U.S. Army Corps of Engineer- New Orleans District
c/o Amy Dixon
CEMVN-PDC-C
7400 Leake Ave.
New Orleans, LA 70118

August 26, 2023

Purpose: Conditional Letter of Support for St. Tammany Feasibility Study

Mrs. Dixon,

I am providing a "Conditional" Letter of Support for the St. Tammany Feasibility Study. There are flooding issues throughout the parish and hopefully this project will alleviate some of the storm surge and riverine issues benefiting specific areas of St. Tammany Parish. I do not want to impede these areas from receiving the help they need. The Feasibility Study benefits Eden Isles area residents with non-structural support recommendations, which is insufficient. Our area needs comprehensive protection since we reside in one of the most vulnerable parts of the parish in regards to storm surge. The cost benefit analysis for this area was flawed.

Two large areas that are gaps in the USACE plan include the Eden Isles area and the Military Road area. I am grateful for the commitment made by our Congressional Delegation, St. Tammany Parish and the CPRA for a comprehensive flood protection plan for the Eden Isles area to include a breakwater, flood gates, pumping station, road elevations and barriers. I would expect the USACE to support the efforts of CPRA and St Tammany Parish as they progress toward structural flood protection for the Eden Isles area and not hinder any component of this comprehensive plan.

Sincerely,

Carol Barber

Carol Barber
1158 Clipper Drive
Slidell, LA 70458

RE SEND - AUGUST 17, 2023
ORIGINALLY SENT PRIORITY
MAIL ON AUGUST 11, 2023

George E. Burch
5504 Key Street
Dallas, Texas 75205
(214) 402 8587
Geburch2@gmail.com

Bryan Burch
80 Villere Place
Destrehan, Louisiana 70047
(504) 782 7163
beezybryan@aol.com

August 11, 2023

U.S. Army Corps of Engineers
Attention: Ch. Environmental Branch
CEMVN-PDS, Room 331
7400 Leake Avenue
New Orleans, Louisiana 70118

Re: St. Tammany Parish, Louisiana Feasibility Study
George and Bryan Burch Property at 31344 South tranquility Road, Lacombe, Louisiana 70445
West Slidell Levee Alignment

Dear Madam / Sir,

We have reviewed the St. Tammany Parish, Louisiana Feasibility Study, Revised Draft Integrated Feasibility Report and Environmental Impact Statement dated July 2023, and note that we also had reviewed

the St. Tammany Parish, Louisiana Feasibility Study dated June 2021 and a number of other documents which were published regarding the project under consideration.

The proposed alignment of the West Slidell Levee may impact our property which fronts on South Tranquility Road, see Exhibit "A" attached. (We note that we also own property directly North of South Tranquility Road, Exhibit "B" which does not appear to be affected by the Project). The proposed levee alignment appears to cross our property near the West end of the levee, Exhibit "C". This area is the location of buildings and improvements, two houses, a pool and cabana, shops with a great deal of equipment and services installed, storage buildings, water wells (4), buried and overhead electrical lines, buried telephone lines, water lines, a stable, other structures and features, formal gardens, ponds and access roads.

We have not seen a legal description or survey of the alignment as it is proposed. If we can have the alignment super imposed on the survey document attached as Exhibit "A" or a legal description of the proposed levee location we can determine the impact of the proposed alignment on our property, buildings, and other improvements. We are prepared to work with you to mitigate as many issues as possible, such as moving the end of the levee a little to the South and then North and then back to the West.

We also note several other matters that need to be considered as regards our property:

1) The levee will bisect our property restricting access to the Southern part of the tract. We will need access across the levee.

2) The property surface on the Southern and West side drains Southward. Consideration needs to be given to dealing with drainage that may be blocked by the levee. We note that the East side of the property drains into a ditch that connects to Bayou Paquet.

We are available to meet with those concerned with these matters.

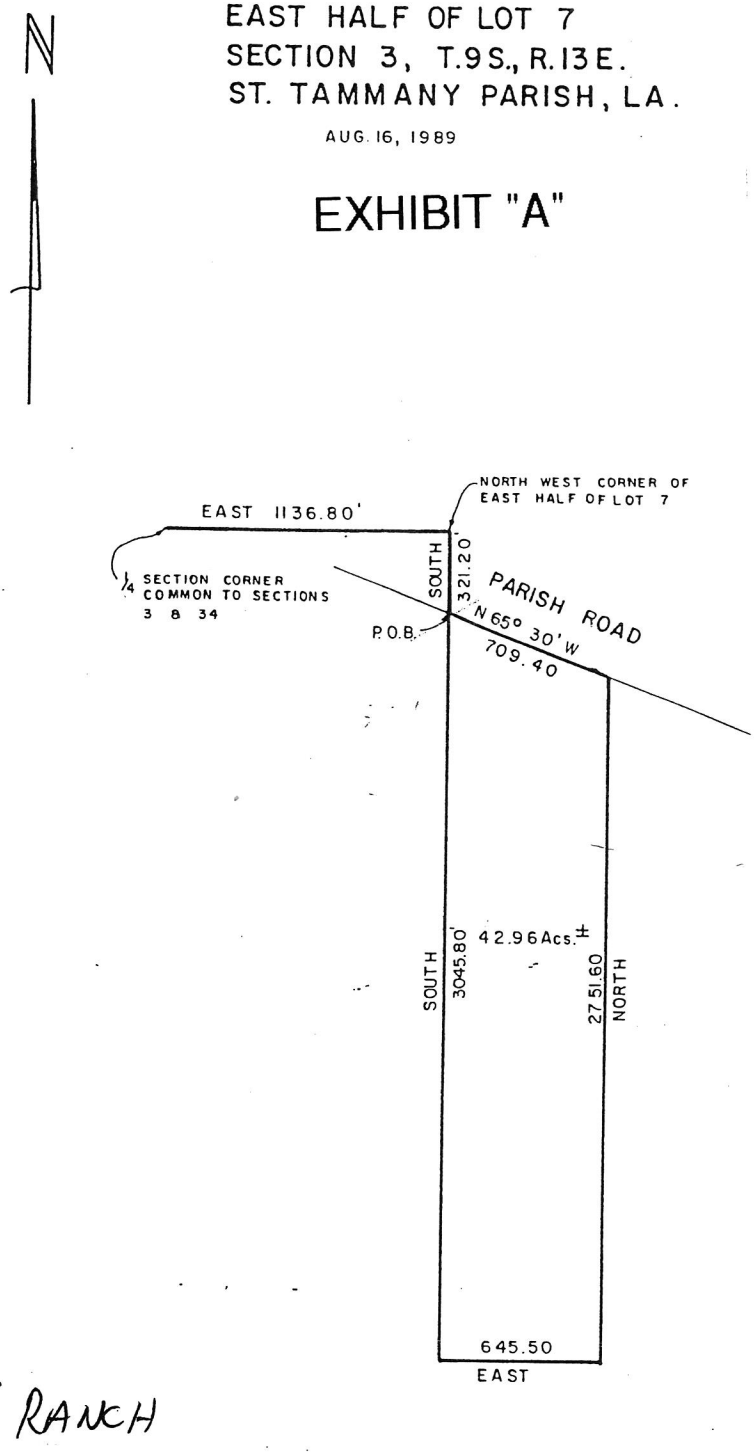
Sincerely,

George and Bryan Burch

EAST HALF OF LOT 7
SECTION 3, T.9S., R.13E.
ST. TAMMANY PARISH, LA.

AUG. 16, 1989

EXHIBIT "A"



"MAP Nº 2"

J. J. KREBS & SONS, INC.

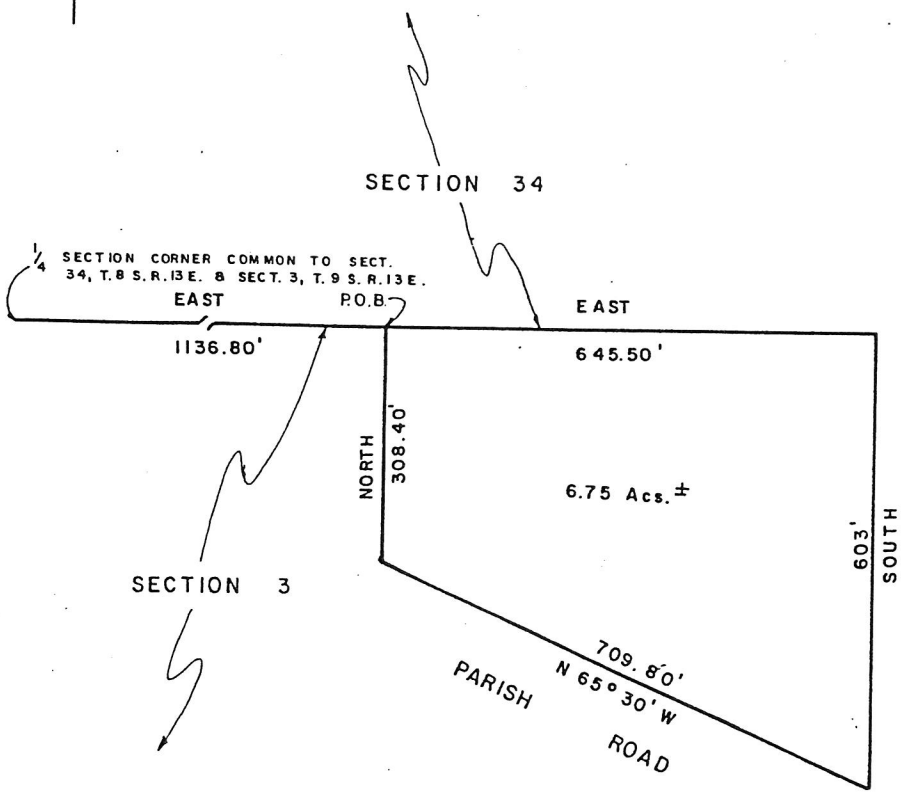
ENGINEERS, PLANNERS & SURVEYORS
3013 27TH ST. METAIRIE, LA 70002 (504) 837-9470
131 LEE LANE COVINGTON, LA 70433

JOB NO 895599

KREBS PLAT 2

PORTION OF
SECTION 3, T.9 S., R. 13 E.
ST. TAMMANY PARISH, LA.
AUG. 16, 1989

EXHIBIT "B"



"MAP N°5"

J. J. KREBS & SONS, INC.

ENGINEERS, PLANNERS & SURVEYORS
3013 27TH ST. METAIRIE, LA 70002 (504) 837-9470
131 LEE LANE COVINGTON, LA 70433

JOB Nº 89 5599

PLAT 5

St. Tammany Parish Feasibility Study: Bayou Liberty/ Bayou Vincent/ Bayou Bonfouca (Alternative 5)

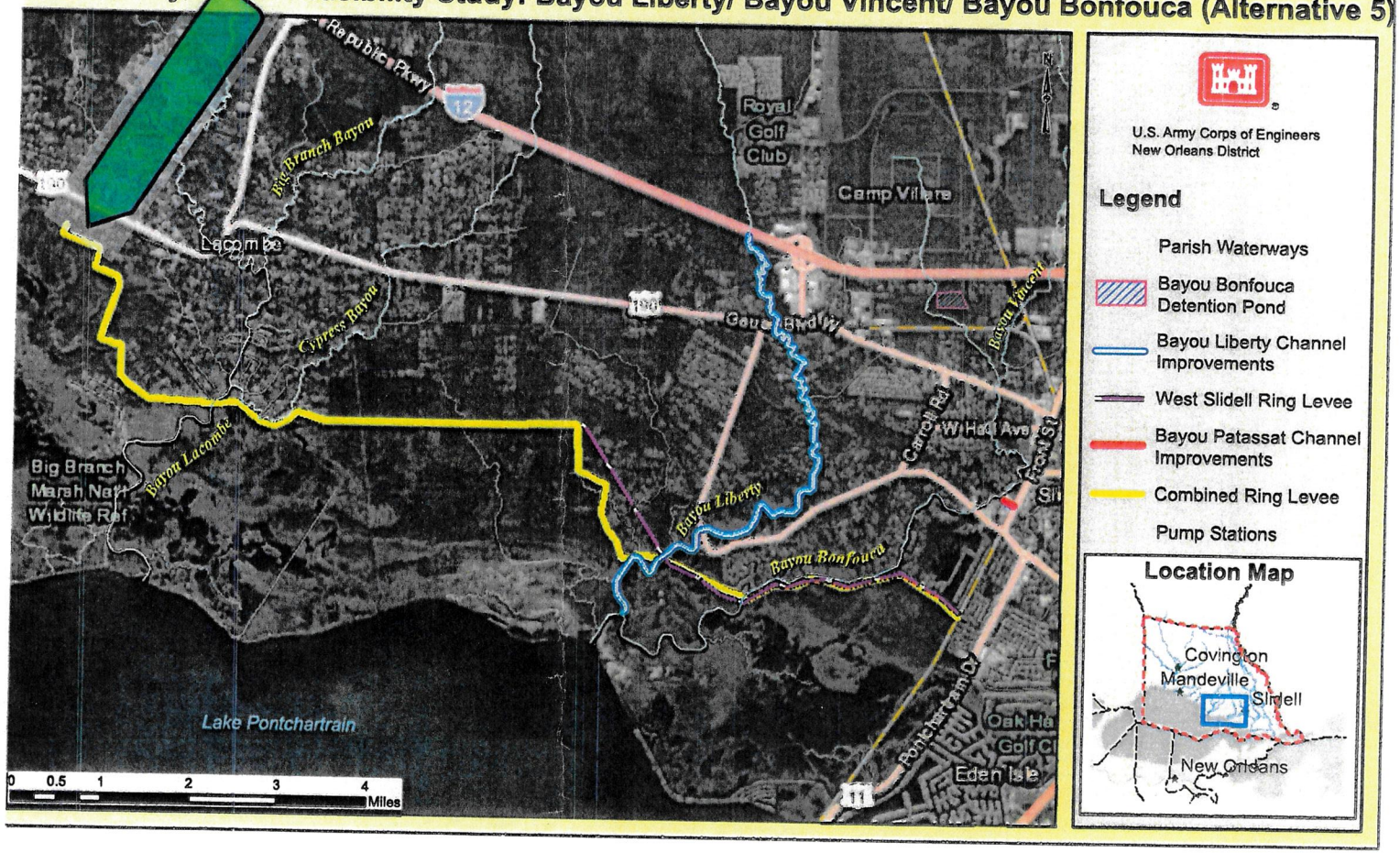


EXHIBIT "C"

Military Road Alliance

P. O. Box 1541
Slidell, LA 70460

The Military Road Alliance (M.R.A.) is an alliance of homeowner associations representing approximately 4,000 residents along Military Road in eastern Slidell.

We were founded in 1979 to address drainage issues in our area and continuously represent our members to local, state and federal agencies to improve and protect the Military Road community.

The M.R.A. has reviewed the July 2023 Corps' St. Tammany Parish, Louisiana Feasibility Study Revised Draft Integrated Feasibility Report and EIS.

We appreciate the Corps' efforts to alleviate flooding in our area. Based on our understanding the Optimized Tentatively Selected Plan including Alternate 6C (TSP), the proposed action will harm residents in the Military Road area.

Because of this, the M.R.A. opposes the Corps' TSP.

The M.R.A. polled its member associations and 29 of 30 delegates, representing almost 4,000 residents, voted to oppose the plan.

The Draft TSP does not provide levee protection to any residents in the Military Road area. Because we are outside the proposed levee, the TSP will likely increase water levels in parts of the Military Road area during storms, harming those residents. The inclusion of Alternate 2 Non-structural, in the TSP will mitigate, but not eliminate, the harm caused by the TSP.

Additional optimization to the TSP could alleviate these problems. We appreciate the Corps holding public hearings on this issue, and look forward to further interactions with the Corps to develop a plan which we can all support.

Sincerely,

Robert Broome

Robert Broome
2023 President
Military Road Alliance
robertbroome@oceandataprocessing.com

Jeanne A. Stangle, MD (aka Mrs. A. Foster Hebert)
59385 Neslo Rd
Slidell, LA 70460

Cell: 985-259-1188
Email: jeanne.stangle@gmail.com

and

BADON FAMILY
59591 Badon Rd
SLidell LA
70460

August 16, 2023

sttammanyfs@usace.army.mil
U.S. Army Corps of Engineers – New Orleans District
c/o Amy Dixon
CEMVN-PMR-C
7400 Leake Ave.
New Orleans, LA 70118

I OPPOSE St Tammany Parish, Louisiana Feasibility Study CEMVN-PMR-C

To USACE c/o Amy Dixon CEMVN-PMR-C and all concerned with this application for St. Tammany Parish, Louisiana Feasibility Study with a levee proposed in area of Bayous Liberty and Lacombe which are both Louisiana state-designated scenic streams. I live upstream on Bayou Liberty where the bayou is narrow in width but deep, wild, and beautiful, providing vital drainage for a large basin. This property is located in East St Tammany Parish. We do not want "channel improvements". I OPPOSE this St Tammany Parish, Louisiana Feasibility Study.

In 1984, my husband Aynaud Foster Hebert, MD, and I bought our property, at the above address, located on the east bank of Bayou Liberty, and have seen the increasing water levels adversely affect our historic property during subsequent years. I am writing to object to "feasibility study" to build a levee which may hurt us if the wind blows from the wrong direction. I suggest preserving wetlands without change, in their natural state, described for this project for the following reasons:

(1.) Applicants Have Not Shown There Are No Practicable Alternatives to the Wetlands Site.

Contrary to federal law, 40 C.F.R 230.10 (a), applicants have not met their burden of showing there is no practicable alternative to building Levee in the Bayou Liberty basin that is already overwhelmed by development.

Applicants' project is not effective if hurricane blows from certain directions, and practicable alternatives are presumed to be available unless clearly demonstrated otherwise, 40 C.F. R. 230.10(a)(3).

Many failed and empty commercial sites have already been paved over in nearby sites along US Hwy 190 Gause West and both sides of Northshore Blvd, including multiple strip malls and huge Northshore Square Mall with leveled movie theatre site adjacent to I-12. Why not remodel these commercial sites at these already filled and paved sites which include huge paved parking lots?

There are clearly practicable alternative sites for the proposed levee and for this reason the application should be denied.

(2.) Environmental Impact Study is Required.

The altering of wetlands for construction of levee will have a significant negative effect on drainage in the Bayou Liberty basin and will increase flooding of some structures if cut-off from the outflow into Bayou Liberty. Flooding must also be considered for long-standing adjacent residential properties both downstream and on the west bank of Bayou Liberty, the already flood-prone Victoria Park houses.

Cumulative effect of destruction of wetlands must be considered for this proposal in view of previously permitted destruction of wetlands in the Bayou Liberty basin for building of Wal-Mart, Sam's Club, and Target Stirling shopping center for which the US Army Corps of Engineers issued permits for filling of wetlands along Bayou Liberty before Hurricane Katrina.

Combined with the Corps' previous permitting for these stores, alteration of wetlands and Bayou Liberty channel for this proposed levee would be a "major federal action" significantly affecting the quality of the human environment, and as such triggers the requirement of an environmental impact statement pursuant to the National Environmental Policy Act, 42 U.S.C. 4332(2)(C).

(3) Applicants Have Not Submitted Hydrology Study-plan and Certification That Run-off Will Not Be Increased By the Proposed Levee.

It is particularly important that applicants comply with local law requiring hydrological studies and measures to control runoff because Bayou Liberty's capacity is already exceeded in major storms.

The experience of long-time residents along Bayou Liberty, including families living downstream of the site for which applicants seek a permit, is that water in the Bayou overflows its banks much more regularly in moderate storms and that homes that never flooded in the past are now subject to flooding in heavy storms. This is due to increased development in the Bayou Liberty basin.

The experience of long-time residents is borne out by the only study of drainage problems in the Bayou Liberty basin, the "Master Drainage Plan, " dated June 1983, prepared by Burk & Associates for the St. Tammany Police Jury. The 1983 Master Drainage Plan focused on the eastern portion of St. Tammany Parish; the portion of the Plan dealing with the Bayou Liberty basin is included in this mailing. The Plan studied the hydrology of the drainage basins in the eastern portion of the Parish, and evaluated the present capacity of the various drainage channels and the required capacity of the channels in a 10- year rain event in light of projected development patterns over the next 25 years (pages 75-79). The data is summarized in Table 9 (page 80) and the data for Bayou Liberty is as follows:

BAYOU LIBERTY

Design Point (location)	Present Capacity (cfs)	Required Capacity (cfs)
Journey Road	50	2525
Royal Golf Course	410	3059
Scenic Street	1172	3668
North of I-12	972	3692
North of Hwy 190	948	3692
Sylve Road	2198	4165
Oak Ridge Ave.	4004	4462

	Present Capacity (cfs)	Required Capacity (cfs)
Christi Ann Lea Subdivision	2973	4687
Bayou Liberty Road	3054	4812

The data for the Bayou Liberty basin may well underestimate flooding in a 10-year event because the 1983 Master Drainage Plan land use projections for the Bayou Liberty basin do not appear to have anticipated the enormous development in the Bayou Liberty basin north of US Hwy 190 and north of Interstate 12.

There is risk that the proposal may increase flooding if the wind blows from a direction, from which levee does not give protection, rather such a levee may trap water along Bayou Liberty properties. Environmental impact statement is required before a decision is made on this project.

(4) Effect On Historic Properties and Community Must Be Considered.

The Corps must also take into account the adverse effect of proposal on the historic properties and historic community in the lower Bayou Liberty basin.

Physical destruction or damage attributable to increased flooding would have an adverse effect on the historic properties. The oldest homes are located on the highest ground along the Bayou and for the most part have been spared flood waters other than Hurricane Katrina. But with increased development will come further increases in stormwater runoff, particularly in the case of large developments such as the multi-family residential development proposed by applicants. It is only a matter of time, if development continues unchecked, before the historic properties along the Bayou will also flood.

In addition, the development's negative impact on water quality would be an alteration of the historic properties' setting. These historic properties owe their location to the Bayou, and for the Bayou to become polluted due to development adversely affects their character.

As noted in the St Tammany Parish's 1983 Master Drainage Plan, prepared by Burk & Associates, (pages 4-6), the area which is now the City of Slidell was settled in the mid-to-late 1800's, but the lower Bayou Liberty area was settled even earlier, beginning in the first half of the 1700's, shortly after the French founded the City of New Orleans. In fact, ''Bonfouca'' was the first recorded (1740) European place name on the north shore of Lake Pontchartrain (see excerpt, sent with this letter, from ''St. Tammany Parish: L'Autre Cote du Lac'' by Frederick s. Ellis, at page 37). The community of Bonfouca was located adjacent to the site of St. Genevieve Church where Highway 433 (Bayou Liberty Road) crosses Bayou Liberty, and in fact this place name is still used on maps of the U.S. Geological Survey. The Diary of Francois Sidoine Pichon (one volume, written in the original French, can be accessed at library of Tulane University) documents life at Bonfouca on Bayou Liberty in the years 1848 to 1886. There are existing homes in the lower Bayou Liberty area dating from the late 1700's and early 1800's, as listed below.

It should be noted that before the arrival of Europeans, Native Americans lived on the north shore of Lake Pontchartrain. The Acolapissa preceded the Choctaw. At the St Tammany Parish Library, Covington, Louisiana, The St. Tammany Historical Society's Vol 7, December 1986, ''Chahta-Ima and St. Tammany's Choctaws'', by Blaise C. D'Antoni, documents the presence of Choctaw people on Bayou Liberty in 1736 and notes the site of a Choctaw trading post in the 1760s where the Boy Scouts of America, Camp Salmen, was later located. This old trading post is listed by owner St. Tammany Parish as "Camp Salmen House" on the National Register of Historic Places. This old trading post, also commonly referred to as "Camp Salmen Lodge", is part of Camp Salmen Nature Park, owned and operated by St. Tammany Parish. Obstruction of drainage via Bayou Liberty or tidal surge trapped by proposed levee could this historic Camp Salmen (Lodge) House (trading post) listed on the National Register of Historic Places, part of Camp Salmen Nature Park, and the whole park may be adversely affected.

The focal point of the Bonfouca community was and is the St. Genevieve Church on the west bank of the Bayou Liberty amid enormous old oak trees. The first St. Genevieve Church was a small brick chapel built in 1852-1853 by Madame Anatole Cousin, the former Camille Pichon who was the daughter of Genevieve Dubuisson and Francois Pichon. The famous Abbe (Pere or Rev.) Adrian Rouquette, priest, poet and friend of the Choctaw -- called Chahta-Ima (''like a Choctaw") by the Choctaw -- was a nephew of Anatole Cousin. Rev. Adrian Rouquette often celebrated Mass at St. Genevieve. Among those who attended services at St. Genevieve were Choctaw Indians. The small brick chapel was replaced with a larger wood and brick church in 1914. Both the brick chapel and its graceful replacement faced the Bayou which functioned as a ''road'' in earlier times; people came to church by pirogues and skiffs. In 1958, the third St. Genevieve church was built and reoriented to the land road, now Louisiana Hwy 433;

this 1958 church was badly damaged in Hurricane Katrina. The Archdiocese of New Orleans authorized the building of the current fourth St. Genevieve Church which now stands on the same site, thanks to the contributions of dedicated St. Genevieve parishioners, post-Hurricane Katrina. The brick foundations of the first two St. Genevieve Church structures are visible today beneath the towering oaks between the Parish Hall and a small brick chapel built in modern times. A history of St Genevieve Church and site is included with this letter.

Today, the area around the Church bustles with activity: parishioners attending Church functions, people fishing on the pier maintained by the Church, traffic going over the adjacent Bayou Liberty bridge. The church bells and the horn announcing the opening and closing of the bridge for boats can be heard at homes up and down the Bayou. St. Genevieve Church is located on historic high ground known as La Butte Dominique. Increasingly, as development has taken place upstream, the banks of Bayou Liberty around the Church are littered with trash in the aftermath of heavy rain storms.

The Dubuisson Cemetery, also located on the west bank of Bayou Liberty at the end of West Dubuisson Road, was established in 1821. The inscriptions on many of the oldest tombs are in French. For example, one reads: 11 Ici repose Genevieve Isabelle Dubuisson, Veuve Francois Pichon, nee Pascagoula, le 6 Avril 1783, morte a Bonfouca, le 12 Septembre 1844" (here lies Genevieve Isabelle Dubuisson, widow of Francois Pichon, born in Pascagoula, April 6, 1783, died at Bonfouca, 12 September 1844). All the families who have settled the area for almost two hundred years are represented in the cemetery (Dubuisson, Pichon, Galatas, Faciane, Cousin, Narcisse, Doucette, Madison, etc.) Originally, funeral processions came up the Bayou from St. Genevieve Church by pirogue or other types of boats, including schooners. The cemetery was flooded in May 1995. A few tombs floated loose in a tropical storm in 2001, but many tombs floated far downstream in Hurricane Katrina 2005, with difficult recovery and identification. Long-time residents express concern for her family members' graves due to high water levels flooding the Dubuisson Cemetery, occurring more frequently to the present time July 2020.

The Pena Home on the west side of the Bayou is an Acadian cottage that may date from late 18th century or early 19th. It has been in the Pena family since it was built, and Diane Pena and their children, the current residents, are at least the 5th generations of Penas to live in the house. Several years ago, the Louisiana Historical Society approached the family about taking the house over, but the Penas turned them down. Diane Pena says that the house is located on a high spot but did flood with Katrina. Ms. Pena says that after heavy rains, the quality of the Bayou water has been negatively affected by runoff from development upstream.

The 1760 Carriere-Dubourg House, also called "Bright House", is located just downstream from Camp Salmen on the east bank of Bayou Liberty, and is listed on the Historic American Buildings Survey (HABS) of the 1930s. The Galatas Home was badly damaged by Hurricane Katrina. The Galatas home was located on the east side of Bayou Liberty at the Bayou end of Faciane Road.

The Francois Cousin House is now owned by Lowry-Collins family; it is located on the west bank of Bayou Liberty off Gwin Road. This historic Francois Cousin House, listed on the National Register of Historic Places, is a bayou cottage of brick-between-post construction built between 1787 and 1789 (as documented by the state of Louisiana in records maintained at the Cabildo). The property was deeded to Francois Cousin by Spanish land grant. Cousin was one of the largest landowners in the area, and the site of the Lowry home was once a brickyard and a lumberyard. In more than two-hundred-year history, the Bayou comes closer and closer to the house in major storms. Water in any of these historic homes

can cause sure destruction of interior hand-made bricks as well as bousillage (mud, lime and deer hair). Bricks made on this site were used to build the St. Louis Cathedral in New Orleans.

Also listed on the HABS of the 1930s, located on the west bank of Bayou Liberty, is "The Pink House" dating from early 1800's, brick-between-post, made with bousillage.

The Dubuisson-Whitney-Williams Home, "Kindelwood," on the east side of Bayou Liberty off Bayou Liberty Road is a Creole home built between 1800 and 1815. The site was originally a brick factory. The house flooded in May 1995 and Katrina.

The historic Dubuisson land grant site, later owned by descendants of Francois Cousin, is now called "Tranquility" located on the west bank of Bayou Liberty. The main house contains brick-between-post original core dating back to Spanish land grant to Francois Dubuisson in 1788. Dubuisson descendants transferred the property to Cousin descendants, then subsequent succession of owners to present, with increasing frequency of high water levels on Bayou Liberty threatening the historic mansion.

(5) The negative effect of the filling in the wetlands upstream is associated with increased flooding in the Bayou Liberty basin below the proposed site and CANNOT BE COMPENSATED FOR by mitigation payments to purchase or preserve wetlands OUTSIDE OF the BAYOU LIBERTY BASIN.

(6) Applicants have not specified any measures to control "non-point source pollution" -- construction runoff, erosion, and post- construction runoff of pollution from the parking lots-~ which if not controlled will damage the water quality of Bayou Liberty.

(7) The water quality of Bayou Liberty has declined as development has taken place in the basin. Long-time residents have seen the waters of the Bayou muddied by development and filled with trash.

If applicants submit significant additional information on any of the issues raised in this comment or any other issue, the Corps should permit the public an opportunity to comment by reissuing the public notice and reopening the comment period, 33 C.F.R. 325.2(a)(1). The issuance of a bare bones public notice and minimal details with respect to the drainage plans and other plans of applicants, without an opportunity to comment on further submissions from applicants relevant to the ultimate decision of the Corps, would deny due process.

Applicants' proposed project will have major effects on the surrounding area, and the Corps should hold a public hearing on the permit application. Thank you for your attention.

Sincerely,

Jeanne A. Stangle, MD
(also known as Mrs. Aynaud Foster Hebert)
Bayou Liberty resident

We also oppose the LFS. CEMVN-PMR-C for the same reasons!
Marta Bedon
504-913-6342

William Bedon
504-812-0973

September 4, 2023

U.S. Army Corps of Engineers:

We oppose the current levee plan for Slidell. It does not provide levee protection for our subdivision, Willow Wood or other Military Road residents. This levee plan will increase water levels in our area and will harm us flooding our homes.

If a levee is built, we must be included.

Sincerely,
Ronda & Carlos Castillo

Willow Wood Subdivision
225 Cross Gates Blvd
Slidell 70461

Wayne and Cheryl Backes
113 Rue Juneau
Slidell LA 70461
985.774.3874
backescheryl@gmail.com

Army Corp of Engineers-New Orleans District
Attn: Ms. Amy Dixon
CEMVN-PMR-C
7400 Leake Ave New Orleans, LA 70118
Sttammanyfs@usace.army.mil

Subject: St.Tammany Parish, Louisiana Feasibility Study

Dear Ms. Dixon:

The purpose of this letter is to express our opposition to the proposed St. Tammany Levee Project, and we would like our objections on the public record. We have lived in St. Tammany parish for 27 years at our current address in French Branch Estates on Rue Juneau. Our home has never flooded, however many of our neighbors have experienced significant property damage due to flood waters from rain and hurricanes. We are concerned that the current TSP will lead to flooding for us and worse flooding for our neighbors who are at lower elevations.

There are a number of reasons for our concern.

- Increased risk of flooding from the Pearl River
    - With a levee wall in place next to our property, we would be located in an area that would retain greater amounts of water should such a flood occur as it has in the recent past.
    - Your modeling does not appear to have taken into account potential flooding from the Pearl River and its impact on those of us outside the proposed protection plan. (Appendix E, Page 80 appears to only acknowledge potential impact inside the levee)
- Climate related increases in flooding potential
    - Sea levels are rising, and Louisiana land levels are dropping. Additionally, there is a loss of wetlands, which have previously served as protection from flood events. These alone increase the threat of flooding to many residences in Louisiana; however, this threat is exacerbated by the construction of a levee that will restrict the flow of water, and confine it to a smaller area.

- Section 5 of the St. Tammany Levee Project states that there would not be significant changes to storm surge levels in the Lake Pontchartrain and Vicinity system in the Greater New Orleans Hurricane & Storm Damage Risk Reduction System nor would there be an impact to the West Shore Lake Pontchartrain system.
    - The stated regions do not address Northshore areas east or west, and outside of the proposed levee and the potential impact to them during storm surge.
    - Additionally, section 5 states that there are possible increases of 1-3 feet in the 1% AEP water level on the flood side of the levee/wall. Although the claim is for a 1% increase, this is for the entire area. This risk is not equal, but will be much greater for large areas, particularly those in the vicinity of the levee/wall.
- Effects on economy and the community have not been considered.
    - Schools, hospitals and other medical services, local businesses outside of the proposed levee which would be forced to decide if remaining here is viable.
- Loss of home value, increase in flood insurance outside of the levee in the TSP.

Where is the protection for those in our area, many of whom have already previously flooded? As designed, the TSP does not meet the needs of large portions of the St. Tammany Parish community. Our concerns related to increased potential flooding adjacent to and outside of the proposed levee have not been addressed. It seems that there is strong probability that residents located outside of the levee will be significantly harmed by the plan. We will request that the federal government not approve funding for this proposal without significant modifications to protect all of St. Tammany Parish.

Respectfully,

Cheryl R Backes
Wayne L Backes

Wayne and Cheryl Backes

Patricia Henderson
204 Leeds St.
Slidell, LA 70461
phbranton@bellsouth.net
985-768-2783

September 5, 2023

U.S. Army Corps of Engineers – New Orleans District
c/o Amy Dixon
CEMVN-PMR-C
7400 Leake Ave.
New Orleans, LA 70118

Dear Ms. Dixon:

My name is Patricia Henderson. I have lived in Slidell, Louisiana since 1983, and during those years I have lived in various locations around the city, both in the incorporated and unincorporated areas. My current residence is 204 Leeds Drive in the Turtle Creek subdivision. I write to you today to express my concerns with the proposed levee construction that is currently in the planning stage for east Slidell. Since I live in the area that will be outside the proposed levee, I am quite anxious about the impact that future storm surges and river flooding will have on my place of residence.

I have witnessed the devastation of newsworthy floods and hurricanes that struck Slidell over the years: the flood of May 1995; Hurricane Katrina in 2005; Tropical Storm Claudette and Hurricane Ida in 2021.

So here are my concerns:
1). The proposed levee looks good on paper to those residents within its protection, but have there been studies on levee construction that demonstrate a worsening flood impact in areas outside the levee? And for the residents within the levee's protection, will heavy rainfall diminish the capacity for adequate drainage?
2). In the last 50 years, Slidell has increased in size and population from a small town to a mid-sized city. The eastern area of Slidell is comprised of middle to upper class residents, who diligently care for their properties with the expectation that their value will increase over the coming years. Will our properties be devalued because we will be outside the proposed levee, or if not devalued, will we be required to pay the increasingly high flood insurance premiums and/or pay for home elevation?
3). I only just heard about the proposed levee last week, through social media. Can the Corps work with the representatives of our state, parish and city government to better inform the residents of Slidell about this important matter?

Thank you for your attention and consideration,

Patricia Henderson

Patricia Henderson

Army Corp of Engineers-New Orleans District
C/O Amy Dixon
CEMVN-PMR-C
7400 Leake Ave
New Orleans, LA 70118
Sttammanyfs@usace.army.mil

Subject: Concerns and Recommendations Regarding the St. Tammany Parish Levee Project

Dear Ms. Amy Dixon,
I hope this letter finds you well. I am writing to express my deep concerns and provide recommendations regarding the St. Tammany Parish Levee Project, specifically concerning the exclusion of my property from its protection. As a concerned resident, I believe it is vital to address various issues related to this project to ensure the safety, well-being, and fairness for all members of our community.

1. Accelerate and Improve Fritchie Marsh Restoration
I strongly recommend accelerating and enhancing the ongoing Fritchie Marsh restoration project, as it holds significant potential to reduce storm surge. Proper restoration of the marsh could result in a substantial drop in surge levels, providing some degree of storm surge protection. You can find detailed information about this project in the source.

2. Collaboration with DOTD and CPRA for Surge Mitigation
I urge you to collaborate with the Louisiana Department of Transportation and Development (DOTD) and the Coastal Protection and Restoration Authority (CPRA) to explore surge mitigation strategies using Hwy 90 and 190 East. A similar study for surge mitigation using Hwy 11 and Lakeshore Drive (Rat's Nest Road) is already underway. The Hwy 190 restoration and bridge replacement project should be activated soon, presenting an opportunity to maximize further reductions in storm surge through structural changes to highway and bridge design.

3. Change Funding Allocation for Residential Protection Strategies
I propose a change in funding allocation language within the U.S. Army Corps of Engineers (USACE) budget. Currently, the focus is primarily on home slab elevation, which may not be the most cost-effective or efficient strategy. I suggest amending the language to allow for a range of residential protection strategies, similar to the options available for businesses. Such a change would align with the USACE study's recommendations and could lead to more effective and affordable solutions for homeowners.
4. Consider Alternative Levee Sites
I request a thorough evaluation of alternative levee sites, including alignments that extend along Hwy 190 and/or Military Road. All proposed alignments currently leave some residents outside of protection, which raises concerns about the fairness and equity of the project.

5. Collaboration on a Surge Barrier Plan

I strongly recommend joining the Lake Coalition to explore the feasibility of using the CSX railroad as a surge barrier. This plan has the potential to close five openings, preventing surges of up to 10 feet. While it may require extensive coordination, including involvement at a Cabinet level, it could offer a cost-effective and efficient solution to protect our community.

6. Full Upfront Coverage of Home Elevation Costs
All costs associated with the elevation of homes due to the levee placement and changes in water flow should be covered upfront, as it is unreasonable to expect residents to bear these costs before qualifying for grants. In visiting with my local community the FEMA rules on elevation should be removed. My house is huge and in sections with a pool just feet from my home.

7. Impact on Local Schools
An assessment of the impact on local schools, particularly those in areas excluded from the levee, must be conducted. The disregard for property, community, and the tax base could have long-term negative consequences for our education system which is directly related to jobs and thus a core responsibility of the army Corp of engineer to address as part of this and any other proposal.

8. Oversight Entity for Funding Allocation:
The creation of an independent entity, separate from St. Tammany Parish and Louisiana, to ensure fair and transparent allocation of project funds, free from potential biases or political influence and diversion of funds to other programs, interests etc.... Funds would be managed for Education, Vocation, Elevation, Relocation, Mitigation, levee maintance etc...

9. Options for Affected Residents:
Total Buyout: Offer a total buyout of property by the federal government, including relocation costs. These buyouts should be fair market value as of 2021 when the project was started. Offers such as those made for Avery Estates have shown that many will be unable to find new housing, move themselves, elevate their property or secure insurance/funding for new homes if homeowners are not adequately compensated. Additionally addressing this early with homeowners living in their single family homes would prevent unnecessary delays, lawsuits etc... by current residents who've had buy-in to a process that has not been transparent.
Home Value - approx $600,000.00

10. Moratorium on Building:
Implement a moratorium on all new building in the area and within 50 minutes of the levee to protect existing residents. This would insure that all monies earmarked for elevation and based on numbers from 2021 should be applied only to homes owned at time of project completion by private homeowners who owned homes a the time of project inception and completion.

11. Local Job Training:
Creation of a training program for Louisiana residents to participate in the levee's construction, providing long-term, family-wage job opportunities that are long term and local hires.

12. Tax Refunds:

Provide tax refunds to homeowners in single-family dwellings outside the levee as compensation for project costs that they will not benefit from.

13. Impact on local healthcare
Creation of a healthcare fund to protect healthcare access to the community that will be impacted by the levee location and changes in access to hospitals and clinics that may be close but with significant changes in roads and community will change.

14. Relocation costs for religious institutions and their congregations
Churches, synagogue, temples must receive funding and help in maintaining traditions, services, and access to their community. Costs should not increase for churches that will be responsible for caring for a community that will be impacted monetarily by the loss of good paying jobs that pay taxes in an area that will be negatively impacted. Additionally, Churches and religious organization spend large sums of money during disaster relief and should be compensated for all money increases that are passed on to them (and their members) for care of their congregations in providing disaster relief, food and labor due to placement of the levee.

15. Compensation to homeowners and small businesses for additional costs of flood insurance
In visiting with our neighbors there are multiple strings attached to FEMA and other money including but not limited to a requirement to hold certain levels of insurance. Many small businesses, start up businesses and home businesses are struggling in this community. With a potential exodus of residents who are well paid and technically advanced (thus able to leave Louisiana) small businesses will be impacted. Compensation must be considered for those businesses who may shutter without the needed customer base which will change with the levee.

Additional Information and Questions for Clarification

To better understand the project and its implications, I kindly request the following information and answers to the following questions:

1. Which Flood Control Act authorizes this levee project, and what are the specific provisions of this act?
2. Has a National Environmental Policy Act (NEPA) review been conducted for this project? If so, what were the findings regarding environmental impacts?
3. What are the engineering standards being used for the levee's construction, and is there a projected timeline for the project's milestones?
4. What is the projected economic impact of the levee on major local employers, such as military and space complexes?
5. Is there a plan for long-term maintenance of the levee, and who will be responsible for it? It is well known that upkeep is expensive and necessary.
6. How can residents access updates or changes to the project plans to ensure transparency and public input?
7. How/When will St Tammany residents vote on a levee tax? Who will pay for the levee?

8. Has a plan been established for movement or removal of sacred burial sites including family sites and religious or traditional rites? What costs have been set aside for this?
9. Has an evaluation been done on the new representation of taxpayers with this project?

I believe that addressing these concerns and questions will lead to a more equitable and effective levee project that prioritizes the safety and well-being of all residents. I look forward to your response and hope for a constructive dialogue on this matter.
Sincerely,

Debra J. Hall

Debra F. Hall
301 Pelican Court (Quail Ridge-Old River Road Subdivision)
Slidell, LA 70461
985-640-7322

From: H Tate khhtate@gmail.com
Subject: REVISED EMAIL of 9/2/23 PUBLIC COMMENTS RE: STP FEASIBILITY STUDY
Date: Sep 2, 2023 at 8:28:39 PM
To: sttammanyfs@usace.army.mil
Cc: Helene Tate khhtate@gmail.com, Kim Ipad kimmtate@hotmail.com

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I attended the public meeting in Slidell, LA on 8/15/23. While there were multiple displays of maps showing potential placement of the proposed levee, there were no maps that showed the 5 potential borrow sites for the required 7,079,000 cubic yards of fill. Additionally, there was no verbal mention of borrow sites in the ACE presentation.
I have reviewed the STP Feasibility Study and have attached copies of pages from that report concerning the borrow sites; specifically the expansion of borrow site STP-9, Robert Road Detention Pond, which borders my home and property. I respectfully request to be contacted and provided more sufficient information prior to the October 2023 finalized report.

Thank you,
Helene Holmes Tate
932 9th Street
Slidell, LA 70458
985-960-0787

Attribute	South Slidell and West Slidell Levee and Floodwall System
Total Length of alignment/improvements	18.5 miles (97,700 feet)
Length of Floodwall	3.5 miles (18,200 feet)
Length of earthen Levee	15 miles (79,500 feet)
Hydraulic Design Elevation Range (Dependent on location)	13.5 to 16 (year 2032) 17.5 to 20 (year 2082) (depending on location)
Pump Stations	8
Culverts/ Sluice Gates/ Life Gates	13
Number of Vehicular Floodgates	18
Number of Pedestrian Floodgates	1
Number of Railroad Gates	1
Number of Road Ramps	6 (includes the I-10 near Oak Harbor)
Fill (Borrow Material) Required	7,079,000 cubic yards (initial construction plus future lifts) 3,000,000 cubic yards for initial construction only
Temporary Acres of Construction Impacts	238 acres (3.34 net acres)
Permanent Construction Impacts	352 acres (224 net acres)

St. Tammany Parish, Louisiana Feasibility Study
Revised Draft Integrated Feasibility Report and Environmental Impact Statement

- River Glen Drainage-in progress
- Abita River Regional Detention Pond
- Riverwood and Country Club Estates Drainage Improvements-completed
- Magnolia Drive Drainage
- Orleans Avenue Drainage
- Trinity Lane Drainage
- Lamarque St Drainage
- Little Bayou Castine Drainage Improvements
- Labarre St. Detention Pond and Channel Improvements-completed
- Chevreuil St Drainage
- Frenchmen Dr. & Lafitte Ct Drainage Improvements
- N. Pontchartrain Dr. Drainage
- Erindale Drainage
- Cypress Park Drainage Improvements-completed
- Ozone Woods Drainage Improvements-ongoing
- Oak Manor Drainage Feasibility-ongoing
- Ben Thomas Road Detention Pond
- Ben Thomas Rd. Subsurface & Sidewalk
- Robert Road Detention Pond Expansion
- Forest Brook and Quail Creek storage facilities and channel Improvements-completed
- Whisperwood pond excavation-~~complete~~

Is there a proposed map of the expansion

	Site 21- Tax Free	St. Tammany Parish	1.7	41,433	Screened- Available quantity/ too small	PDT-NRCS Soil layer and public property	1.5
	Site 22- Tax Free	St. Tammany Parish	38.4	956,259	Screened-Impacts BLH, Bayou Castine and Fontainebleau State Park	PDT-NRCS Soil layer and public property	10
	Site 23- Tax Free	Mandeville, LA	1.0	24,775	Screened- Available quantity/ too small	PDT-NRCS Soil layer and public property	10.5
	Site 24- Tax Free	Mandeville, LA	1.3	33,366	Screened- Available quantity/ too small	PDT-NRCS Soil layer and public	11
STP-5	**Cleared Site 5**	**Lacombe, LA**	**73**	**1,817,700**	**Carried Forward- barren, land with no vegetation, existing retention pond- potential to increasing the retention capacity at this site-beneficial location, falls within defined soil/environmental parameters, and already has a similar land use**	**PDT identified based on previously cleared lands and available soil data**	**2**
STP-6	**Cleared Site 6**	**Slidell, LA**	**10**	**249,000**	**Carried Forward, cleared barren land with no vegetation**	**PDT identified based on previously cleared lands and available soil data**	**3.5**
STP-9	**Cleared Site 9**	**Slidell, LA**	**17**	**423,3 00**	**Carried Forward, previously cleared land with no vegetation**	**PDT-cleared lands**	**3**
MS-1	**Pearlington**	**Hancock County, MS**	**326**	**8,000,000**	**Carried forward- 3 potential sites at location (2 approved). Potential commercial site. Remaining borrow available at each needs to be determined. Pearlington Phase 3 site has wetlands but wetland areas would be avoided**	**HSDRRS IER 19 and IER 23 (2008)**	**9.5**
MS-2	**Port Bienville**	**Hancock County, MS**	**677**	**16,857,300**	**Carried Forward- HSDDRS approved site- Potential commercial site previously planted in pine for commercial harvesting, mixture of overgrown pine habitat and cleared areas. Remaining borrow available needs to be determined, potential commercial site**	**HSDRRS IER 31 (2010)**	**11**

Borrow Sources: Borrow sites MS-01 (Pearlington) and MS-02 (Bienville) in Mississippi are not currently listed as having prime and unique farmlands. These sites are operating as commercial businesses selling sell borrow material. Borrow site STP-5 would impact approximately 62 acres, STP-6 would impact less than one acre, and STP-9 would impact approximately 5 acres. Impacts to prime and unique farmlands would require coordination with the Natural Resources Conservation Service. Table 5-3 lists the potential borrow sources and the specific borrow needs from each site.

Table 5-3. Potential Borrow Site Identification for the St. Tammany Parish Feasibility Study

Site #	Site Name	Location	Estimated Borrow Pit Acreage	Estimated Fill Volume (cubic yards)	Prime and Unique Farmland Soil
STP-5	Cleared Site 5	Lacombe, LA	73	1,817,700	62 acres
STP-6	Cleared Site 6	Slidell, LA	10	249,000	<1 acre
STP-9	Cleared Site 9	Slidell, LA	17	423,300	5 acres ← where
MS-1	Pearlington Dirt, Pearlington Dirt Phase II (IER 19,23)	Hancock County, MS	326	8,000,000	None
MS-2	Port Bienville (IER 31)	Hancock County, MS	677	16,857,300	None

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acquire the necessary land, easements and ROW to construct the project. Because project features cannot be advertised for construction until the appropriate real estate interests have been acquired, obtaining the necessary real estate in a timely fashion is critical to meeting the project schedule.

A revised construction schedule was developed for the Optimized TSP. For the nonstructural component, construction would occur from 2025-2032. See Appendix H: Nonstructural Implementation Plan for additional information regarding implementation of the nonstructural component of the Optimized TSP. For the levee and floodwall system, construction would occur from 2025-2076. Additional levee lifts would occur three times post initial construction at 5-7 years, 15-20 years, and 30 years. For the Mile Branch Channel Improvements, construction would occur from 2025-2032. See Appendix D: Engineering for additional information regarding implementation of the structural components of the Optimized TSP. At the completion of construction of the project, or functional portions thereof, the NFS would be fully responsible for OMRR&R.

6.5.1 Real Estate required for construction of the structural measures of the Optimized TSP

A real estate plan (REP) was prepared to conform with the requirements of ER 405-1-12, dated 1 May 1998. The REP describing the real estate requirements and costs for the TSP is contained in Appendix G: Real Estate Plan. The REP was prepared with estimated ROW requirements based on available information. The structural measures will impact an estimated 294 private landowners. The nonstructural measures will include 5,583 residential elevations and 827 non-residential floodproofing measures. Descriptions of the estates required for implementation of the structural measures of the TSP are included in Appendix G Real Estate Plan. The total estimated real estate cost for structural features including contingencies, borrow sites and mitigation sites, is estimated as $81,476,240. The total estimated real estate cost for nonstructural measures including contingencies is $170,763,762. The REP and real estate cost estimates may require revisions during PED if the project is approved.

Am I affected?

6.5.2 Real Estate required for implementation of the nonstructural measures of the Optimized TSP

The dry floodproofing of eligible structures would require that the NFS acquire a Right of Entry for Survey and Exploratory Work, Right of Entry for Construction, and a permanent easement with restrictive covenants (for OMRR&R). A standard Temporary Work Area Easement will be acquired for the duration of construction on any improvements. For non-residential flood proofing of structures, a separate non-standard easement would be required, which provides the necessary rights and restrictions to protect the federal investment. The draft easement language would be submitted through CEMVD to USACE CEMP-CR as a request for approval of a Non-Standard Estate.

The elevation of eligible residential structures will require the NFS to acquire a standard right of entry for survey and exploratory work and a standard right of entry for construction. A standard temporary work area easement will be acquired for the duration of construction on

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When is final selection?

be approximately 500 acres. See Appendix B: Plan Formulation for additional information regarding the borrow site investigation and Section 5 for environmental resource analysis for the five borrow sites. Final selection of the borrow source would be conducted prior to acquisition of the site by the NFS.

6.5.4 Relocations

6.5.4.1 Relocations West Slidell and South Slidell Levee and Floodwall System

Based on the research and investigations conducted as part of the project effort, multiple facilities or utilities are located within the project area of the STPFS alignment. The STPFS levee and floodwall system crosses the Norfolk Southern Railroad. A floodgate in this area would affect the railroad itself and a transmission corridor running parallel to the eastern side of the railroad tracks. USACE would have to meet criteria around these transmission lines to provide necessary clearance for pile driving activity associated with construction of the floodgate and adjacent floodwall. Possible underground utilities servicing the railroad (i.e., communication lines) would be impacted as well.

Entergy Louisiana, LLC has right-of-way use requirements pertaining to USACE work around their existing transmission lines, electrical distribution lines and power poles within the project area, that would have to be met to provide clearance for construction activities (i.e., pile driving).

6.5.4.2 Relocations Mile Branch

Based on the research and investigations conducted as part of the study effort, multiple facilities or utilities are located within the project area of the Mile Branch Waterway. See Appendix D: Engineering for additional information regarding relocations.

6.5.5 Operations, Maintenance, Repair, Rehabilitation, and Replacement- Obligations of the NFS

The NFS's obligation to OMRR&R the project at no cost to the Government shall be set forth in an OMRR&R manual prepared and issued by USACE in accordance with ER 1110-2-401 "*Operation, Maintenance, Repair, Replacement and Rehabilitation Manual for Projects and Separable Elements Managed by Project Sponsors*" dated 30 September 1994, the executed PPA, and applicable USACE regulations. The NFS shall conduct its OMRR&R responsibilities in a manner compatible with the authorized purpose of the project and in accordance with applicable Federal laws and specific directions prescribed by the Government in the OMRR&R manual. The purpose of OMRR&R is to sustain the constructed project. The assumed OMRR&R included items such as routine maintenance, routine clearing and snagging, periodic inspection, machinery and gate replacements, and minor and major repairs. The estimated costs were annualized and included in the economic analysis to determine the BCR. The project specific OMRR&R activities and associated costs were estimated for the levee and channel improvements and will be done further refined in PED.

See IER 19, 20 and 31 for sites MS-1 and MS-2 and SHPO report # s 22-0720, 22-3040 and 22-3151 for the St Tammany sites. For additional information regarding environmental resource borrow evaluation see Section 5 of the RDIFR-DEIS. These five potential borrow site options contain approximately 27.3 million cubic yards of borrow where only approximately7 million cubic yards is estimated to be needed for construction of the Optimized TSP and follows environmental operating principles to reduce impacts. The potentially affected resources included wetlands, uplands, prime and unique farmland, fisheries, wildlife, T&E species, cultural resources, recreational resources, noise, and aesthetics. The five borrow sites avoid impacts to wetlands and are not expected to require compensatory mitigation. A Phase I ESA will be conducted by the CEMVN on the proposed borrow sites. Any additional potential borrow sites will require supplemental environmental evaluations in accordance with the NEPA.

The final borrow sources will be selected prior to acquisition and may include borrow material from all sites, from just one of the identified sites or a combination of sites depending on the suitability of the sites. The necessary right of entry and onsite surveys to get the additional information needed for site selection including geologic profiles, borings, and Cone Penetration Test would be obtained.

When?

Transportation routes and mechanisms for the delivery of borrow material have been examined and can be achieved using highways including Interstate-10, Highway 190, Highway 433 and Highway 11. Sensitive areas such as schools and hospital would be avoided. These actions are expected to avoid and minimize transportation, noise and socioeconomic impacts. Staging areas and haul roads would be contained within the borrow site and construction footprints.

The final borrow site(s) design would include slopes, depths, drainage, environmental design considerations. Best management practices would be developed and would address the installation of signage, construction fencing and gates, and erosion control. A stormwater pollution prevention plan (SWPPP) would be prepared in accordance with EPA and state regulations. The SWPPP will outline temporary erosion control measures, such as silt fences, retention ponds, and dikes. The construction contract will include permanent erosion control measures, such as turfing and placement of riprap or filter material.

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Section 4
Borrow Site investigations

4.1 INTRODUCTION

The term "borrow" is used in the fields of construction and engineering to describe material that is dug in one location for use at another location. The term borrow material is used to describe soil or sediment taken from a site for use in structure construction, such as sandy sediment dredged and pumped to restore an eroded beach, or clay taken to build a levee or dike. The term borrow pit is used to describe the site remaining after borrow material has been removed (EM 1110-2-5026).

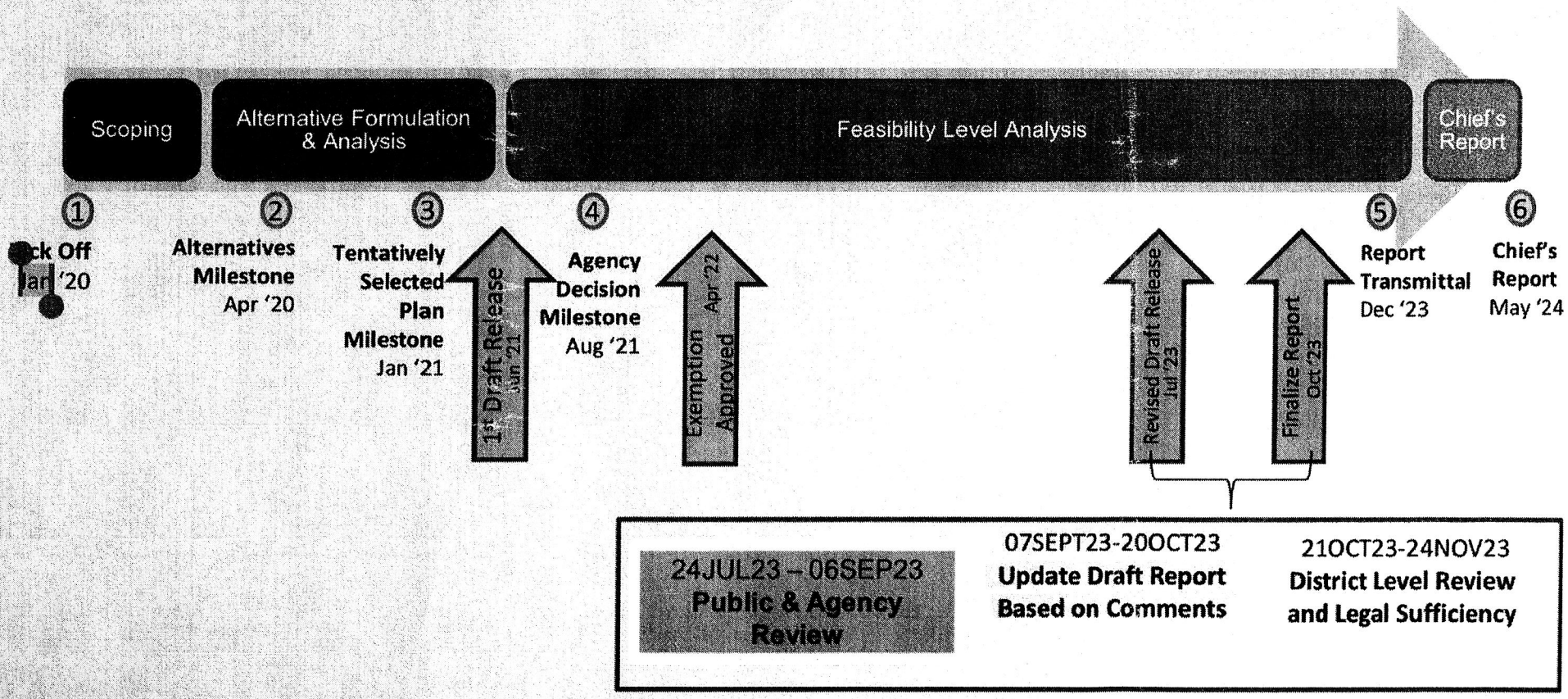
The intent of this initial investigation was to provide a level of detail sufficient to support the TSP decision, demonstrate that there are sufficient available options for borrow for the Optimized TSP and provide NEPA clearance on selected potential borrow sites, STP-5, STP-6, STP-9, MS-1, and MS-2. These sites are detailed further in Table B:4-1 and shown on Figure B:4-1. The only measure of the Optimized TSP that require borrow material are West and South Slidell levees and floodwalls which would require approximately 7,239,000 million cubic yards of suitable clay fill (See Section 6 of the main report and Appendix D for additional details regarding the Optimized TSP for borrow).

any improvements. Also, the NFS will be required to obtain subordinations and releases for all rights required for project implementation, including the temporary ROW easements.
In addition, a non-standard estate in the form of a permanent easement for restrictions and access (permanent easement), will likely be proposed by CEMVN and submitted in accordance with USACE regulations with a request for approval later in the study process. It is anticipated that such an easement will be imposed in, on, over, and across the land on which the residential structure(s) has been or will be elevated in connection with this project. The contemplated easement will perpetually prohibit the grantors, heirs, successors, assigns, and all others from: (1) using any portion of the ground level of the elevated structure for human habitation; (2) constructing or placing any enclosure or permanent obstruction that would impair the flow of water on the ground level of the elevated structure; and (3) engaging in other uses of the elevated structure or the land that would impair, contravene, or interfere with the integrity of the elevated structure. There would be a reservation of rights and privileges in favor of the grantors, heirs, successors, and assigns to use the land in such a manner so as not to interfere with, or abridge, the rights, easement, prohibitions, and restrictions contained in the easement. The easement would also include a right of ingress and egress over and across the land by the Coastal Protection and Restoration Authority Board of Louisiana, its representatives, agents, contractors, and assigns, for the purpose of inspecting and monitoring the elevated residential structures and land in order to enforce the rights and prohibitions contained in the easement. A similar nonstandard estate (permanent easement) to that described above, may also be required for manufactured, modular and mobile homes that are to be elevated as part of the Nonstructural Plan. The draft easement language would be submitted through CEMVD to USACE CEMP-CR as a request for approval of a Non-Standard Estate.

Additionally, the NFS would obtain subordination agreements for any outstanding encumbrances that would interfere with the rights obtained in the permanent easement or that would interfere with the project.

6.5.3 Borrow required for construction of the structural components of the TSP

The construction of the TSP is estimated to require approximately 7 million cubic yards of fill or borrow material. The only features of the TSP that require borrow material are West and South Slidell levees and floodwalls. Borrow material for construction will come from sites estimated to be within no more than 17 miles of the levee and floodwall system. A total of 3,000,000 cubic yards of soil is needed for initial construction and a grand total of 7,239,000 cubic yards is needed over the entire authorized 50-year period to sustain the 1 percent AEP design elevations out to year 2082.

Existing Government borrow sites were not available within the designated distance. Feasibility level borrow site investigations were conducted to confirm there were available borrow quantities within the vicinity to support the TSP decision and evaluate the anticipated impacts associated with the potential borrow sites. A total of 34 potential sites were identified and evaluated and narrowed down to five borrow sites in the vicinity STP-5, STP-6, STP-9, MS-1, and MS-2. It was assumed that between 200,000-17,000,000 cubic yards of usable material could be found in these sites. The borrow pit needed for the quantity of soil would

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