



DEPARTMENT OF THE ARMY
MISSISSIPPI VALLEY DIVISION, CORPS OF ENGINEERS
P.O. BOX 80
VICKSBURG, MISSISSIPPI 39181-0080

REPLY TO
ATTENTION OF:

19 DEC 2007

CEMVD-PD-N

MEMORANDUM FOR Commander, New Orleans District

SUBJECT: Calcasieu River and Pass Navigation, Louisiana
Feasibility Study, Peer Review Plan (PRP)

1. References:

a. EC 1105-2-408, Peer Review of Decision documents,
31 May 2005.

b. Memorandum CECW-CP, 30 March 2007, subject: Peer Review
Process.

c. Memorandum, March 2007, subject: Supplemental information
for the "Peer Review Process."

d. Subject Peer Review Plan submitted via email,
5 November 2007.

2. I hereby approve subject Peer Review Plan and concur in the conclusion that external peer review of this project is not necessary for the following reasons: (1) no influential scientific information will be produced by the study and (2) the risk was assessed as low. The proposed PRP has been coordinated with the National Deep Draft Navigation Planning Center of Expertise (DDN-PCX) and concurred in by the DDN-PCX. The PRP complies with all applicable policy and provides an adequate independent technical review of the plan formulation, engineering and environmental analyses, and other aspects of the plan development. Non-substantive changes to this PRP do not require further approval.

3. The District should take steps to post the PRP to its web site and to provide a link to the DDN-PCX for their use. Before posting to the web site, you are required to remove the names of Corps/Army employees in accordance with reference 1.c. above.

CEMVD-PD-N

SUBJECT: Calcasieu River and Pass Navigation, Louisiana
Feasibility Report Peer Review Plan (PRP)

4. The MVD point of contact is Mr. James Wojtala, CEMVD-PD-N,
[REDACTED].



ROBERT CREAR
Brigadier General, USA
Commanding

Encl

CF:

CESAM-PD-FE (ATTN: [REDACTED])

CECW-CP



**US Army Corps
of Engineers®**
New Orleans District

Peer Review Plan

Calcasieu River and Pass Navigation, LA

October 2007

████	████	██████████	████	████	████
████	████	██████████████████	████	████	████
████	████	██████████	████	████	████
████	████	██████████	████	████	████
██████	████	██████████	██████████	████	██████████
████	████	██████████	████	████	████
██████	██████	██████████	██████████	████	████
████	████	██████████	████	████	████
██████	████	██████████	██████	████	████
████	████	██████████	██████████	████	██████████
████	████	██████████	██████████	████	████
██████	████	██████████	██████████	████	████

2) **Quality Control.** This quality plan was developed to insure that high quality products are produced within the New Orleans District. This plan establishes the policies, procedures, and organizational responsibilities for providing quality control of planning products for this project.

The quality control plan (QCP) for the Calcasieu River and Pass Navigation, Louisiana feasibility study provides a technical review mechanism insuring that quality products are developed during the course of the study by the New Orleans District (MVN). The technical review of the feasibility study will consist of Independent Technical Review. By a Corps’ district outside of MVN. All processes, quality control, quality assurance, and policy review, will complement each other producing a seamless review process that identifies and resolves technical and policy issues during the course of the study.

Technical review will assure accountability for the technical quality of the product. Each technical review objective in the QCP will be satisfied through a seamless review process performed outside MVN (Internal Technical Review), MVD (quality assurance of technical products), and HQUSACE (policy review). The quality control plan is based upon applicable guidance from higher authority including the Engineering Circular 1105-2-408 titled: Peer Review of Decision Documents dated May 31, 2005, Report of the Task Force on Technical Review, dated December 1994, and CELMV-ET memorandum of 23 September 1995, subject: Lower Mississippi Valley Division, Directorate of Engineering and Technical Services, Quality Control and Quality Assurance Guidance.

3) **Peer Review.** Based upon cost, technical expertise, and current and projected workload, the on-going review process for Calcasieu River and Pass Navigation feasibility study will be conducted by the New Orleans District in conjunction with another District with Deep Draft Navigation experience. The local sponsor will also be involved in the review process by participating in Project Delivery Team (PDT) meetings. In terms of technical expertise, the New Orleans District has a vast amount

of experience and capability in order to produce a quality product for the Calcasieu River and Pass Navigation feasibility study given the similarity to numerous other Deep Draft Navigation constructed throughout the New Orleans District. Peer Review Teams (PRT) will be responsible for verifying; 1) assumptions, 2) methods, procedures, and material used in analyses based on the level of analyses, 3) alternative evaluated is reasonable, 4) appropriateness of data used, and level of data obtained, and 5) reasonableness of results

- 4) **Independent Technical Review (ITR).** ITR will consist of a single level study review performed outside the New Orleans District by another Corps District in coordination with MVD and the Planning Center of Expertise of another District.
- i) *Planning Center of Expertise (PCX).* The Calcasieu River and Pass Navigation feasibility study will be assigned to the Deep Draft Navigation Planning Center of Expertise (DDNPCX) headed by the Deputy Director, (251) 694-3884. The ITR will be performed by another Corps district in coordination with the PCX and MVD. These potential reviewers may include nominations from scientific or professional societies, if the Center so chooses.
 - ii) *Independent Technical Review Team (ITRT).* The ITRT will be comprised of the same disciplines on the PDT, and will have experience in the type of analyses in which they are responsible for reviewing. Each ITRT member will be senior or equal in experience to the analyst or production person. Consistent with recent Corps guidance, the ITR team member for cost engineering will be obtained through the Walla Walla District. The review team should consist of no less than 15 members and of include members with expertise in the following disciplines:

DISCIPLINE
Economics
Environmental
Cultural Resources
Recreational Resources
Project Management
Hydraulic Engineering
Civil Engineering - cost
Geotechnical Engineering
Civil Engineering
Mechanical Engineering
Civil Engineering - Projects
Civil Engineering - Operations
Real Estate – Acquisition and Leasing
Real Estate - Appraisal
Office of Counsel

- iii) *DrChecks*. ITR of this decision document will be conducted using the online DrChecks system (www.projnet.org). Use of DrChecks will document all ITR comments, responses, and associated resolution accomplished throughout the study delivery process.
- iv) *Milestones and Schedule*: ITR will be conducted throughout the majority of the study life. The amount of time it will take to conduct the ITR will depend on the Deep Draft Navigation PCX workload and schedule, but tentative dates have ITR beginning in June 2008 and ending in March 2010. The following milestones are also tentatively scheduled as follows:

Milestone	Date
FCSA Execution	FEB 2007
Feasibility Initiation	MAR 2007
ITR Initiation	JUNE 2008
AFB	JUNE 2009
Draft Report	SEP 2009
Draft Submittal	NOV 2009
Technical review conference	If needed DEC 2009
NEPA Public Review	FEB 2010
ITR Certification	MAR 2010
Final Submittal	APR 2010
CWRB	AUG 2010
MSC Commanders Public Notice	NOV 2010

- v) *Planning Models*: The study will be using the two-dimensional TABS-MD suite of models, a two-dimensional hydrodynamics model RMA2 and the convection-diffusion model SED2D that uses RMA2 hydrodynamics as input. All of these models are certified therefore no ITR will be necessary.
- b) **External Peer Review (EPR)**. This feasibility study does not meet the EPR criteria of EC 1105-2-408. The cost of this project is not expected to exceed \$40 million, therefore its magnitude is determined as low. The study will not contain precedent-setting methods or models, present conclusions that are likely to change prevailing practices, or contain a potential for failure or controversy. Because of the anticipated cost and low magnitude there is a consensus at the District that EPR will not be necessary.
- c) **Public Involvement**. The public will have several opportunities to comment on the feasibility study through a public involvement plan implemented through a notice of study initiation, public meetings, and workshops. This will give the Corps the opportunity to exchange information with the public and insure that individuals with an inherent interest in the study are identified and contacted allowing them to voice their views and concerns relative to the study process.

Public meetings and workshops will be conducted to gather and provide feedback from the public, formulate a consensus, and generally keep interested parties informed. The first public meeting is scheduled for March of 2008 to present the tentative alternatives, and a public meeting will be scheduled subsequent to the public release of the draft feasibility report and environmental assessment to present the study conclusions. Throughout the study other public meetings and workshops will be held as necessary.

Although all comments will not be provided to the ITR team, significant and relevant public comments will prior to ITR certification. Any major changes in the study resulting from these comments, and all pertinent comments, will be made available to the PCX.