APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT

(33 CFR 325)

OMB APPROVAL NO. 0710-003
Expires October 1996

Public reporting burden for this collection of information is estimated to average 5 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Department of Defense, Washington Headquarters Service Directorate of Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0710-0003), Washington, DC 20503. Please DO NOT RETURN your form to either of those addresses. Completed applications must be submitted to the District Engineer having jurisdiction over the location of the proposed activity.

PRIVACY ACT STATEMENT

Authority: 33 USC 401, Section 10; 1413, Section 404. Principal Purpose: These laws require permits authorizing activities in, or affecting, navigable waters of the United States, the discharge of dredged of fill material into waters of the United States, and the transportation of dredged material for the purpose of dumping it into ocean waters. Routine Uses: Information provided on this form will be used in evaluating the application or a permit. Disclosure: Disclosure of requested information is voluntary. If information is not provided, however, the permit application cannot be processed nor can a permit be issued.

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see sample drawings and instructions) and be submitted to the District Engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)

1. APPLICATION NO.	***2. FIELD OFFICE***	***3. DATE RECEIVED***	***4. DATE APPLICATION COMPLETED***

(ITEMS BELOW TO BE FILLED BY APPLICANT)

5. APPLICANT'S NAME US Army Corps of Engineers, New Orleans District	*8. AUTHORIZED AGENT'S NAME AND TITLE (an agent is not required)* Same as Applicant
6. APPLICANT'S ADDRESS *Regional Planning and Environmental Division South* *CEMVN-PDS-C* P.O. Box 60267 New Orleans, LA 70160-0267 ATTN: *Mike Morris*	***9. AGENT'S ADDRESS***
7. APPLICANT'S PHONE NOS. W/AREA CODE	*10. AGENT'S PHONE NOS. W/AREA CODE*
a. Residence ***b. Business*** (504) 862-1963	*a. Residence* *b. Business*

11. STATEMENT OF AUTHORIZATION

APPLICANT'S SIGNATURE *DATE*

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY

12. PROJECT NAME OR TITLE (see instructions)

St. Tammany Parish, Louisiana Feasibility Study

13. NAME OF WATERBODY, IF KNOWN (if applicable) *Bayou Paquet, Bayou Bonfouca, Bayou Liberty, and Bayou Lacombe*	*14. PROJECT STREET ADDRESS (if applicable)* *Not applicable*
15. LOCATION OF PROJECT *St. Tammany* — *COUNTY* *Louisiana* — *STATE*	

16. OTHER LOCATION DESCRIPTIONS, IF KNOWN, (see instructions)

17. DIRECTIONS TO THE SITE
West Slidell Levee and Floodwall System- Optimized Tentatively Selected Plan Focus with Floodwall Segments

The proposed alignment would start on the western side of the levee construction entering on the south side of US Highway 190 and South Tranquility Road, and on the eastern side of Pineridge Road. The alignment would run southward and would run on the west side of Tranquility Road (CC Road) and then it would turn in the southeast direction crossing Bayou Paquet Road and would stay on the east side of Bayou Paquet Channel. The alignment would then cross Bayou Paquet and Bayou Liberty and would continue eastward on the northside of the Big Branch Marsh NWR. The alignment would cross Bayou Bonfouca and would continue to the south bank of the bayou (northern side of the refuge) until reaching the Norfolk Southern Railway Corp. railroad tracks west of US Highway 11 in the vicinity of Dellwood Pump Station in Slidell.

South Slidell Levee and Floodwall System- Optimized Tentatively Selected Plan Focus

The proposed alignment would transition to levee when it turned east toward Highway 11. The alignment would cross Highway 11 and would turn south in the vicinity of the existing Schneider Canal Pump Station and then turn east (on a portion of the existing Oak Harbor ring levee). The alignment would run on the south side of Oak Harbor Boulevard and would cross to the north side immediately past Mariners Cove Boulevard. The alignment would run on a portion of the existing Oak Harbor ring levee. The alignment would then turn north and then east in the vicinity of the I-10. The alignment would continue southeast and would tie to an existing portion of the Lakeshore Estates ring levee. The alignment then would turn north and then east and cross Old Spanish Trail/Highway 433. The alignment would continue north and tie to a portion of the existing King's Point west levee. The alignment would cross the W-14 Canal and would tie to a portion of the existing King's Point east levee and would turn north.

The Mile Branch channel improvements would start at the intersection of Mile Branch and Highway 190, crossing Highway 190 Business, and ending at the intersection of Mile Branch and the Tchefuncte River.

18. Nature of Activity (Description of project, include all features.)

Optimized Tentatively Selected Plan for the South Slidell and West Slidell Levee and Floodwall System and Mile Branch Structural Improvement

The structural plan consists of construction of a levee and floodwall system along an alignment in South and West Slidell and channelization of a portion of the Mile Branch in Covington, LA. The West Slidell levee and floodwall system consists of approximately 18.4 miles (96,950 feet) of levee and floodwall, with approximately 15 miles (79,100 feet) of levees constructed in separate (non-continuous) segments, and 3.4 miles (17,850 feet) of separate (non-continuous) segments of a floodwall.

WEST SLIDELL INITIAL CONSTRUCTION

Along the West Slidell portion of the alignment, there would be floodwall segments constructed due to the presence of nearby residences. The floodwall segments would have a hydraulic design elevation of 16 ft (Year 2082). Starting from the west, there would be the following floodwall reaches:

- *350-ft floodwall going through a group of properties at the end of West Doucette Road.*
- *250-ft floodwall located on north side of Bayou Paquet.*
- *1400-ft floodwall between east bank of Bayou Paquet and residences along Mayer Drive.*
- *Sluice gate # 7 near Tranquility Road/CC Road (control structure). The gate width is 25 ft and structural opening height is 8.9 ft.*
- *Sluice gate # 6 (control structure) at Bayou Paquet North Tributary. The gate width is 75 ft and structural opening height is 15.2 ft. Bayou Paquet North Tributary pump station with a pumping capacity of 300 cfs.*
- *60-ft wide Bayou Paquet vehicular gate*
- *Lift gate at Bayou Paquet (navigable gate). The gate width is 90 ft and structural opening height is 16.5 ft. Bayou Paquet Pump station with a pumping capacity is 500 cfs.*
- *20-ft wide Mayer Drive vehicular gate*
- *Lift gate at Bayou Liberty (navigable gate). The gate width is 80 ft and structural opening height is 22.8 ft. Bayou Liberty pump station with a pumping capacity of 1,800 cfs.*
- *Lift gate at Bayou Bonfouca (navigable gate). The gate width is 110 ft and structural opening height is 25 ft. Bayou Bonfouca pump station with a pumping capacity of 2,000 cfs.*
- *Sluice gate # 2 at Bayou Bonfouca (control structure). The gate width is 50 ft and opening height is 17.1ft.*

SOUTH SLIDELL INITIAL CONSTRUCTION

Along the South Slidell portion of the alignment, floodwall reaches would be constructed due to the presence of nearby residences and other structures. These floodwall segments would have a hydraulic design elevation of 16.5 ft (year 2082). Starting from the west, there would be the following floodwall reaches:

- *1375 ft of floodwall along the railroad between Dellwood Pump Station and Baptist Church (Front Street).*
- *100 ft floodwall would cross downstream of existing Schneider Canal pump station. Minimal number of changes would be required.*
- *500 ft of floodwall for narrow section of Oak Harbor levee at Mariners Cove Boulevard.*
- *160 ft floodwall for the 20-ft vehicular gate for access to Oak Harbor Country Club.*
- *300 ft of floodwall near Old Spanish Trail.*
- *450 ft of floodwall behind Espirt du Lac Street.*
- *1950 ft of floodwall to enclose power substation south of Highway 190 Business on east side of alignment.*
- *430 ft of floodwall at Highway 190 Business (East Side).*
- *3530 ft of floodwall on western edge of the utility corridor.*
- *3700 ft of floodwall for northeast extrusion of alignment along the utility corridor and along east side of Yaupon Street.*
- *650 ft of floodwall on the East Terminus north of Gause Blvd, where alignment switches to a berm and road ramps.*

Mile Branch STRUCTURAL IMPROVEMENTS

The Mile Branch channel improvements consists of channel improvements on the lower 2.15 miles (11,341 ft channel). The proposed work consists of approximately 21 acres of channel that would be cleared and grubbed prior to mechanical dredging. The proposed project also include 7 bridge replacements may include bridge replacements or culverts (starting from north to south) at 29th, 28th, 25th, 23rd, 21st, 19th, and 18th Avenues. No work is anticipated at the 15th and 11th Avenue channel crossings as those bridges have been replaced prior to this study.

19. Project Purpose (Describe the reason or purpose of the project, (see instruction.)

The project is the tentatively selected plan in response to the 2016 original study authority for investigating flood damage reduction and coastal storm reduction alternatives in St. Tammany Parish. Future events will continue to negatively impact the region without some form of flood risk management solution

USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED

20. Reason(s) for Discharge

The discharge is needed for the South Slidell and West Slidell Levee and Floodwall System improvement.

21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Years.

Approximately 2,832,000 cyd of borrow material for construction of South Slidell and West Slidell Levee and Floodwall System improvement.

The project will follow the soil standards set for suitable levee grade material outlined in the USACE Hurricane Storm Damage Risk Reduction System (HSDRRS) Guidelines. Suitable borrow material is defined as meeting the following current criteria after placement as levee fill: soils classified as clays (CH or CL) are allowed as per the Unified Soils Classification System, soils with organic contents greater than 9% are not allowed, soils with plasticity indices (PI) less than 10 are not allowed, soils classified as Silts (ML) are not allowed, and clays will not have more than 35% sand content. A comprehensive list of regulations and authorities dictating the acquisition of borrow material can be viewed in the Borrow Source Investigations writeup. At this point in time, no soil testing has occurred.

22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)
Placement of fill and construction materials at staging sites and along the footprint of the proposed hurricane storm damage risk reduction project will directly impact 111 acres of marsh on the western portion of the alignment. Fill placement will convert nearly all aquatic habitat within the footprint to upland habitat. There are 46 acres of marsh, BLH and swamp habitat along the southern half of the alignment that will be directly impacted.

23. Is Any Portion of the Work Already Complete? Yes _____ No __X___ IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (If more than can be entered here, please attach a supplemental list.

25. List of Other Certifications or Approvals/Denials Received from other Federal, State or Local Agencies for Work Described in This Application.

AGENCY	***TYPE APPROVAL***	***IDENTIFICATION NO.***	***DATE APPLIED***	***DATE APPROVED***	***DATE DENIED***

To the best of my knowledge the proposed activity described in my permit application complies with and will be conducted in a manner that is consistent with the LA Coastal management Program.
**Would include but is not restricted to zoning, building and flood plain permits.*

26. Application is hereby made for a permit or permits to authorize the work described in this application. I certify that the information in this application is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

_____	_____	_____	_____
SIGNATURE OF APPLICANT	*DATE*	*SIGNATURE OF AGENT*	*DATE*

The application must be signed by the person who desires to undertake the proposed activity (applicant) or it may be signed by a duly authorized agent if the statement in block 11 has been filled out and signed.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency The United States knowingly and willfully falsifies, conceals, or covers up by any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than five years, or both.