

Section 5. Recommendation

I have considered all significant aspects of this study, including the environmental, social, and economic effects and the engineering feasibility as they relate to the overall public interest. I recommend that the Bayou Sorrel Lock feature of the Atchafalaya Basin, Louisiana project, which was constructed under the authority of the Flood Control Act of 1928 (Public Law 391-70th Congress), as amended, be replaced by a lock, with a 75-foot width, a 1,200-foot length, and a -15-foot NGVD sill depth, which would be constructed immediately adjacent to the existing Bayou Sorrel Lock, which provide for compensatory mitigation for unavoidable impacts in the form of reforestation and managing 126 acres of land and the providing for water flow from the East Access Channel through existing and future dredged material disposal areas, with such further modification thereto as may be advisable at the discretion of the Chief of Engineers, at an estimated first cost of \$88,500,000.

I recommend that the cost of the modification of Bayou Sorrel Lock to pass the Atchafalaya Basin project flood be allocated to the Flood Control, Mississippi River and Tributaries (MR&T) project and the remaining cost be allocated to inland navigation. The cost allocated to the MR&T project, currently estimated at \$80,200,000, is the cost of the construction of an in-kind replacement lock at Bayou Sorrel Lock, which is the National Economic Development plan for passing the Atchafalaya Basin project flood at Bayou Sorrel Lock. The remaining cost of \$8,300,000 would be allocated to inland navigation. The cost allocated to the MR&T project would be apportioned 100 percent to the Federal government. The inland navigation cost would be apportioned 50 percent to Federal appropriations and 50 percent to the Inland Waterway Trust Fund.

The recommendation contained herein reflects the information available at this time, 2003 price levels and current Department policies governing the formulation of individual projects. They do not reflect program and budgeting priorities inherent in the formulation of a national civil-works construction program nor the perspective of higher levels of review within the Executive Branch. Consequently, the recommendations may be modified before they are transmitted to the Congress as proposals for authorization and/or implementation funding.



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