the net benefit, which is the difference in the annualized benefits and the annualized costs so \$12.9 million is the net benefit for the 20-foot deep channel at 150 feet wide and that is what we are recommending to Congress. The benefit-cost ratio Congress does not allow us to recommend any plan that does not have a benefit-cost ratio of less than 1 and this one meets that criteria, in fact they all do but this one maximizes the net benefits and that is what we will recommend. This line pretty much tells you what I just told you but the second bullet says that most dredge disposal will be rock dikes. We are not just going to throw the dirt out on the banks and leave it there. We plan on making this a project that is going to last for at least 50 years and hopefully improve the environmental resources in this area, hopefully help everyone adjacent to the channel keep their land and not see it erode away and also prevent intrusion. So we will confine the rock dikes of material to get rock dikes, basically we are going to rock all the dikes. Any excess material that does not fit into those rock containments, chambers, or rock dikes will be spread into different open water areas for other wetland areas to improve the marsh adjacent to Basically we are going to try to use everything. We are not going to waste a single piece of dirt in this parish and we will try to use it as beneficially as we can. In general, the rock dikes material will be placed on the shallow shelf and so there is a shallow shelf, the land that you see above the water line gets below the water line and a shallow shelf gets into the channel and gets deep. We are going to on that shallow shelf so we won't be building on the marsh that you see above the water line in most cases. If you refer to the report because there are so many containments units, I could not put them all in this presentation. I intended to do that but I couldn't really do it. It just did not show up right so refer to your report and it shows you the location of all of our proposed rock dikes and where we plan on putting material. You can decide if that is your land or someone else's land how it will impact you.

The project schedule. This is a wrap up. On the 24th of October, we are going to wrap up the public comment period. That is an extension because Katrina hit just as we were ready to issue this report so that is at least a three-week extension on our prior date. Thirty-one October we have to present this feasibility report to headquarters for the formal presentation. So the 26th the report will be mailed but on the 31st I have to make a similar presentation in Washington, DC, on this project to explain basically what is in that report. The 31st of December, no later than that, the Chief of Engineers report is going to be issued to Congress. We are shooting for the 16th of December as Mr. ??? said but we are saying the 31st of December is our absolute last drop dead date, we can't go beyond that. In late 2005, hopefully we will get further authorization to go to construction on this project and in 2007 we will be initiating construction. I don't have an exact date on the construction initiation because it is determined on all those prior steps.

I'll open it up for comments. However, I would like the sheets of everyone if you don't mind. If you would like to make a comment, I will take your sheet now please.

Rodney Greenup: Randy Martel (?). Would you like to step up to the mike please, Randy.

Randy Martel (?): Okay, my name is Randy Martel, I am here representing the Avery Island, Inc., and McIlhenny Resources Company, which are both located in Iberia Parish. I previously was working in conjunction with Vermilion Parish on this project so we have been involved with Roy and with the Shaw Group since its inception on this thing. We are very glad that we have looked at the environmental components as hard as we have because that was our biggest concern. It is the concern of Avery Island and McIlhenny both that these environmental components be done with the project. We will fully support this project provided that the rock armoring that goes within the GIWW along their property boundaries is maintained for the 50 year project life of this project. One of our biggest concerns with these things is that is the maintenance component. We very much want to see the rock maintained for the 50 year life so that it can go ahead and also maintain the marsh that is going to be created behind the rock. So we are fully, fully in support of this project for the narrowing of the GIWW, for the rock armory, for the marsh creation. We are also in favor of the placement of dredge material on the west side of the GIWW near Weeks Island coming from the Commercial Canal. We are very much in favor of that as well because we have lost some property there because of wave erosion and we would very much like to see that property reestablished so we are in favor of the project but it is, you know, we have used these catch words all along, its always on a contingency, you know I mean, its dependent on how this project is run and how it is done so we are in support if it stays according to plan specifications and we do want to see the rock armory stay at at least a +5, a minimum of +5, which is stated in the project plan, which will put it approximately 3-1/2 feet above the marsh level. Thank you very much.

Rodney Greenup: Thank you. Okay, next we have Michael Tarantino.

Michael Tarantino: Thank you for this opportunity to speak for just a moment. I represent the Iberia Industrial Development Foundation. My name is Mike Tarantino, the executive director. We handle economic development activities for the parish and the cities in that. The simple comment that I wanted to make was that the deepening of this particular channel is vital, in my opinion, to the economic growth, not only of Iberia Parish but also of all of south Louisiana. It will positively affect the economy in all of the three parishes in my opinion that will be affected by it. As you mentioned in your presentation, more and more oil and gas exploration activity and drilling activity is going to deeper and deeper water. We have noticed that as fewer prices go up, that more and more production needs to happen and we realize from the economic development perspective, that the continued growth and prosperity of this area, whether it be through job creation or continued business growth, it is very vital that we continue to have proper access to that deep water activity. Deepening this channel from an economic perspective, not just from the economic impact but from the economic development perspective, it is vital that our companies continue to have that kind of access in and out of the waterways so that we can continue to grow business. So I just wanted to put in my two cents in support of the project and hopefully we can get it completed as soon as possible so that we can continue to help south Louisiana businesses grow.

Rodney Greenup: Thank you. Would any one else like to speak?

Man From The Audience: I really would like to ask a question

Rodney Greenup: Yeah, please because we are trying to all the comments and the questions. You might want to just state your name and your position.

Jacques Cousan: My name is Jacques Cousan, I am here for Iberia Investment Corporation. Iberia Investment owns probably in excess of a mile of the frontage along the Commercial Canal just below the Port of Iberia but we would like to find out as much information as we can concerning the disposition of the dredged material along the frontage of the Iberia Investment Corporation property. We are of course as concerned as others about the erosion which may be caused by the increased size of vessels and the vessel wakes and I believe you mentioned that the particulars concerning the disposition of dredging material was contained in a report and I am wondering who we could speak to to review that report so that we can understand exactly what will be done with the dredged material so that we will be in a position to offer a comment with some intelligence and understanding.

Rodney Greenup: If you provide me with a card after this meeting I will be sure that you get a copy of the report and any future coordination we will make sure to contact you.

Jacques Cousan: And I would discuss the report with you or with the port officials or who would I should I talk to?

Rodney Greenup: The report should be conducted with me and the other coordination I guess with Mr. Roy (?) or the court.

Jacques Cousan: Alright, well I will get with you after the meeting, okay?

Rodney Greenup: Great.

Jacques Cousan: Thank you.

Rodney Greenup: Any other comments? Yes, sir.

Mike Flash: My name is Mike Flash. I own Dixie Electric located at the Port of Iberia and I am also chairman of the Greater Iberia Chamber of Commerce. The Greater Iberia Chamber of Commerce is in full support of this project for the obvious economic development activities that is going to be created by it. In discussing this project with surrounding parishes, Lafayette Parish in particular, is in full support of this project. They feel that with the recent hurricane, Hurricane Katrina, and some of the relocations of the companies out of New Orleans and what they hope to retain in Lafayette, they feel that the deepening of this channel is going to be a great asset to attract some of these businesses and having them to relocate in Lafayette if that is what they choose to do. This project is vital to Iberia Parish. It is vital to Vermilion Parish as well as St. Mary

Parish. Everybody is going to benefit from this. The environmental impact of it, I was very impressed with how detailed it got into the study with it. I don't feel like any stone was left unturned and any opinion or concern you know about individuals that may have had on the project. I don't think that, I think everybody was somewhat satisfied with the outcome of this project and again we are all in support of this project and we would like to see it come to pass as soon as possible.

Rodney Greenup: Thank you. Anyone else? Yes sir.

Patrick Caffery: I'm Patrick Caffery. I have a couple of questions I would like pose to whomever might be able to answer either now or by something mailed out. First, the Baton Rouge paper reported this morning that the Vermilion Parish Police Jury says that unless a 12-foot levee is included in Vermilion Parish that they will oppose the project. Is the Corps prepared to address that situation at this point or is it being studied? What is the effect of the Vermilion Parish taken with respect to the necessity of a levee?

Rodney Greenup: We are going to have to go back and look at our authority but my initial impression is that we do not have the authority under this project to look at a levee. Now someone else, some other project in the surrounding area may be able to address that concern but formerly I am not ready to make a decision on that opinion just yet, on that action.

Patrick Caffery: You say that presently there is no 12-foot levee included.

Rodney Greenup: Correct.

Patrick Caffery: And therefore Vermilion Parish's request, as of now, would not be met.

Rodney Greenup: Not by this project but maybe by another project and that is what we have to go back and investigate.

Patrick Caffery: Mention is made of a disposal site or perhaps several disposal sites, one of them about 300 acres near the Port of Iberia. I am wondering as to the purpose of the disposal site and whether, how much spoil is intended to be put and why that disposal site has been selected. What purpose is that to serve?

Mike Salyer: I'm Mike Salyer. I worked on the environmental impact statement. There was a lot of problems with where to put material on the Commercial Canal so we moved that site to the western part of that area and we found some spoil banks and chose to so we created a site that we would use for confined disposal on the western side of that canal. That was the 363 acre area

Patrick Caffery: Is that acreage on Iberia's west

Mike Salyer: I would have to get out the real estate plan. It is still a feasibility study so that hasn't been all worked out yet.

Patrick Caffery: Then there is essentially a site for the deposit of dredged material?

Mike Salyer: Yes, Commercial Canal.

Patrick Caffery: Then it would raise the property at that point to what elevation?

Unknown Voice No. 1: I think in that area we wanted to replenish it with marsh area

Unknown Voice No. 2:

Mike Salyer:

Patrick Caffery: There is 300 and how much?

Mike Salyer: 363 acres.

Patrick Caffery: 363. And you wouldn't be able now to say to what level the disposition of that material in that area would raise the land.

Mike Salyer: Yes, sir, I believe we can..... we would have to off the report. A lot has happened since the hurricane and

Patrick Caffery: And how about what it would do to the marsh, to flow in the marsh?

Mike Salyer: In that particular site? The marsh would be sacrificed for the sake of the disposal but we did so much with the rest of the project area that we the initial assessment we were able to for it. That was a particular area that gave us a lot of problems with material from the environmental standpoint.

Patrick Caffery: Are there plans to build up some sort of levee along the entire Iberia Investment Corporation property from the Port on out to the end of that property or will there be areas where no levee is planned?

Mike Salyer: Are you referring to along the canal or the.....

Patrick Caffery: The canal.

Mike Salyer: Along the canal, not that I am aware of. No levee is planned there.

Patrick Caffery: Well if we are talking about 150-foot width and 20-foot depth that would permit vessels to come in to the Port of Iberia, has any study been made of the corrosive effect or the eroding that would be caused by the wave and activity of water vessels going through? Would not that tend to destroy the small levees that are there now and permit the intrusion of brackish water into the marsh?

Unknown Voice No. 3: Yeah, it would if we weren't

Unknown Voice No. 4: Are you talking about Commercial Canal or GIWW?

Patrick Caffery: Commercial Canal.

Unknown Voice No. 4: Commercial Canal is again huge spoil bank
The area behind Commercial Canal not only was but it is pretty healthy marsh up in there. We had a dilemma there, where to put that material. We did not want to place it on healthy marsh behind that spoil bank. We did have to eventually sacrifice I'm looking at the drawings now and that material is going to be placed at the elevation 5 feet above

Rodney Greenup: But I think Mr. Caffery's question was on the bow wave, the wake erosion and the plan includes a lot of rock. In fact most of that \$203 million, not on Commercial, no, but on Freshwater Bayou and the Intracoastal Canal there is a lot of rock that is going to prevent wave wash erosion that you see now.

Patrick Caffery: Would it be realistic then to expect wave wash and other vessel creating erosion along the banks of Iberia Investment Corporation? That's the only frontage that Commercial Canal. So the bottom line is that there is to be no action taken to prevent erosion of the west bank of the Commercial Canal. In other words we are dealing with unconsolidated materials that would not hold up in any way against wave wash, against any sort of water intrusion so wouldn't that deteriorate those banks and?

Rodney Greenup: I think we are going to have to look at that property in more detail to give you a better answer.

Patrick Caffery: Okay, it is something that naturally concerns the corporation becauseexpense of property and their going out toward Of course if that deteriorates, if their small levees that are there now are broken down then there would be no barrier, no protection against the intrusion of brackish water and also marsh deterioration.

Rodney Greenup: We tried our best to avoid the situation that you are describing but we will have to look at that piece of property.

Patrick Caffery: Something else since the two hurricanes that has crossed my mind. Is any levee planned for the northern portion of the Port of Iberia. That is, we will now have 150-foot wide x 20-foot deep. I suppose similar to the Industrial Canal and the Mississippi River in New Orleans there has been talk for some time about the Mississippi pushing floodwaters into the Industrial Canal and causing overtopping or deterioration. If there is no levee to the north of the Port of Iberia and there is a storm surge that would bring a greater water volume than presently exists, would that tend to cause the city of New Iberia more flooding danger?

Rodney Greenup: I honestly do not know the answer to that question but there is no levee planned in this navigation project.

Patrick Caffery: No levee planned?

Rodney Greenup: No sir.

Patrick Caffery: You see what I am saying? Instead of having a relatively small canal, we would then have 150-foot wide x 20-foot deep that would bring in a far greater volume of water and I am wondering whether or not storm surge, because of that increase, would tend to carry the flood toward the city of New Iberia and into the surrounding agricultural lands.

Rodney Greenup: We will look into it.

Patrick Caffery: Okay.

Rodney Greenup: There may be another study that will address that concern.

Patrick Caffery: Okay. That's about what I had. I thank you for the information. If you get additional information, would you make it available to us because these things are important, would be to any landowner along that route that could be subject to loss as a result of the project.

Rodney Greenup: Would you please provide me with a card so I'll be sure to get you answers to these questions?

Patrick Caffery: I'll be happy to do that. Thank you.

Rodney Greenup: Alright, thank you. Anyone else?

Patrick Caffery: Thank you for taking my questions.

Rodney Greenup: Thank you. Any other questions or comments?

Mark Shirley: My name is Mark Shirley. I am with the LSU Ag Center, the Vermilion extension office and looking around this evening I don't see any of the Vermilion interests. That's because we are still fighting, we are in disaster mode. We had saltwater intrusion all the way up to Erath, all the way to Cow Island and south of Kaplan so the Vermilion Parish Farm Bureau, the Cattleman's Association, Rice Growers Association, everybody is still trying to get saltwater off the lands, trying to round up the cattle, and cope with this disaster. In that light, we would certainly appreciate if you could make some effort to hold a similar meeting like this in Abbeville before your deadline so that those people, in the midst of the problems with Hurricane Rita, could have a chance to offer input since this is a Iberia and Vermilion project. Let's see. The salinity effects you said

was 0.5 parts per 1000, which in terms of marsh management is nothing but in terms of rice growing, it is major. I know if the rice grower representatives were hear they would want to make that point so a 0.5 parts per 1000 increase in salinity getting into lower Vermilion Parish in the Henry area south of Erath in the Forked Island, Cow Island area you would have significant impact on the rice so it is imperative that when you build the shoreline or the dikes or rock or whatever you call them, that those things have to be maintained, particularly after a storm like this, we'll see how far inland the storm surge came so maintenance of that channel bank is imperative to combat that salinity effect. Maintenance of that shoreline, you know, with the rocks that you describe, is that going to be of equal concern as maintaining the depth of the channel in the sense that I know the Corps wants to maintain channels, you know, they dredge those out all the time to make sure they are always to spec. Will you have the same perseverance to maintain those canal banks and the rocks along the side?

Rodney Greenup: Yes, we did include the cost of maintaining the rock dikes in this project cost, in the operation and maintenance cost.

Mark Shirley: Okay so but

Rodney Greenup: 50-year project life so when Congress approves the project, they are approving the operation and maintenance of all the rocks as well as the depth of the channel.

Mark Shirley: Do they have something put in escrow so that if we get a storm next year or 5 years down the line, you know, that messes up 10 miles or 20 miles of shoreline, will you come back and repair that, you know, quick?

Rodney Greenup: Yes.

Mark Shirley: Okay.

Rodney Greenup: It is not in escrow but it will be in our budget.

Mark Shirley: Congress should have some money set aside, right? Maintenance is important but you realize that maintenance, we don't want maintenance that is going to take 2-3 years to finally catch up. It has to be on an expedited basis. In your benefit-cost analysis, did you include any changes to Freshwater Bayou Locks? Okay, that lock is at, what, how deep is that? 16 feet?

Rodney Greenup: 16. The channel, the main channel, is essentially going to be re-routed through the bypass.

Mark Shirley: Through the bypass.

Rodney Greenup: The Freshwater Bayou Lock and that small stretch of channel is going to remain at 16. It is going to remain as it is today.

Mark Shirley: Okay.

Rodney Greenup: So that lock will not be modified.

Mark Shirley: How often is that bypass going to be operated?

Rodney Greenup: The gates?

Mark Shirley: The gates. Yeah, how many passages of these deep water vessels are we talking about per month, per year, per whatever.

Dan Whalen (?): We estimated about 2-3 a year. It takes a long time to build that's about the average There is not going to be a lot of

Mark Shirley: Alright. The gentleman previous that mentioned the wake of the vessels, is there any restriction on not your deep water vessels but just the crew boats and some of these large vessels they are throwing up a 5-6 foot wake right now. Is there any effort to curb that or minimize the wake impact on the shorelines?

Rodney Greenup: Not from the Corps of Engineers perspective. That is something that could be pursued by the court, the Coast Guard, with other agencies, but not from our perspective. We are basically going to design it for what we believe is going to be the typical operations. If we think somebody is flying through there at a certain speed, we are going to try to design our project to accommodate that wake.

Mark Shirley: Good. Cause those boats do throw up quite a big wake and I want to see what kind of rocks you design to withstand that.

Rodney Greenup: We have been involved with the Intracoastal Canal for awhile so we understand what happens there.

Mark Shirley: Yeah. Just so as to repeat. If you could hold a meeting in Abbeville so that these other interests you know, like I say that are involved with disaster problems right now, if you could work it into your schedule to have a meeting either next week or something so it doesn't disrupt your timeline but give those people a chance to make comments.

Rodney Greenup: Okay. Thank you very much.

W. P Edwards III: I'm W.P. Edwards III, I am president of Vermilion Corporation. We are the landowner for 20 miles on both banks for the project link. You had stated that earlier that salinity is not projected to increase more than 0.5 parts per 1000 in the project area. My question to you is if you are wrong, what are the plans?

Rodney Greenup: I guess we would have to limit or modify the operation of the lock and the floodgate or look at some sort of structure salinity barrier of some sort on the plan. A lot of it, I hate to use mitigation, but a lot of the plan was formulated based on that 0.5 parts per 1000 so if we are wrong, we would have to reformulate our plan. We would have to go back to the drawing board and relook at.

W. P Edwards III: The plan was formulated on the 0.5 parts per 1000?

Rodney Greenup: Yes.

W. P Edwards III: Meaning?

Rodney Greenup: Meaning we did not require additional mitigation or additional structures with something different for a higher, for an increase in salinity.

W. P Edwards III: Okay. So we can expect then if we are wrong here, that the Corps will come back and address that problem?

Rodney Greenup: There is a reevaluation process for that scenario.

W. P Edwards III: Alright, thank you. Mr. Shirley mentioned that an increased speed, well he didn't mention necessarily the increased speed of the vessels but currently several CWPPRA projects occur along this reach of the Freshwater Bayou. Several of those have been built and there has been a problem with sizing of the rock. We anticipate with a deepening of the channel from its current depth to 20 feet that the supply boats and even some of the crew boats will travel at a higher rate of speed, therefore producing a larger, more ferocious wake. Are you taking that into account in planning the size of the rock?

Rodney Greenup: Yes sir we did.

W. P Edwards III: And is the rock that you are planning going to be larger than the rock that is currently used in the CWPPRA project? I think the most successful looking one out there is a Corps designed project, to ya'lls benefit, XME 29, I believe is the reach?

Rodney Greenup: I'll have to defer to Jake Terranova who is my engineer.

W. P Edwards III: You are familiar with the rock that is out there now?

Jake Terranova: I'm not familiar with the rock. I did not work on the CWPPRA projects out there.

W. P Edwards III: That probably won't be big enough with a 20-foot depth. I just want you to go back and look at that.

Jake Terranova: We will. Right now I can't remember what the size of the rock is but we can be able to get

W. P Edwards III: And to say that you are familiar with the Intracoastal Canal doesn't mean that you are familiar with Freshwater Bayou. The vessels that travel over here as Mr. Caffery described them as "blue water vessels", they travel at blue water speed, they create a blue water wake and they are not slow moving tows on the Intracoastal Canal, these are high speed vessels with a fierce wake and that has been the problem with most of the rock dikes along this stretch is one, that the rock was designed too small because the engineers truly did not understand the force of the water and that two, the second problem has been that there has been no earthen material behind the rock and I think we are going to solve that part of the problem with this project so that it might be that the size is not as significant if we can keep the dirt behind the rock. Okay. Did I understand correctly that the pipeline owners were going to be required to pay for the deepening and replacement of their lines caused by this Federal project?

Rodney Greenup: Yes sir.

W. P Edwards III: So if I own a pipeline that crosses this channel, you are going to require me, the landowner, to fund that part of the project?

Rodney Greenup: Yes sir.

W. P Edwards III: Mr. O'Neil. We need to talk. For Katrina, the public comment period was delayed. Hurricane Rita was just not as important. Yet the people of Vermilion Parish that would be here tonight are homeless, they lost their cattle, the saltwater intrusion, which this channel they feel threatened by. If you don't come to Vermilion Parish, if you don't consider some of their requests, they are going to kick and scream all the way to Congress. The 5-foot rock dike, we are pleased as can be that the Corps is recognizing the fact that if they place the rock they might protect the spoil and that this is a needed thing in light of the environmental damage that these channels create. I believe that the statements of the Vermilion Parish Police Jury, although I am just hearing them, I am not real familiar with exactly what they are asking for but in their letter if they requested a levee, they don't understand Corps of Engineers lingo and they do not mean a levee. They mean a spoil bank and I think if their terminology perhaps was changed to request a 12-foot constructed spoil bank, would that be within the scope of this project?

Rodney Greenup: We would have to look at that request.

W. P Edwards III: Why is that?

Rodney Greenup: Because currently the entire project cost is based on a 5-foot design. If you go to a 12-foot design, first we would have to find out if there is enough material to support a 12-foot berm but we would be robbing another area such as the Intracoastal or Commercial Canal in order to place the 12-foot berm along Freshwater Bayou or wherever it is they would like to place it so we don't know if there is enough material to

begin with for a 12-foot berm. Secondly, that terminology may have to be modified because Corps lingo of a levee implies

W. P Edwards III: (interrupting) I understand that they used the wrong word in their letter if that's the word that they used. However, if they were to request that the spoil be placed at the highest practical level with all the material available not to exceed 12 feet or something like that, in other words if you only had enough spoil to build it up to 8 feet, they would probably accept that. If you had enough to build to 12, they would accept that and then the surplus could go somewhere else. I think that is what they are looking for.

Rodney Greenup: The other issue is also NEPA compliance and the project again has been formulated based on material being spread out across the entire channel to protect all of the wetlands and even build wetlands in some areas. If we are not robbing from those areas, the project may be required to provide mitigation, which is a whole other ball game so basically at this point, reformulating the project is very unlikely to look at that particular request.

W. P Edwards III: When you come to Abbeville I am sure you will hear more about this particular request. As I said, I am not that familiar with it. Mr. Caffery was requesting spoil placement in the vicinity of the Port of Iberia. If this project is truly to be one of economic development for all parishes involved, then the Corps of Engineers should seriously look at the placement of spoil material in the immediate vicinity of Freshwater City south of the Freshwater Bayou Locks. In this case the marsh would have to be sacrificed but it would be sacrificed with economic good of the parish, the state, and the country and I don't recall the reason it was being sacrificed near the port, probably just because you didn't want to pump it a little bit further but there is a very good reason here and there is plenty of material because if the initial dredging of the 20-foot depth out to the 3-mile reach out into the gulf were to be placed right there, you'd have all the material in the world, followup maintenance dredging could be placed along the gulf shoreline.

Rodney Greenup: Thank you very much.

W. P Edwards III: Also, the Corps of Engineers has a bad habit of keeping its doors neatly polished and the door jams and frames intact but letting people through rocks through the windows and not fixing the holes in the windows to where their multimillion dollar structures that are intended to prevent saltwater intrusion are bypassed. Prime example, at the Leland Bowman Schooner Bayou structures. Water freely flows around those structures contrary to the Corps mandate to keep the Mermentau Basin and the Freshwater Basin. On a recent flight after Hurricane Rita, the Freshwater Bayou Locks and the Bypass Channel, appeared as an island and the failure of the Corps to use the spoil material in that vicinity to shore up the integrity of those structures is an engineering shortfall and a lesson that should have been learned with both Hurricanes Katrina and Rita and I would admonish you to look at your spoil placement in the vicinity of the Freshwater Bayou Locks very closely, that you need to raise the elevation to make

the integrity of those structures solid and sound because they are easily washed around. I came in late and I am not sure that and with all the hurricanes I have not thoroughly read all of the draft material that has been sent out but early on the question of tidal flux was raised by Vermilion Parish and Mike, maybe you can enlighten me on what the Corps found in relationship to how was this construction of this channel going to affect the tidal flux south of Pecan Island.

Mike (I assume):

W. P Edwards III: It's mostly the same, I mean as far as the channel goes and we probably got some bigger lakes out there, the water is still a little too high to tell but the point I am making is that if the Corps is telling us today, tonight, that there will be no change in tidal flux, and in 2010 when we sit here after project completion, and we say, whoa, look what's happening, can we expect the Corps to mitigate the increase in tidal flux?

Rodney Greenup: I guess that would fall under the reevaluation again. If what we expected to happen doesn't happen, we have to go back and reevaluate that plan.

W. P Edwards III: Okay, that's what I wanted to hear. Lastly, Mr. Caffery, when you worried and I can understand why, about New Iberia and the storm surge, come visit us in Vermilion Parish, we will work with you, we need some protection. Okay? Thank you very much.

Rodney Greenup: Thank you.

Unknown Voice No. 5: Rodney.....non-Federal sponsor.....may be responsible for the pipeline.....we are not sure of that yet.....right-of-way.....pipeline, landowner,the price that Rodney is talking about includes the price of relocations.....pay for that? It may be the pipeline company or it may be the Corps.....depends on when, where, and how.....

Unknown Voice No. 6:on each cost and

Unknown Voice No. 5: identify that and

Rodney Greenup: Are there any other comments? Thank you very much for your time.