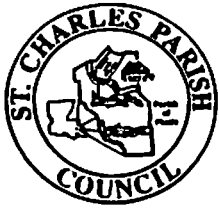


Appendix 1

Recommendations of
Bonnet Carré Citizens Recreation Committee
(letter dated 10 February 1994)



PARISH OF ST. CHARLES
OFFICE OF THE COUNCIL

February 10, 1994

COUNCIL

VICKI M. TRAMONTE
COUNCILWOMAN AT LARGE, DIVISION A

BARRY MINNICH
COUNCILMAN AT LARGE, DIVISION B

ELLIS A. ALEXANDER
DISTRICT I

BRIAN J. CHAMPAGNE
DISTRICT II

MAX NASSAR
DISTRICT III

DANNY SOMME
DISTRICT IV

CURTIS T. JOHNSON, SR.
DISTRICT V

RICHARD "DICKIE" DUHE
DISTRICT VI

W. PATRICK DANFORD
DISTRICT VII

Col. Michael Diffley
District Engineer
U. S. Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160-0267

Re: Bonnet Carre' Citizens
Recreation Committee
Recommendations

Dear Col. Diffley:

Please be advised that on Monday, January 24, 1994, the Parish Council adopted Resolution No. 4003 adopting the recommendations of the Bonnet Carre' Citizens Recreation Committee as the recommendations of the St. Charles Parish Council.

The members of the Parish Council would like for the U. S. Army Corps of Engineers to consider these recommendations in their Master Operations Plan for the Bonnet Carre' Spillway Facility.

A copy of the resolution is enclosed for your records.

Sincerely,

JOAN BECNEL
COUNCIL SECRETARY

JB/sbl

enclosure

cc: Parish Council

RESOLUTION NO. 4003

A resolution to adopt the recommendations of the Bonnet Carre' Citizens Recreation Committee, and to authorize the submission of these recommendations to the U.S. Army Corps of Engineers as the recommendations of the St. Charles Parish Council.

WHEREAS, the U.S. Army Corps of Engineers is in the process of writing a Master Operation Plan for the Bonnet Carre' Spillway facility; and

WHEREAS, the St. Charles Parish Council recognized the great recreational asset of having the Bonnet Carre' Spillway in our Parish; and,

WHEREAS St. Charles Parish created the Bonnet Carre' Citizen's Recreation Committee by Resolution #3662 (7-1-92) to investigate the recreational potential of the Bonnet Carre' Spillway; and

WHEREAS, the Bonnet Carre' Spillway Citizen's Recreation Committee has put together a packet of recommendations for recreation that they would like submitted to the U.S. Army Corps of Engineers for consideration in their master plan.

NOW, THEREFORE BE IT RESOLVED, THAT WE, THE MEMBERS OF THE ST. CHARLES PARISH COUNCIL, do hereby adopt the recommendations of the Bonnet Carre Citizens Recreation Committee as our own. Let it be further resolved that a copy of this resolution and the recommendations be forwarded to the U. S. Army Corps of Engineers for considerations in their Master Operations Plan for the Bonnet Carre' Spillway Facility.

The foregoing resolution having been submitted to a vote, the vote thereon was as follows:

YEAS: TRAMONTE, MINNICH, ALEXANDER, CHAMPAGNE, NASSAR, SOMME', JOHNSON, DUHE, DANFORD
NAYS: NONE

ABSENT: NONE

And the resolution was declared adopted this 24TH day of JANUARY, 1994, to become effective five (5) days after publication in the Official Journal.

Frank Champagne
COUNCIL CHAIRMAN

Joan Toland
COUNCIL SECRETARY
DELVD TO PARISH PRESIDENT 1-25-94

APPROVED: _____

DISAPPROVED: _____

PARISH PRESIDENT: *Chris A. Duhe*

RETURNED TO SECRETARY: 1-25-94

AT 1 AM/PM

RECEIVED BY: *[Signature]*

BONNET CARRE'
CITIZEN'S ADVISORY
COMMITTEE



FINAL RECOMMENDATIONS

REPORT PREPARED IN COOPERATION
WITH ST.CHARLES PARISH
DEPT. OF PLANNING AND ZONING

DIRECTOR: J.P. LASSUS
CZM PLANNER: E.J. MATHERNE

CONTENTS

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3	Active Membership List
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8	Buffer Zones
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14	Camp Ground
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18	Fishing Areas
20	Boating/Water Skiing Areas
22	Dog Trials/Training Areas
24	Remote Control Airplane/Operation Areas
27	Hunting Areas and Discharge of Firearms
28	Motorcycle/All Terrain Vehicle Trail Areas
30	4-Wheel Drive Trail Areas

Appendices

STATEMENT OF PURPOSE

We, the Members of the Bonnet Carre' Citizens Advisory Committee have come together to make recommendations to the U.S. Army Corps of Engineers for the recreational use of our Spillway. The Committee was formed as a result of a proposal by then Councilman Vic Bradley, Jr. of Destrehan to develop a plan by the Parish to coordinate competing uses of the spillway (7-1-92 #3662) and maximize recreational use of the area for the benefit of the citizens of the parish and surrounding area in light of enhanced recreation use of the Federal Area. The following pages are recommendations to the Corps and in no way constitute the creation of boundaries within the Spillway to prohibit activities. Neither the Bonnet Carre' Citizens Advisory Committee, nor the St. Charles Parish Council, upon supporting these recommendations, view this document as acceptance of liability for any activities in the Spillway including those provided for within the recommended plans. This plan also does not, in any way, attempt to supersede or preclude any federal regulations or impede operation of this Federal Flood Control Project.

ACTIVE MEMBERSHIP LIST

Mary Ann Gassen

Larry Pickering

Mark Forstall

H. Wayne Armstrong

Ronald St. Pierre

Joann Wuller

Harry Carmouche, Jr.

L.C. Oubre, Jr.

Joey Chaisson

Hubert Shurtz

Joey Keller

Galen Tramonte

Walter Pilie

Donald Lowry

Victor L. Buccola

Gary Payne

Victor Bradley, Jr.

John White

St. Charles Parish Representatives:

Rusty Rebowe

Earl Matherne

I.C.G. RAILROAD

WEST
GUIDE
LEVEE

EAST
GUIDE
LEVEE

EXISTING
DIRT
ROADWAY

U.S. HWY 61 (AIRLINE HWY)

EXISTING
DIRT
ROADWAY

LA. & ARK. RAILROAD

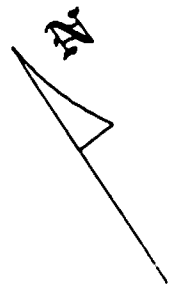
I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER



GENERAL RECOMMENDATIONS:

Overlay and maintain the East Guide Levee road to provide safe and efficient access to the existing boat launches and the proposed picnic area near the lake.

Minimize the destruction of cypress tree stands anticipated by the proposed Bonnet Carre' Freshwater Diversion or any other such activity within Spillway.

Promote the educational/tourism value of the Spillway.

Install orientational signage near the River and East Guide Levee and install a flag pole near those proposed signs.

Increase police presence in the Spillway, (local, state and federal).

Install channel markers to lake from Spillway, clear obstructions for safe passages.

Construct fishing jetti at the end of the East Guide Levee to provide safe bank fishing for families.

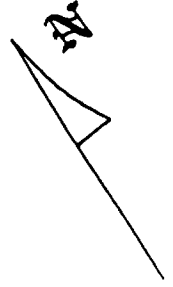
Set speed limits not to exceed 30 miles per hour. Main roads (mapped) will remain open for normal vehicular traffic.

Maintain on site management by the Parish and Corps of Engineers.

Institute controlled access by structure and patrol where appropriate.

Create a designated rest stop located in spillway for the "Ring Around the Lake" bicycle trail.

I.C.G. RAILROAD



WEST
GUIDE
LEVEE

EAST
GUIDE
LEVEE

U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

BUFFER ZONES

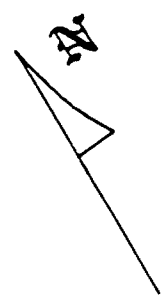
Purpose: To provide a low impact area protecting the adjoining residents from noise disturbance created by recreational users of the Spillway.

Location: Between Hwy. 61 and Mississippi River, extending from outside East Guide Levee to a line 800 feet west from center of the levee road.

Activity: Prohibit any activity that would disturb the adjacent neighborhood with noise, smell, light or any other means. Permitted activities would include bicycle trails, fishing, crawfishing, picnicking, horseback riding and other activities of a low impact nature. This area should be limited to daytime use only.

Installation of visible physical barrier to control motor vehicles is recommended.

I.C.G. RAILROAD



WEST
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EAST
GUIDE
LEVEE

U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

OPEN AREAS FOR FUTURE USE

Purpose: To provide scenic open areas for future or short term usage.

Location: All Federal property located on the outside of the two guide levees.

Activity: No formal activity. Allow uses for special events and bank fishing. Riding on sides of levee will not be permitted.

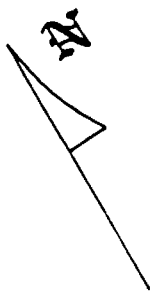
LAKE PONTCHARTRAIN

INTERSTATE HWY 10

I.C.G. RAILROAD

WEST
GUIDE
LEVEE

EAST
GUIDE
LEVEE



U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

PICNIC AREAS
PAGE 12

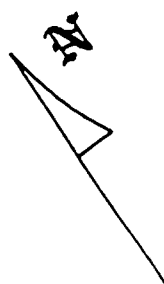
PICNIC AREAS

Purpose: To provide open, comfortable, safe, and accessible picnic areas for locals and visitors to our Parish.

Location: At the existing pavilion near the intersection of the East Guide Levee and Hwy. 61 (adjacent to the boat launch); and at the terminus of the East Guide Levee near Lake Pontchartrain.

Activity: Minimum facility picnic areas with safe, adequate parking.

I.C.G. RAILROAD



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U.S. HWY 6: (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

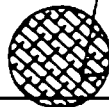
NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

CAMPGROUND
PAGE 14



CAMPGROUND

Purpose: To provide a safe, comfortable location for those users who wish to camp in the Spillway overnight.

Location: Between the existing Pavilion at the Bonnet Carre' Boat Launch and Hwy. 61; also those open areas adjacent to the boat launch and directly across the Borrow Canal.

Activity: Minimum facility campground, consisting of strictly primitive - type temporary camping, in tents. Such area to be regulated by U.S. Army Corps of Engineers' existing policies on campgrounds.

CRAWFISHING

Purpose: Preserve a designated area for recreational crawfishermen in the Spillway.

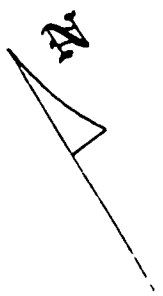
Location: Entire Spillway, excluding those locations where personal presence or associated vehicle location would create a possibly hazardous conflicts with other user groups. (Especially those groups who receive special event permits for the Spillway).

Activity: Recreational harvesting of crawfish.

I.C.G. RAILROAD

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U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

FISHING

Purpose: Provide an area for fishing separate from non-fishing boaters and skiers.

Location: Boat fishing - Only protected in the Borrow Canal parallel and closest to the West Guide Levee.

Bank fishing - Any location that personal presence or vehicular presence does not conflict with any other user group so as to create a possibly hazardous situation.

Activity: Fishing only.

- * Boat access to West Guide Levee should be constructed when diversion is built.

LAKE ONTARIO TRAIN

INTERSTATE HWY 10

I.C.G. RAILROAD

WEST
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LEVEE

U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

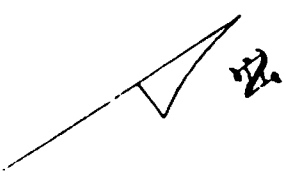
NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

BOATING-SKI ONLY CANALS
PAGE 20



BOATING/WATER SKIING

Purpose: To provide areas solely for the purpose of active boating and water skiing.

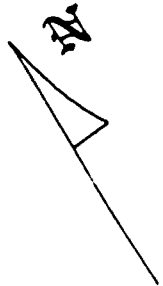
Location: The Borrow Pit parallel and closest to the East Guide Levee.

Activity: Boating, water skiing, fishing, and other water sports;

I.C.G. RAILROAD

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U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

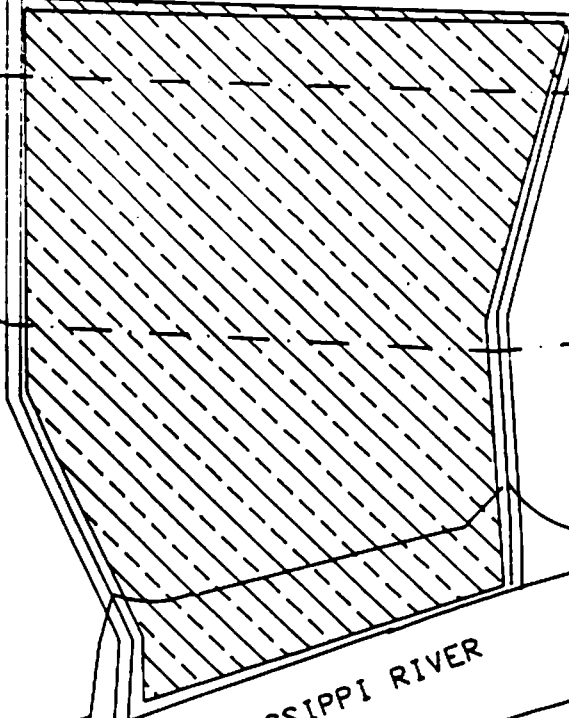
I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER



DOG TRIALS/TRAINING

Purpose: To provide an area for the continued use of the Spillway as a Dog Training/Trial Facility in a location where this activity will not conflict with other user groups.

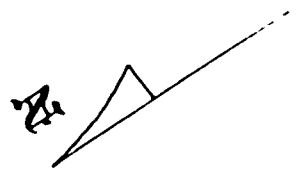
Location: The entire area located between Hwy. 61 and the Mississippi River, excluding those areas designated for other uses.

Activity: All activities necessary in Dog Trial Competition and Training.

LAKE BONTCHARTRAIN

INTERSTATE HWY 10

I.C.G. RAILROAD



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GUIDE
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WEST
GUIDE
LEVEE

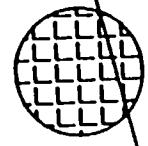
U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD



MONTZ

MISSISSIPPI RIVER

RADIO CONTROL
AIRPLANE FIELD
PAGE 24

REMOTE CONTROL AIRPLANES

Purpose: To provide sufficient open space, free of obstruction for permitted radio control club members in the Spillway.

Location: Existing radio control air field near Mississippi River.

Activity: Operation of remote control airplanes.

HUNTING

Purpose: To provide safe hunting grounds for those who wish to harvest the wildlife resources available within the Spillway.

Location: All areas which are outside of the Norco buffer zones, and are far enough from man-made structures as to comply with Parish and State laws. (Appendix A). Also closed are those areas which receive special permits to operate temporary events or business (examples: sand haulers, special dog events, Audubon Society birding activities, etc.) Hunting is not allowed in any area where firearms would endanger any other user within the Spillway.

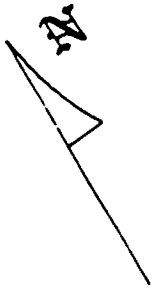
Activity: Any hunting allowed within open Louisiana season, but limited to ammunition allowed under Parish ordinance governing the Spillway. (Appendix B).

- * Discharge of firearms during closed seasons is allowed in the same areas as hunting, and is limited to firearms and ammunition which would also be allowed during hunting seasons.

I.C.G. RAILROAD

WEST
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U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

MOTORCYCLE/ATV TRAIL

Purpose: To provide recreational motorcycle and All Terrain Vehicle operators a safe location for participation in related sports. This location shall not disturb or conflict with other user activities nor shall the location create a hazardous situation for motorcycles.

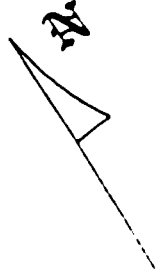
Location: Between Hwy. 61 and Lake Pontchartrain, extending westward from the Borrow Canal paralleling the East Guide Levee 100 feet west bank of the Borrow Canal.

Activity: Construction and maintenance of an off-road trail course which will allow several levels of riding, with a staging area at the head of the prospective trails.

I.C.G. RAILROAD

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LEVEE



U.S. HWY 61 (AIRLINE HWY)

LA. & ARK. RAILROAD

I.C.G. RAILROAD

NORCO

RIVER ROAD

MONTZ

MISSISSIPPI RIVER

JEEP/4 X 4 TRAIL

Purpose: To provide recreational Four Wheel Drive enthusiasts who use the Spillway as a safe area to participate in their sport. Activities will be located where they will not disturb any other users nor create a hazardous situation for the 4-wheel drivers.

Location: Between Hwy. 61 & Lake Pontchartrain, extending through the center section of the Spillway. A definite eastern border shall exist between Jeep and motorcycle trails; the western border shall be at the tree line.

Activity: Driving 4 x 4 vehicles.

APPENDIX A & B

Adapted from St. Charles Parish Code of Ordinance, Sec. 14-6. Discharge of weapons.

Appendix A

- a. It shall be unlawful for any person to discharge any rifle, pistol or pellet gun within two thousand (2,000) feet of any residence or to discharge a shotgun within eight hundred (800) feet of any residence within the parish except in the lawful defense of life or property.
- b. Local, state and federal peace officers are excepted from the provisions of subsections (a), (d) and (e) while acting in the discharge of their official duties.
- c. Any person found guilty by a court of competent jurisdiction of violating the provisions of subsection (a) shall be fined not more than twenty-five (\$25.00), or imprisoned not more than thirty (30) days, or both.

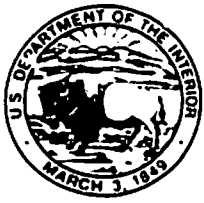
Appendix B

- d. It shall be unlawful for any person to be in bodily possession of or discharge any rifle, pistol or weapon discharging ball ammunition within the boundaries of the Bonnet Carre Spillway (including the Spillway levees) from the Mississippi River to Lake Pontchartrain.
- e. It shall be unlawful for any person to be in bodily possession of a loaded shotgun or discharge any shotgun within the boundaries of the Bonnet Carre Spillway within eight hundred (800) feet of the Spillway levee system, U.S. 61 (Airline Highway), SC 12, or the Spillway Road.
- g. Any person found guilty of violating the provisions of subsection 14.6(d), (e) and/or (f) of this section shall be fined not more than two hundred fifty dollars (\$250.00) or imprisoned not more than five (5) days, or both.
- h. Signs advising of the provisions in subsections (d) and (e) shall be placed at all entrances to the Spillway, and signs advising of the provisions in subsection (f) shall be placed in strategic locations in District Five.
(Code 1970, Subsection 13-12 and 13-14; Ord. No. 91-6-7, Subsection I, 6-3-91; Ord. 91-8-3, Subsection I, 8-5-91; Ord. No. 91-10-15, Subsection I, 10-21-91)
State law reference - General statutory maximum for penalty for ordinance violations, R.S. 33:1243; take

Appendix 2

Initial Planning-Aid Letter from
U.S. Fish and Wildlife Service
(letter dated 20 October 1993)

OCT 26 1993



United States Department of the Interior



FISH AND WILDLIFE SERVICE

825 Kaliste Saloom Road
Brandywine Bldg. II, Suite 102
Lafayette, Louisiana 70508

October 20, 1993

Colonel Michael Diffley
District Engineer
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Diffley:

Please reference the Bonnet Carre Master Plan being prepared by the Corps of Engineers (Corps) to guide the use, development, and management of the natural, cultural, and man-made resources of the Bonnet Carre Spillway. It is our understanding that the Corps is preparing a map detailing the various cover types found in the Spillway. When that map is completed, the Fish and Wildlife Service (Service) will develop site-specific recommendations for incorporation into the master plan. This planning-aid letter provides a brief description of existing resources and a list of preliminary recommendations as an aid in development of the Master Plan.

The Bonnet Carre Spillway (Spillway) is located in St. Charles Parish, and extends from the east bank of the Mississippi River to Lake Pontchartrain. The Spillway consists of approximately 7,500 acres, and is intended to relieve Mississippi River flooding by directing excessive flows into Lake Pontchartrain during periods of high water.

The Spillway is currently heavily utilized for commercial and recreational purposes. Each time the Spillway is opened, a substantial amount of sediment (sand) is deposited by floodwaters. In order to maintain the original elevation of the Spillway, thus maintaining its capacity as a floodway, the material is hauled off-site by commercial interests. The center of the spillway, throughout its length, is the primary area that supports sand mining. That activity impacts the Spillway in a number of ways, including creation of open water areas surrounded by small ring levees; deposition of scattered mounds of material as the result of the sorting material to be removed; construction of roads throughout the Spillway to haul the material off-site; and construction of small levees designed to alter the flow of seepage from the Spillway structure.

Recreational use of the Spillway is also intensive. Much of the area is heavily utilized by "dirt bikes" and all-terrain vehicles. A model airplane field is also present, as are boat ramps and a park, located at the intersection of the Spillway with U.S. Highway 61. These areas provide minimal value to wildlife resources.

Despite the impacts associated with sand mining, the Spillway supports a diversity of plant species. The variety of vegetation present in

the Spillway has been well-documented in several publications by Dr. Glen Montz, a botanist with the Corps. Submerged vegetation found in the open water areas includes coontail and pondweed. Low-lying areas within the center of the Spillway, particularly along the edges of Lake Pontchartrain, are dominated by marsh vegetation, including giant cutgrass and sedges (Carex spp.). These areas provide moderate habitat value to wildlife resources, particularly migratory waterfowl and wading birds.

Both sides of the Spillway, between the levee and the borrow pit, and for some distance from the borrow pit into the Spillway, are heavily forested. Predominant species in the area include bald cypress and tupelo gum in the low-lying areas and cottonwood and sycamore in the higher areas. Those areas also provide moderate habitat value to gray squirrel, fox squirrel, raccoon, swamp rabbit, raptors, woodpeckers, and numerous songbirds.

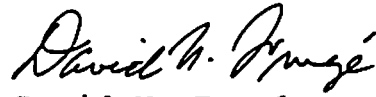
Fishery resources in the Spillway are limited to the borrow pits and a small canal system located on the lakeside of the Spillway. These areas provide moderate quality habitat for a number of fish species, including freshwater drum, channel catfish, largemouth bass, white and black crappie, bowfin, gar, bluegill, and warmouth. The pallid sturgeon, a Federally-listed endangered species, may occur in the Mississippi River, while the Gulf sturgeon, a threatened species, is found in Lake Pontchartrain.

The Service's recommendations focus on maintaining and improving Spillway habitats utilized by the above-listed species. Therefore, the Service's preliminary recommendations are as follows:

1. In cooperation with commercial interests, designate certain areas within the spillway to be disturbed by removal of material in a given year. Designation of those areas would not reduce yields, but could reduce and isolate disturbances in the spillway, thereby promoting multiple-use by recreational interests and wildlife, particularly migratory birds.
2. In cooperation with commercial interests, prescribe a maximum mound height and slope to facilitate establishment of vegetative cover benefitting wildlife. Also, allow seepage from the structure to flow unrestricted through the Spillway.
3. Designate, with input from various recreational users, areas within the Spillway for specific purposes (i.e., model airplanes, environmental education, dirt bikes, all-terrain vehicles, etc.).
4. Establish and enforce a management policy to conserve and protect hardwoods and cypress trees to provide high quality habitat for fish and wildlife.
5. Encourage local schools and conservation organizations to use Spillway lands for environmental education purposes.

We appreciate the opportunity to provide input on the Bonnet Carre Master Plan. If you have question concerning our comments, please contact Terry Rabot of this office.

Sincerely,



David W. Frugé
Field Supervisor

Appendix 3

Comments of U.S. Fish and Wildlife Service on
Preliminary Draft Master Plan
(letter dated 21 October 1994)



United States Department of the Interior

FISH AND WILDLIFE SERVICE

825 Kaliste Saloom Road
Brandywine Bldg. II, Suite 102
Lafayette, Louisiana 70508

October 21, 1994

Colonel Kenneth Clow
District Engineer
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Clow:

Please refer to the August 1994 Bonnet Carre Spillway, Preliminary Draft Master Plan (Master Plan). According to the Corps of Engineers (Corps), the purposes of the Master Plan are to:

1. address and resolve conflicts between existing users in the spillway;
2. address public safety issues related to current activities; establish guidelines for the protection, conservation and enhancement of natural, cultural and man-made resources;
3. provide guidance for the review of lease/permit applications for various activities in the spillway; and,
4. provide a comprehensive plan future use and development.

The Fish and Wildlife Service (Service) has reviewed the master plan, and provides the following comments in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

GENERAL COMMENTS

The preliminary draft master plan is comprehensive and addresses all aspects of potential use of the spillway, particularly fish and wildlife resources.

SPECIFIC COMMENTS

3.1.6. Wildlife - The Arctic Peregrine Falcon has been removed from the list of threatened and endangered species. The species will continue to receive protection due to its similarity of appearance to the American Peregrine Falcon, which is still listed. The American Peregrine Falcon has a separate migration path, and is not known to occur in Louisiana.

7.2.3. Mitigation - Any proposal to use the spillway for mitigation purposes must be evaluated in the context of the extent and duration of flooding expected during a worst-case event. Such an event would destroy or severely damage any structural mitigation features within the spillway, including any timber stand improvements or replanting efforts. Also, justifiable mitigation proposals must provide fish and wildlife benefits beyond those that can reasonably be expected to occur under current and future management schemes.

7.2.5. Multiple Resource Management - We concur with the subsection entitled Management Principles, which states that the primary use of the project lands precludes intensive management for fish and wildlife resources.

9.2.5. Modifications to Existing Project Activities - The modifications suggested include several proposed changes to the Bonnet Carre Freshwater Diversion Project. The Service supports any changes that would reduce impacts to forested areas by disposing of material in cleared areas. However, the remaining changes, while beneficial, should only be investigated further if additional review of the Bonnet Carre Freshwater Diversion Project is not required. Such review may increase construction costs, and would further delay realization of the much-needed benefits of the diversion to Lake Pontchartrain.

We appreciate the opportunity to review and comment on the proposed master plan. If you have questions concerning our comments, please contact Terry Rabot (318/262-6662 ext. 229) of this office.

Sincerely,



Russell C. Watson
Acting Field Supervisor

Appendix 4

Mississippi River and Tributaries Design Memorandum 1A.
Preliminary Master Plan
for Public Access and Recreation
September 1964

ENGW-OM(30 Sep 64) 2nd Ind
SUBJECT: Recreational Development - Mississippi River, Alton, Illinois,
to New Orleans

DA, CofEngrs, Washington, D. C., 20315, 19 January 1966

TO: Division Engineer
Lower Mississippi Valley

1. The Preliminary Master Plan is approved for planning purposes.
2. Under present policies as enunciated in PL 89-72 and implementing instructions pertinent thereto, development of the proposed areas would be subject to 50 percent participation in separable costs, including land, by a local sponsor.
3. Normally, acquisition of lands might proceed at initial Federal expense with assurances of future interest. In the case of this project, it is considered that future acquisition of land may be practicable. Consequently, it is proposed to defer all implementation until there is adequate assurance of local interest to participate on a 50 percent basis to warrant budgeting for the Federal share.

FOR THE CHIEF OF ENGINEERS:

1 Incl
w/d



MARK S. GURNEE
Chief, Operations Division
Civil Works

LMVCO-O (NCD 30 Sep 64) 3d Ind

DA, Lower Miss. Valley Div, CE, Vicksburg, Miss. 39181 24 Jan 66

TO: District Engineer, New Orleans District



J.I.B.

LMVKO (NOD 30 Sep 64)

1st Ind

SUBJECT: Recreational Development - Mississippi River, Alton, Illinois,
to New Orleans

U. S. Army Engr Div, Lower Miss Valley, Vicksburg, Miss. 39181 29 Oct 64

TO: Chief of Engineers, ATTN: ENGCW-OM


1. It is recommended that the preliminary Master Plan be approved as a basis for future planning.

2. It has not been coordinated with other Federal and State and local agencies since firm policies have not been established regarding the degree of responsibility which will be assumed by the Corps of Engineers regarding developments.

3. Cost estimates appear high in relation to anticipated attendance and a more detailed economic study will be required at Master Plan stage.

FOR THE DIVISION ENGINEER:

1 Incl (u.s.c.)
nc


JOE A. CLEMA
Colonel, CE
Deputy

U. S. ARMY, CORPS OF ENGINEERS

MISSISSIPPI RIVER AND TRIBUTARIES
MISSISSIPPI RIVER
MISSISSIPPI AND LOUISIANA

DESIGN MEMORANDUM NO. 1A
PRELIMINARY MASTER PLAN
FOR
PUBLIC ACCESS AND RECREATION

Prepared in the Office of the District Engineer
U. S. Army Engineer District, New Orleans
New Orleans, Louisiana

September 1964

MISSISSIPPI RIVER AND TRIBUTARIES
MISSISSIPPI RIVER
MISSISSIPPI AND LOUISIANA

DESIGN MEMORANDUM NO. 1A
PRELIMINARY MASTER PLAN
FCR
PUBLIC ACCESS AND RECREATION

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3	Recommended recreaticn areas

I - GENERAL INFORMATION

1. General. The Mississippi River, traversing the U. S. Army Engineer District, New Orleans, is a feature of the Mississippi River and Tributaries project.

a. The main stem of the Mississippi River and Tributaries project, authorized by the Flood Control Act of 15 May 1928 and amendments thereto, includes a flood control and navigation channel, flood control levees, and channel and bank stabilization revetments and foreshore protection.

b. The Mississippi River, Baton Rouge to the Gulf of Mexico, La., project, authorized by Public Law 14, 79th Congress, 1st Session, approved 2 March 1945, and by Public Law 87-874, approved 23 October 1962, provides a ship channel in the Mississippi River.

c. The Baton Rouge Harbor (Devil's Swamp) project, authorized by the River and Harbor Act of 24 July 1946 and transferred to Flood Control, MR&T, under Flood Control Act of June 1948, provides a slack water channel for barge traffic for the port of Baton Rouge, La.

2. Authorization. This preliminary master plan for public access and recreational use along that reach of the Mississippi River traversing the U. S. Army Engineer District, New Orleans, is prepared in accordance with instructions contained in a letter from the Division Engineer, U. S. Army Engineer Division, Lower Mississippi Valley, dated 25 October 1963, subject "Recreational Development - Mississippi River, Alton, Ill., to New Orleans," file LMVKO.

3. Purpose and extent of investigation. The purpose of this design memorandum is to present a preliminary plan for the development and management of the recreational resources of the project area. The plan of development and use is considered compatible with the operation and maintenance of the project for its primary purposes. Data on the type of development needed for maximum public benefit and cost estimates of the proposed Federal land acquisition are included. The investigation covers the river from Venice to the Old River Control Structure, the banks of the river and/or the area between the levee and the river and the adjacent features of projects where they intersect the Mississippi River. Data available on Mississippi River navigation maps, hydrographic survey maps, aerial photographs, feature construction and rights-of-way maps were used in the investigation. Reconnaissance surveys were made by automobile along the levees and riverbank to supplement the available map data.

II - CHARACTERISTICS OF THE PROJECT

4. Location and accessibility. The Mississippi River, in the U. S. Army Engineer District, New Orleans, is located in Wilkinson County, Mississippi, and Concordia, West Feliciana, Pointe Coupee, East Feliciana, West Baton Rouge, East Baton Rouge, Iberville, Ascension, St. James, St. John the Baptist, St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines Parishes, Louisiana. U. S. Highway 190 crosses the river at Baton Rouge, Louisiana. U. S. Highway 90 crosses the river in Jefferson Parish on the Huey P. Long Bridge and in New Orleans on the Greater New Orleans Bridge. Interstate Highway 10 bridge, Baton Rouge to Port Allen, is under construction. The Sunshine Bridge crosses the river in St. James Parish about 8 miles downstream from Donaldsonville. U. S. Highway 61 serves the areas east of the river from New Orleans through Baton Rouge and St. Francisville, Louisiana, to Woodville and Natchez, Mississippi. In addition, Interstate Highway 10 will serve the areas between New Orleans and Baton Rouge. Ferry services across the river are available at St. Francisville, Port Allen-Baton Rouge, Plaquemine, Donaldsonville, Litcher, Reserve, Luling, New Orleans, Belle Chasse, and Pointe a la Hache. State roads are located near the landside of the levee on the east bank from Baton Rouge to Pointe a la Hache and on the west bank from Old River to Venice. Other principal highways serving the area are State 1 from Donaldsonville to Simmesport, State 24 at Woodville, Mississippi, State 10 at St. Francisville, State 19 and 37 at Baton Rouge, U. S. 51 at LaPlace, Lake Pontchartrain Causeway in Jefferson Parish, U. S. 11 at New Orleans, State 39 from New Orleans to Pointe a la Hache, State 18 from Donaldsonville to Gretna, State 20 at Vacherie, and State 23 from Gretna to Venice. The locations of the river, surrounding towns, and principal access roads are shown on plate 1.

5. Project features. The Mississippi River from mile 0 at the Head of Passes, about 10 miles below Venice, to about mile 318 or approximately 5 miles above Old River Control Structure is in the U. S. Army Engineer District, New Orleans.

a. Flood control features. The flood control features of the Mississippi River include the improved channel from mile 318 about 5 miles above Old River Control Structure to the mouth of the river; a levee on the east bank from Baton Rouge to Baptiste Collette Bayou about mile 11.5; and a levee on the west bank from mile 318 to Venice about mile 10. The levee on the east bank is intersected by the Bonnet Carre Spillway at about mile 128, the Inner Harbor Navigation Canal Lock near mile 93, the Pointe a la Hache Relief Outlet from mile 33 to mile 44, and Ostrica Lock near mile 25. The levee on the west bank is intersected by the Old River Control Structure near mile 313, the Old River Lock near mile 302, the Morganza Floodway Control Structure near mile 280, the Port Allen Lock near mile 227, the

Plaquemine Lock near mile 208, the Harvey Lock near mile 98, the Algiers Lock near mile 68, and the Empire Lock near mile 30.

b. Revetment features. The revetments and foreshore protection are constructed as necessary to prevent bank caving, protect levee lines, and stabilize the channel to improve both flood control and navigation features of the river.

c. Navigation features. The navigation projects consist of a channel 300 feet in width and 12 feet in depth from mile 318 to mile 232.5, near the U. S. Highway 190 bridge at Baton Rouge; a channel 500 feet in width and 40 feet in depth from mile 232.5 to mile 103.9, the upper end of the New Orleans Harbor; a channel 500 feet in width and 40 feet in depth with an additional width of 1,000 feet with a depth of 35 feet in the New Orleans Harbor between miles 103.9 and 86.7; and a channel 1,000 feet in width and 40 feet in depth from mile 86.7 to mile 0 at the Head of Passes. The Baton Rouge Harbor (Devil's Swamp) is a slack water channel 300 feet in width and 12 feet in depth beginning at river mile 234.4 and extending northerly about 5 miles into Devil's Swamp.

6. Project area. The Mississippi River above Baton Rouge flows generally between the flood plain on the west and the hills on the east. Below Baton Rouge the river flows through the flood plain to the Gulf of Mexico. The flood plain varies in elevation from about 50 feet m.s.l. near Old River Control Structure, 30 feet m.s.l. at Port Allen, 10 feet m.s.l. at New Orleans to about 1 foot m.s.l. at Venice. The hills above Baton Rouge vary in elevation up to about 200 feet m.s.l. The project, for the purposes of this report, includes the levees and area between the levees or between the levees and hills above Baton Rouge. The width of the project between levees varies from 0.4 mile to about 1.5 miles and between levees and hills from 0.6 mile to about 8 miles. The flood plain lands near the river that are protected by the levees have a long history of agricultural use. These lands below Baton Rouge are gradually being converted to industrial uses.

7. Water fluctuation. The river fluctuates between low and high water approximately 20 feet at New Orleans, 45 feet at Baton Rouge, and 60 feet at Old River Control Structure. The fluctuations in stage are accompanied by fluctuations in velocity of flow. Measured surface velocities vary from 0.2 to 2.5 miles per hour at low stages, 4.3 to 5.5 miles per hour at bankfull stages, and 6.0 to 7.6 miles per hour at flood stages.

III - FACTORS INFLUENCING PUBLIC USE DEVELOPMENT

8. Purpose of development. The development of public access and recreation facilities serves to provide needed opportunities, to help satisfy the existing demand, to protect and conserve the recreational resources, and to make the resource available for future uses. The establishment of public use areas along the Mississippi River will not conflict with the primary purposes of the project and will make the river available as a valuable recreational resource. Important factors considered in formulating the plan include: characteristics of the surrounding region; population and growth of urban regions; industrial development; public use interests and habits of the people; existing and proposed related public use areas; anticipated attendance and utilization; and potential benefits.

9. Surrounding region. The Mississippi River within the U. S. Army Engineer District, New Orleans, is located in 1 county in Mississippi and 15 parishes in Louisiana. This area has a population of 247,829 on the west bank and 1,092,726 on the east bank. Population trend by parishes is shown in table 1. The 1960 census indicates that 40 percent of the people in Louisiana live in the 15 parishes listed in table 1.

10. Related recreational areas. The region bordering the Mississippi River does not possess adequate public use facilities for the population. Areas along the Mississippi River are very limited, and include:

a. Fort Jackson Park. Fort Jackson, located on the west bank about 20 miles above the Head of the Passes in Plaquemines Parish, has been developed into a public park by the parish.

b. Chalmette National Historical Park. The national park is located on the east bank in St. Bernard Parish. The park owns lands to the riverbank. Plans for development of the riverbank are available. This development will serve as an overlook of the lower New Orleans Harbor area.

c. Eads Plaza. This small area located on the east bank at the foot of Canal Street in New Orleans serves as an overlook of the central New Orleans Harbor area. The area is being expanded by the construction of the International Trade Mart.

d. Audubon Park. Audubon is located on the east bank in New Orleans. The park owns about 40 acres between the levee and the river. These 40 acres have been used as a dumping ground for about 25 years to accomplish an adequate fill for park development. Plans are available for proceeding with the development of the riverbank area for park use. The first step of development requires about 4 feet of river sandfill to complete the fill and cover the undesirable

elements of the dumping ground. When developed, this park area will provide overlook to the upper New Orleans Harbor area.

e. Miscellaneous area. A few minor areas are developed along the river which are local in significance and use.

11. Regional demand for public use facilities. The recreational habits and interests of the people in this region have been centered around hunting, fishing, boating, and other water-based activities. The Gulf of Mexico, the coastal marshes and swamps with their many lakes and bayous, Lakes Maurepas, Pontchartrain, and Borgne and their tributary rivers and bayous, the Atchafalaya Basin Floodway with its bayous and swamps, the cutoff lakes at Fausse River and Raccourci Old River, the many lakes, bayous, and swamps of the Red River back-water area and the Mississippi River provide the basis for water recreation and development. Access to these areas is in demand by tourists and other visitors, as well as the local people.

a. Need for public use facilities. Development of recreational facilities in the area is primarily based upon commercial and private interests with only a few public facilities provided for free public use. None of the recreational resources has been developed to full use or to the maximum needs of the public. The Mississippi River is probably the least developed of all water areas in the region. This lack of development is probably due to the low commercial value and lack of interest in private camp development. Most development along the main channel is needed for local people who cannot travel longer distances to presently developed areas and for tourists who wish to visit the river for its historical and educational values. Some of the areas proposed for development will be designed for the use of visitors from the more heavily populated parishes of Orleans, Jefferson, and East Baton Rouge, as well as the local recreationist.

b. Need for commercial and private development. Needs may develop for commercial facilities at some of the locations proposed for development. This plan anticipates commercial development to be provided on private lands or by local agencies by license agreement. No provision is made for private development in this plan.

TABLE 1
POPULATION TREND

<u>Locality</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>
<u>Mississippi County</u>			
Wilkinson	15,955	14,116	13,235
<u>Louisiana Parishes</u>			
Concordia	14,562	14,398	20,467
West Feliciana	11,720	10,169	12,395
East Feliciana	18,039	19,133	20,198
Pointe Coupee	24,004	21,841	22,488
East Baton Rouge	88,415	158,236	230,058
West Baton Rouge	11,263	11,738	14,796
Iberville	27,721	26,750	29,939
Ascension	21,215	22,387	27,927
St. James	16,596	15,334	18,369
St. John the Baptist	14,766	14,861	18,439
St. Charles	12,321	13,363	21,219
Jefferson	50,427	103,873	208,769
Orleans	494,537	570,445	627,525
St. Bernard	7,280	11,087	32,186
Plaquemines	<u>12,318</u>	<u>14,239</u>	<u>22,545</u>
Total	841,139	1,041,970	1,340,555

IV - PUBLIC USE DEVELOPMENT PLAN

12. General. The plan presented herein and as illustrated on plates 1 through 3 shows the proposed land and water areas recommended for public use development. Due to the complexity of the project, this plan is not designed to preserve the maximum potential recreational resources or to adequately fulfill the future requirements for access to the project area. The plan is designed to make maximum use of lands presently owned by the Government and to acquire additional lands at strategic locations and at locations where features of high recreational value are located.

13. Lands owned by the Government. Several land areas along the Mississippi River are under the control of the Corps of Engineers. These areas were acquired for projects which intersected the river.

a. Old River Control Structure. The Old River Control Structure is located on the west bank of the river in Concordia Parish. Lands owned by the Government consist of about 800 acres. They extend along the river for about 2 miles. Both the overbank

structure and the low sill structure are constructed on these lands. Areas around these structures can be used to develop public use facilities. Such facilities will serve visitors to the Old River Control and provide access to the Mississippi River.

b. Old River Lock. The Old River Closure and Navigation Lock Structures are located on the west bank of the river in Pointe Coupee and West Feliciana Parishes. Lands owned by the Government consist of about 2,175 acres. The lands are located on both sides of Old River and Old River Lock. Both Old River Closure and Old River Lock and Navigation Channel are constructed on these lands. Large areas acquired for construction can be converted to recreational uses. These include large areas of woodland, the Old River Channel about 1 mile long on the Mississippi River side of the closure, and about 3 miles long to the west end of the project areas, several borrow pits, one 50-acre lake, a small sandbar at the junction of Old and Mississippi Rivers, and a large sandbar on the south side of Old River near the west end of the project area that are available for this purpose. This area, if developed, will attract users from local parishes and from cities such as Baton Rouge and Alexandria which are about 65 highway miles away. Development is needed for boating, fishing, picnicking, camping, swimming, parking, and safety and health of the public. With adequate development, it is estimated that the annual visitation will exceed 100,000 during the first few years of use.

c. St. Francisville. The St. Francisville Casting Field is located on the east bank of the river in West Feliciana Parish. Lands owned by the Government extend about 3,000 feet along the riverbank. Most of the area is occupied by the casting field and loading area. Area is available near the upstream side to provide launching and parking facilities.

d. Port Allen. Port Allen Lock is located on the west bank of the river in West Baton Rouge Parish. Lands owned by the Government consist of about 140 acres. Most of the area is occupied by the lock, navigation canal and appurtenant structure. Small areas, where the canal levees intersect the Mississippi River levee, are suitable for construction of overlook areas for the lower Baton Rouge Harbor area.

e. Plaquemine Lock. Bayou Plaquemine Lock is located on the west bank of the river in the town of Plaquemine in Iberville Parish. Lands owned by the Government consist of about 11 acres with an additional area of bayou which was filled for a total of 19 acres of public lands. The old lock, operations structures, and houses occupy most of the area. The lock is closed for navigation traffic. A study is under way to determine the feasibility of construction of a fresh water outlet on the lock site. Areas not specifically occupied with such facilities can be used for

recreational purposes. About 9 acres of additional land that is located between the public lands and the river are needed for development along the riverbank.

f. Bonnet Carre Spillway. This spillway is located on the east bank of the river in St. Charles Parish. Lands owned by the Government consist of 7,697 acres. The area extends from the river to Lake Pontchartrain. The width varies from about 9,400 feet at the river to about 12,700 feet at the lake. The major construction features of the spillway are the upper and lower guide levees, the spillway structure, I. C. Railroad, the L. & A. Railroad, and the Airline Highway. The lands, varying in elevation from 11 feet near the river to lake level near the lake, and the water areas consisting of the Mississippi River, Lake Pontchartrain, borrow pits, drainage canals, and natural bayous form a very attractive recreational resource. Existing development consists of a small park constructed by the St. Charles Parish Police Jury near the lower guide levee and on the lake side of the Airline Highway. The entire spillway is subject to extensive use by recreationists from St. John the Baptist, St. Charles, Jefferson, Orleans, and probably more remote parishes. Surveys indicate that the recreational use exceeds 400,000 visitors annually. It is anticipated that St. Charles Parish will continue to assist in the development. Since the out-of-parish demand is growing so rapidly, it is proposed to undertake major improvements with Federal funds. Needed development consists of roads, ramps, parking areas, trails, comfort stations, landscaping, information signs, and picnicking and camping facilities. It is estimated that, with adequate facilities, the visitation will exceed 1,000,000 annually. Since the spillway is a separate feature of the Mississippi River and Tributaries Project, a separate master plan for this feature will be prepared.

14. Proposed land acquisition. It is proposed to acquire lands for public access and recreational use in areas serving major population centers and areas having special recreational attractions.

a. Raccouci. Raccourci Old River is located on the west bank in West Feliciana and Pointe Coupee Parishes. The lake, formed by a cutoff in 1848, is approximately 13 miles long and 1/2 mile wide. Although this cutoff was made at an early date, the lake is riverward of the main line levee. About 6 miles of levee follow the shoreline of the lake. Eight commercial operators are located along the lakeshore. These operators provide access for launching boats and other needs of boating and fishing for reasonable fees. Generally, the commercial areas are relatively small and parking areas are limited. Accordingly, the overflow parking spreads to the levee and highway shoulders. It is proposed to acquire about 40 acres approximately midway along the south shore of the lake to provide adequate access for launching, parking, picnicking, and camping. The area recommended for acquisition and development is shown on plate 3.

b. Morganza. The Morganza Floodway Control Structure is located on the west bank in Pointe Coupee Parish about 3 miles north of the town of Morganza. The control structure, tailbay and forebay areas are located on 77 easement tracts of about 8,370 acres. The comprehensive easement prohibits the construction of fences or any use which would interfere with the operation of the floodway. The owners have very little control of this land area. Open grazing and general trespass by the public for recreational uses prevail. Fishing, hunting, picnicking, and camping are available by lack of ownership controls. Roads are poor and facilities for these recreational uses are absent. Ownership in fee title to the 8,370 acres along with about 125 acres between the old levee and the river for river access will make it possible to provide the needed roads and facilities at this large recreational resource and to increase the recreational resource by water management on the riverside of the control structure. The area recommended for acquisition is shown on plate 3.

c. Free Nigger Point. The Free Nigger Point site is located in West Baton Rouge Parish between the river and the levee. This is the site of the 1949 crevasse and levee setback north of U. S. Highway 190 and about 4 miles above Port Allen. The area overlooks the upper end of Baton Rouge Harbor. The riverbank is suitable for picnicking, camping, overlook, and access to the river while the borrow pit along the levee provides a basis for fishing and picnicking development. The area will serve the Baton Rouge-Port Allen metropolitan area. The area recommended for acquisition consists of about 215 acres as shown on plate 3.

d. Baton Rouge Harbor Canal. The Baton Rouge Harbor Canal is located on the east bank of the river upstream of Baton Rouge in the vicinity of Scotlandville. The canal is very popular for boating and skiing. Access is a major problem. It is proposed to construct a launching ramp and parking area near the end of the road shown on plate 3. Since these facilities will be abandoned when the area is developed for industrial use, local interests will be requested to furnish the right-of-way.

e. Duncan Point. The Duncan Point site is located in East Baton Rouge Parish on the east bank between the river and the levee and about 7 miles downstream from Baton Rouge, Louisiana. The area contains a small sandbar area and a small area between the sandbar and the levee. The area recommended for acquisition consists of about 70 acres as shown on plate 3.

f. 81 Mile Point. The 81 Mile Point site is located in Ascension Parish on the east bank between the river and the levee and about 2 miles upstream from the town of Darrow, Louisiana. The point contains the only large sandbar below Baton Rouge. The borrow

pit near the levee and the large wooded area between the levee and the sandbar provides the potential for a park development. The area recommended for acquisition consists of about 200 acres as shown on plate 3.

g. Kenner. The Kenner site is located in Jefferson Parish on the east bank between the river and the levee and near the downstream city limit of the city of Kenner, Louisiana. The area is suitable for access, overlook, and picnicking along the riverbank. The area recommended for acquisition consists of about 40 acres as shown on plate 3.

h. Highway 90 bridge. This site is located in Jefferson Parish on the east bank between the river and the levee and on the downstream side of the U. S. Highway 90 bridge. The area has a borrow pit surrounded by higher ground and is suitable for an overlook and general recreational use area. The area recommended for acquisition consists of about 35 acres as shown on plate 3.

i. Harvey. The Harvey site is located at the intersection of the Harvey Canal segment of the G.I.W.W. and the Mississippi River in the town of Harvey and at Harvey Lock. The New Orleans Harbor area from the Greater New Orleans Bridge to Audubon Park can be viewed from the proposed overlook. At this site only 2.6 acres between the levee and the river are required for construction of the overlook and parking area. The area is shown on plate 3.

j. Algiers Canal. The Algiers Canal segment of the G.I.W.W. intersects the Mississippi River on the west bank in Orleans Parish about 6 miles below Algiers Point. Lands on the landside of the river levee were acquired for the construction of the Algiers Lock and Canal. The land between the levee and the river is needed for construction of public overlooks and parking areas. The lower New Orleans Harbor area can be viewed from these overlooks. The area recommended for acquisition is about 7 acres as shown on plate 3.

k. Poydras. The site of the 1922 crevasse and major levee setback is located on the east bank in St. Bernard Parish about 8 miles below the Chalmette National Park. The borrow pit along the levee, the high riverbank, and the wooded area between the borrow pit and the river are suitable for development of a variety of recreational facilities. The area recommended for acquisition is the 100 acres between the levee and the river as shown on plate 3.

15. Local access. Revetment works create opportunities for the construction of launching ramps into the river with very little additional costs. Such ramps will usually be local in use. It is proposed to construct such ramps provided a local agency will furnish the necessary area for public parking and access road at the ramp.

16. Local cooperation. Local cooperation will be essential to the successful accomplishment of the purposes of this plan. Cooperation will be solicited during each phase of the acquisition, construction, and operation of the access and recreational areas. Generally, acquisition of lands may best be accomplished by the Corps of Engineers with exceptions where road rights-of-way may be furnished by local interests. Local assistance in the construction of facilities will be solicited at all areas. Local agencies will be required to provide the ordinary operation and maintenance of all roads and facilities in areas where lands are acquired specifically for public use. In areas where access is proposed around existing project features, where conflict of operational interests may occur a joint operation and maintenance plan between the Corps of Engineers and local agencies will be required.

V - COST ESTIMATES

17. Estimated costs of lands and/or initial and future roads and facilities for each recreational area are shown in table 2.

VI - CONCURRENCE BY REAL ESTATE DIVISION

18. The Preliminary Master Plan for Mississippi River, Mississippi and Louisiana, has been coordinated with and has the concurrence of the Real Estate Division.

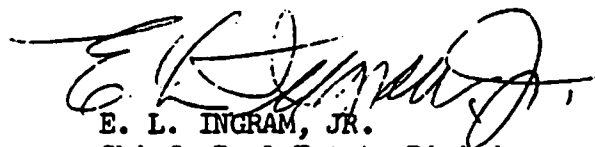

E. L. INGRAM, JR.
Chief, Real Estate Division

TABLE 2

COST ESTIMATES

Item	Unit	Initial		Future	
		Quantity	Cost \$	Quantity	Cost \$
<u>OLD RIVER CONTROL STRUCTURE</u>					
Levee ramps	each	2	14,000	0	-
Roads	mile	1.5	30,000	0.5	10,000
Parking units	each	75	6,000	25	2,000
Tables	each	10	1,000	10	1,000
Trash barrels	each	6	150	6	150
Landscaping	acre	100	50,000	100	50,000
Comfort stations	each	2	18,000	1	9,000
Water supply	each	2	8,000	1	4,000
Fishing platforms	each	-	-	2	50,000
Signs			300		300
Subtotal			127,450		126,450
Contingencies		15%	19,120		18,970
Subtotal			146,570		145,420
E&D, S&A		14%	20,530		20,360
Total facilities			167,100		165,780
<u>OLD RIVER LOCK</u>					
Levee ramps	each	5	35,000	4	28,000
Roads	mile	4.5	90,000	4.5	90,000
Launching ramps	each	2	30,000	0	-
Parking units	each	175	14,000	175	14,000
Tables	each	50	5,000	50	5,000
Trash barrels	each	10	250	10	250
Camping units	each	10	8,000	10	8,000
Trails	mile	2	3,000	2.5	3,750
Landscaping	acre	160	80,000	200	100,000
Comfort stations	each	3	27,000	3	27,000
Beaches	each	3	24,000	0	-
Water supply	each	3	12,000	3	12,000
Signs	LS		1,000		1,000
Subtotal			329,250		289,000
Contingencies		15%	49,350		43,350
Subtotal			378,640		332,350
E&D, S&A		14%	54,010		46,530
Total facilities			432,650		378,880

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost \$	Quantity	Cost \$
<u>ST. FRANCISVILLE</u>					
Levee ramps	each	1	7,000	0	-
Roads	mile	0.2	4,000	0	-
Launching ramps	each	1	15,000	0	-
Parking units	each	50	4,000	0	-
Landscaping	acre	10	5,000	0	-
Signs	LS	-	200		
Subtotal			<u>35,200</u>		
Contingencies		15%	5,280		
Subtotal			<u>40,480</u>		
E&D, S&A		14%	5,670		
Total facilities			46,150		
<u>PORT ALLEN</u>					
Levee ramps	each	1	7,000	1	7,000
Fill, overlooks	cu.yd.	25,000	25,000	25,000	25,000
Roads	mile	0.1	2,000	0.7	14,000
Riprap	sq.ft.	18,000	9,000	18,000	9,000
Parking units	each	25	2,000	25	2,000
Trash barrels	each	3	75	3	75
Shelter	each	1	3,500	1	3,500
Landscaping	acre	10	5,000	10	5,000
Signs	LS		300		300
Subtotal			<u>53,875</u>		<u>65,875</u>
Contingencies		15%	8,080		9,880
Subtotal			<u>61,955</u>		<u>75,755</u>
E&D, S&A		14%	8,675		10,605
Total facilities			70,630		86,360

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
		\$		\$	
<u>PLAQUEMINE LOCK</u>					
Levee ramp	each	1	7,000	0	-
Roads	mile	0.7	14,000	0	-
Launching ramps	each	2	30,000	0	-
Parking units	each	150	12,000	0	-
Tables	each	50	5,000	0	-
Trash barrels	each	25	625	0	-
Landscaping	acre	10	5,000	0	-
Comfort stations	each	1	9,000	0	-
Water supply	each	2	8,000	0	-
Signs			500	-	-
Subtotal			<u>91,125</u>		
Contingencies		15%	<u>13,675</u>		
Subtotal			<u>104,800</u>		
E&D, S&A		14%	<u>14,700</u>		
Total facilities			119,500		
<u>BONNET CARRE' SPILLWAY</u>					
Levee ramp	each	1	7,000	0	-
Highway ramps	each	4	36,000	0	0
Roads	mile	7	140,000	8	160,000
Launching ramps	each	4	60,000	2	30,000
Parking units	each	200	16,000	200	16,000
Tables	each	100	10,000	100	10,000
Trash barrels	each	50	1,250	50	1,250
Camping units	each	50	40,000	50	40,000
Trails	mile	10	75,000	10	75,000
Landscaping	acre	300	150,000	200	100,000
Comfort stations	each	5	45,000	6	54,000
Water supply	each	10	40,000	12	48,000
Snagging boat channel	acre	50	25,000	50	25,000
Signs	LS		2,000		2,000
Subtotal			<u>647,250</u>		<u>561,250</u>
Contingencies		15%	<u>97,050</u>		<u>84,190</u>
Subtotal			<u>744,300</u>		<u>645,440</u>
E&D, S&A		14%	<u>104,200</u>		<u>90,360</u>
Total facilities			848,500		735,800

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
			\$		\$
<u>RACCCURCI</u>					
Lands	acre	40	8,000	0	-
Improvements			0		
Severance			0		
Subtotal			<u>8,000</u>		
Contingencies		15%	1,200		
Acquisition			<u>800</u>		
Total lands			10,000		
Levee ramps	each	2	14,000	0	-
Rcads	mile	1	20,000	0	-
Launching ramps	each	1	15,000	1	15,000
Parking units	each	200	16,000	50	4,000
Tables	each	50	5,000	50	5,000
Trash barrels	each	25	625	25	625
Camping units	each	10	8,000	10	8,000
Trails	mile	0.5	750	0.5	750
Landscaping	acre	30	15,000	10	5,000
Comfort stations	each	1	9,000	1	9,000
Water supply	each	1	4,000	1	4,000
Signs			400		200
Subtotal			<u>107,775</u>		<u>51,575</u>
Contingencies		15%	16,165		7,735
Subtotal			<u>123,940</u>		<u>59,310</u>
E&D, S&A		14%	<u>17,350</u>		<u>8,300</u>
Total facilities			141,290		67,610
<u>MORGANZA</u>					
Lands	acre	8,495	568,600	0	-
Improvements			0		
Severance			0		
Subtotal			<u>568,600</u>		
Contingencies		15%	85,300		
Acquisition			<u>61,600</u>		
Total lands			715,500		

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
			\$		\$
<u>MORGANZA (cont'd)</u>					
Levee ramps	each	5	35,000	1	7,000
Roads	mile	7	140,000	9	180,000
Launching ramps	each	1	15,000	0	-
Parking units	each	325	26,000	200	16,000
Tables	each	50	5,000	50	5,000
Trash barrels	each	25	625	25	625
Fireplaces	each	15	750	15	750
Camping units	each	20	16,000	20	16,000
Landscaping	acre	300	150,000	100	50,000
Comfort stations	each	5	45,000	3	27,000
Water supply	each	5	20,000	3	12,000
Signs	LS	-	2,000	-	1,000
Subtotal			455,375		315,375
Contingencies		15%	68,305		47,305
Subtotal			523,680		362,680
E&D, S&A		14%	73,120		50,770
Total facilities			596,800		413,450
<u>FREE NIGGER POINT</u>					
Lands	acre	215	22,250	0	-
Improvements			0		
Severance			0		
Subtotal			22,250		
Contingencies		15%	3,350		
Acquisition			3,200		
Total lands			28,800		
Levee ramps	each	4	28,000	0	-
Roads	mile	2	40,000	0.6	12,000
Launching ramps	each	0	-	1	15,000
Parking units	each	125	10,000	75	6,000
Tables	each	30	3,000	20	2,000
Trash barrels	each	15	375	10	250
Camping units	each	20	16,000	30	24,000
Landscaping	acre	50	25,000	50	25,000
Comfort stations	each	2	18,000	2	18,000
Water supply	each	2	8,000	2	8,000
Clearing borrow pit	acre	15	7,500	3	1,500
Signs	LS		500		250
Subtotal			156,375		111,950
Contingencies		15%	23,455		16,800
Subtotal			179,830		128,750
E&D, S&A		14%	25,180		18,050
Total facilities			205,010		146,800

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
			\$		\$
<u>BATCN ROUGE HARBOR CANAL</u>					
Roads	mile	0.2	4,000	0	-
Launching ramp	each	1	15,000		
Parking units	each	100	8,000		
Signs	LS		100		
Subtotal			27,100		
Contingencies		15%	4,100		
Subtotal			31,200		
E&D, S&A		14%	4,400		
Total facilities			35,600		
<u>DUNCAN POINT</u>					
Lands	acre	70	21,000	0	-
Improvements			0		
Severances			0		
Subtotal			21,000		
Contingencies		15%	3,200		
Acquisition			800		
Total lands			25,000		
Levee ramps	each	2	14,000	0	-
Roads	mile	0.7	14,000	0	-
Launching ramps	each	1	15,000	0	-
Parking units	each	100	8,000	25	2,000
Tables	each	20	2,000	20	2,000
Trash barrels	each	10	250	10	250
Landscaping	acre	50	25,000	20	10,000
Comfort station	each	1	9,000	1	9,000
Water supply	each	1	4,000	1	4,000
Beaches	each	1	8,000	0	-
Signs	LS		300		200
Subtotal			99,550		27,450
Contingencies		15%	14,930		4,120
Subtotal			114,480		31,570
E&D, S&A		14%	16,020		4,420
Total facilities			130,500		35,990

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost \$	Quantity	Cost \$
<u>81 MILE POINT</u>					
Lands	acre	200	30,000	0	-
Improvements	LS		300		
Severance			0		
Subtotal			<u>30,300</u>		
Contingencies		15%	4,500		
Acquisition			<u>6,400</u>		
Total lands			41,200		
Levee ramps	each	2	14,000	0	-
Roads	mile	1.3	26,000	0.5	10,000
Launching ramps	each	1	15,000	0	-
Parking units	each	125	10,000	125	10,000
Tables	each	50	5,000	50	5,000
Trash barrels	each	25	625	25	625
Camping units	each	0	-	50	40,000
Landscaping	acre	50	25,000	100	50,000
Comfort stations	each	2	18,000	2	18,000
Water supply	each	2	8,000	2	8,000
Beaches	each	1	8,000	1	8,000
Signs	LS		400		300
Subtotal			<u>130,025</u>		<u>149,925</u>
Contingencies		15%	19,500		22,485
Subtotal			<u>149,525</u>		<u>172,410</u>
E&D, S&A		14%	<u>20,935</u>		<u>24,140</u>
Total facilities			170,460		196,550
<u>KENNER</u>					
Lands	acre	40	120,000	0	-
Improvements			0		
Severance			0		
Subtotal			<u>120,000</u>		
Contingencies		15%	18,000		
Acquisition			<u>8,000</u>		
Total lands			146,000		

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
			\$		\$
<u>KENNER (cont'd)</u>					
Levee ramps	each	4	28,000	0	-
Roads	mile	1.25	25,000	0.25	5,000
Launching ramps	each	0	-	1	15,000
Parking units	each	100	8,000	100	8,000
Tables	each	20	2,000	20	2,000
Trash barrels	each	10	250	10	250
Camping units	each	0	-	10	8,000
Landscaping	acre	40	20,000	0	-
Comfort stations	each	2	18,000	0	-
Water supply	each	2	8,000	0	-
Signs			400		200
Subtotal			109,650		38,450
Contingencies		15%	16,450		5,770
Subtotal			126,100		44,220
E&D, S&A		14%	17,650		6,190
Total facilities			143,750		50,410
<u>HIGHWAY 90 BRIDGE</u>					
Lands	acre	35	262,500	0	-
Improvements	LS		7,500		
Severance			0		
Subtotal			270,000		
Contingencies		15%	40,000		
Acquisition			4,000		
Total lands			314,000		
Levee ramps	each	2	14,000	2	14,000
Roads	mile	0.75	15,000	0.25	5,000
Parking units	each	100	8,000	100	8,000
Tables	each	10	1,000	10	1,000
Trash barrels	each	5	125	5	125
Landscaping	acre	20	10,000	10	5,000
Comfort stations	each	1	9,000	1	9,000
Water supply	each	1	4,000	1	4,000
Clearing borrow pit	acre	3	1,500	0	-
Signs			300		300
Subtotal			62,925		46,425
Contingencies		15%	9,440		6,965
Subtotal			72,365		53,390
E&D, S&A		14%	10,335		7,470
Total facilities			82,700		60,860

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
			\$		\$
<u>HARVEY</u>					
Lands	acre	2.6	19,500	0	-
Improvements			0		
Severance	LS		10,000		
Subtotal			29,500		
Contingencies		15%	4,500		
Acquisition			800		
Total lands			34,800		
Roads	mile	0.1	2,000	0	-
Fill	cu.yd.	14,000	14,000	6,000	6,000
Riprap	sq.ft.	18,000	9,000	12,800	6,400
Parking units	each	50	4,000	20	1,600
Trash barrels	each	2	50	2	50
Landscaping	acre	4	2,000	2	1,000
Walks	sq.ft.	400	2,400	170	1,020
Shelter	each	1	3,500	0	-
Signs	LS		200		200
Subtotal			37,150		16,270
Contingencies		15%	5,570		2,440
Subtotal			42,720		18,710
E&D, S&A		14%	5,980		2,620
Total facilities			48,700		21,330
<u>ALGIERS CANAL</u>					
Lands	acre	7	14,000	0	-
Improvements			0		
Severance			0		
Subtotal			14,000		
Contingencies			2,000		
Acquisition			800		
Total lands			16,800		

TABLE 2 (cont'd)

Item	Unit	Initial		Future	
		Quantity	Cost	Quantity	Cost
		§		§	
<u>ALGIERS CANAL (cont'd)</u>					
Levee ramp	each	1	7,000	1	7,000
Roads	mile	0.05	1,000	0.05	1,000
Fill	cu.yd.	14,000	14,000	14,000	14,000
Riprap	sq.ft.	2,000	1,000	2,000	1,000
Parking units	each	50	4,000	50	4,000
Trash barrels	each	2	50	2	50
Landscaping	acre	5	2,500	10	5,000
Walks	sq.yd.	400	2,400	400	2,400
Shelter	each	1	3,500	0	-
Signs			300		300
Subtotal			35,750		34,750
Contingencies		15%	5,360		5,210
Subtotal			41,110		39,960
E&D, S&A		14%	5,760		5,590
Total facilities			46,870		45,550
<u>FOYDRAS</u>					
Lands	acre	100	10,000	0	-
Improvements			0		-
Severance			0		-
Subtotal			10,000		-
Contingencies		15%	1,500		-
Acquisition			12,000		-
Total lands			23,500		-
Levee ramps	each	4	28,000	0	-
Roads	mile	1.5	30,000	0.5	10,000
Launching ramps	each	1	15,000	0	-
Parking units	each	100	8,000	75	6,000
Tables	each	50	5,000	50	5,000
Trash barrels	each	25	625	25	625
Camping units	each	0	-	25	20,000
Landscaping	acre	50	25,000	50	25,000
Comfort stations	each	2	18,000	1	9,000
Water supply	each	2	8,000	1	4,000
Clearing borrow pit	acre	5	2,500	0	-
Signs			500		200
Subtotal			140,625		79,825
Contingencies		15%	21,075		11,975
Subtotal			161,700		91,800
E&D, S&A		14%	22,640		12,850
Total facilities			184,340		104,650

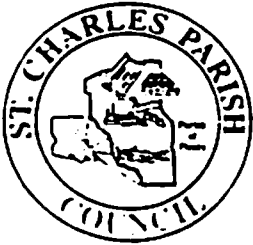
TABLE 2 (cont'd)

SUMMARY OF COSTS

	<u>Lands</u>	<u>Facilities</u>	
	\$	<u>Initial</u> \$	<u>Future</u> \$
Old R. Control Structure	-	146,570	145,420
Old R. Lock	-	378,640	332,350
St. Francisville		40,480	-
Port Allen		61,955	75,755
Plaquemine Lock	-	104,800	-
Bonnet Carre Spillway	-	744,300	645,440
Raccurci	9,200	123,940	59,310
Morganza	653,900	523,680	362,680
Free Nigger Point	25,600	179,830	128,750
Baton Rouge Harbor Canal	-	31,200	-
Duncan Point	24,200	114,480	31,570
81 Mile Point	34,800	149,525	172,410
Kenner	138,000	126,100	44,220
Highway 90 Bridge	310,000	72,365	53,390
Harvey	34,000	42,720	18,710
Algiers Canal	16,000	41,110	39,960
Poydras	<u>11,500</u>	<u>161,700</u>	<u>91,800</u>
Subtotal	1,257,200	3,043,395	2,201,765
E&D, S&A	<u>98,400</u>	<u>427,155</u>	<u>308,255</u>
TOTAL COSTS	1,355,600	3,470,550	2,510,020

Appendix 5

St. Charles Parish Ordinance
Regarding Controlled Access in
Bonnet Carré Spillway
(letter dated 18 April 1996)



PARISH OF ST. CHARLES
OFFICE OF THE COUNCIL

COUNCIL

WILLIAM J. MEYER, JR.
DISTRICT 1

DAVID L. MANNICH
DISTRICT 2

ELISA A. ALEXANDER
DISTRICT 3

BRANDY J. CHAMPAGNE
DISTRICT 4

RONALD L. PHILLIPS
DISTRICT 5

TERRY AUTHEMENT
DISTRICT 6

DUSTY L. JOHNSON, SR.
DISTRICT 7

RICHARD DICKIE DUHE
DISTRICT 8

BILL SIMMONS, JR.
DISTRICT 9

April 18, 1996

U. S. Army Corps of Engineers
Herb Coakley, Real Estate Division
P. O. Box 60267
New Orleans, LA 70160

Re: Bonnet Carre' Spillway
Recreation Site
Controlled Access Area

Dear Mr. Coakley:

On April 15, 1996, the Parish Council adopted Ordinance No. 96-4-8 providing that the Code of Ordinances, Parish of St. Charles, be amended by revising Section 17, of said Code; providing that the Bonnet Carre' Spillway Recreation Site shall be a Controlled Access Area.

A copy of the ordinance is enclosed for your records.

Sincerely,

JOAN BECNEL
COUNCIL SECRETARY

JB/vb

enclosure

cc: Parish Council
Bill Meiners, Attorney, Real Estate Division
w/enclosure
Rick Bush, Planning Division w/enclosure
Michael Stout, Planning Division w/enclosure ✓
Pep Persio, Operations Division,
Natural Resources w/enclosure
Cary McNamara w/enclosure

SUMMARY NO. 4195
INTRODUCED BY: 'RAM' RAMCHANDRAN, COUNCILMAN, AT LARGE, DIVISION A
ORDINANCE NO. 96-4-8

An ordinance of the Parish of St. Charles, providing that the Code of Ordinances, Parish of St. Charles, be amended by revising Section 17, of said Code; providing that the Bonnet Carre' Spillway Recreation Site shall be a Controlled Access Area.

WHEREAS, the Bonnet Carre' Spillway is the largest publicly owned wooded and remote area utilized for recreation as an accessory of its primary purpose which is flood control; and,

WHEREAS, the Parish Council is concerned for the safety and well-being of the public attempting to utilize not only the Spillway Park Area but also the undeveloped and remote portions of said area; and,

WHEREAS, representatives of the St. Charles Parish Sheriff's Office have asked for assistance to control access to the Recreation Park Site; and,

WHEREAS, because there is an increased risk of criminal activity and other dangers brought about by the remote and undeveloped nature of said area, it is necessary for the Parish to control access to said Spillway area.

THE ST. CHARLES PARISH COUNCIL HEREBY ORDAINS:

SECTION I. That Section 17 of the Code of Ordinances of the Parish of St. Charles, be amended so that such section shall read as follows:

A. Definitions

Bonnet Carre' Spillway is defined as that area of land owned by the United States of America under the supervision of the United States Army Corps of Engineers. The Bonnet Carre' Spillway is a flood control structure bounded on the South by the Mississippi River, on the North by Lake Pontchartrain, on the East by the East Bonnet Carre' Spillway Guide Levee, and on the West by the West Bonnet Carre' Spillway Guide Levee, containing approximately seven thousand six hundred twenty-three acres (7,623) more or less.

The Bonnet Carre' Spillway Recreation Site is that site leased in accordance with Ordinance No. 91-9-19, 86-11-9, 81-10-13, and Resolution No. 2235, and Easement No. DACW29-2-82-10.

B. Prohibited

(a) It shall be unlawful for any person(s) to enter the Bonnet Carre' Spillway Area between the hours of 10 p.m. and 5 a.m. except for the following reasons:

- (1) any person(s) traveling on U.S. Hwy. 61 (Airline Highway), Interstate 10 (I-10), and/or the Spillway Road and remaining on said roadways
- (2) any person(s) employed by or an agent of the United States Army Corps of Engineers in the performance of his duties; agents of the Corps include contractors, lessees, permittees, and any other persons performing work approved by the Corps of Engineers, New Orleans District
- (3) any person(s) holding a valid permit issued by the United States Army Corps of Engineers for a specific activity within the boundaries of the Bonnet Carre' Spillway

- (4) any person(s) authorized and issued a valid permit by the Director of the St. Charles Parish Department of Parks and Recreation for overnight camping within the confines of the twenty-nine (29) acre park leased by St. Charles Parish
- (5) any person(s) launching a boat earlier than 5:00 A.M.; launching shall be restricted to the East and West Guide Levees, between U.S. Highway 61 and the Lake, being a boaters access to St. Charles Parish's improved boat launches and other unimproved launches adjacent to these levees
- (6) any person who is a member of a hunting club located near the I-10 may travel the East Guide Levee to access the camp

C. Notice

The Department of Parks and Recreation shall be responsible for posting Controlled Access Signage on entrances to its leased property.

D. Violations, Penalty

If any person violates any provision of this article he may be subject to arrest by the St. Charles Parish Sheriff's Department or any other local, state, and/or federal peace officer including any agent(s) of the Louisiana Department of Wildlife and Fisheries and Department of Natural Resources. Any person found guilty of violating the provisions of this article shall be guilty of a misdemeanor and subject to a fine of not more than two hundred fifty dollars (\$250.00) or imprisoned not more than thirty (30) days, or both.

The foregoing ordinance having been submitted to a vote, the vote thereon was as follows:

YEAS: RAMCHANDRAN, MINNICH, CHAMPAGNE, PHILLIPS, AUTHEMENT, JOHNSON, DUHE, SIRMON

NAYS: NONE

ABSENT: ALEXANDER

And the ordinance was declared adopted this 15th day of April, 1996, to become effective five (5) days after publication in the Official Journal.

CHAIRMAN: Barry Minnich
 SECRETARY: Joan Seemel
 DLVD/PARISH PRESIDENT: April 16, 1996
 APPROVED: [Signature] DISAPPROVED: _____

PARISH PRESIDENT: Chas A. Reynolds
 REVD/SECRETARY: April 16, 1996
 AT: 2:40 PM RECD BY: [Signature]

Appendix 6

Public and Agency Comments on
Draft Master Plan
Bonnet Carré Spillway
(September through December 1996)

Appendix 6 - Public and Agency Comments on Draft Master Plan

A6.1. Summary

In addition to internal Corps of Engineers review, including the New Orleans District (NOD) and the Mississippi Valley Division (MVD), a public review phase was implemented between September and December 1996. Included in this phase were:

- coordination with the elected officials and administrative offices of St. Charles Parish;
- a public meeting on October 29, 1996 at Destrehan High School in Destrehan, Louisiana to obtain comments from the users of project lands and its neighbors; and
- congressional notifications.

Comments received during the public and agency review period were generally positive and resulted in a few minor changes to the master plan. Among these minor changes was a clarification regarding the use of shotguns in the Recreation-Low Density subarea of the Multiple Resource Management classification. The final master plan allows hunting and the discharge of shotguns in these cleared areas of the floodway in strict conformance with Federal laws and regulations, state law and local ordinances. However, hunting and discharge of shotguns is prohibited in the Norco Buffer Zone and in any area where firearms would endanger any other user in the spillway.

One significant change to the plan resulted from the public review. Numerous individuals and groups commented that the designated off-road vehicle areas in the draft plan were too limited in size and physical characteristics. As a result, the final master plan provides for a potential expansion of ATV and motorcycle use into the wooded area adjacent to the Lower Borrow Canal (see plate 9).

An environmental assessment (EA) will be prepared to examine all impacts of proposed ATV and motorcycle use in the potential expansion area to the project's natural resources as well as conflicts with other visitor use activities. The EA will determine how much, if any, of the potential expansion area can be designated as an additional off-road use area without causing adverse impacts to significant resources. Only those areas which meet stringent Corps guidance and environmental requirements will be considered for designation. Should the EA conclude that all or a

portion of the potential expansion area can be designated as an additional off-road use area, the master plan will be updated to incorporate this change.

A6.2. Public Meeting

A public meeting was held on 29 October 1996 in the auditorium of Destrehan High School in Destrehan, Louisiana. The meeting began with a summary of the master plan process and the components of the plan. The public was then provided the opportunity to comment. Fifty-four persons attended the meeting and sixteen individuals offered comments. A summary of public comments received and the New Orleans District responses are provided in Attachment 1. to this appendix.

A6.3. Written Comments

A total of twenty-three letters were received commenting on the draft master plan. These included five from Federal, state, and local public agencies; three from private companies with interests in the Bonnet Carré Spillway; and fifteen from private citizens and organizations. A copy of the letters is provided as Attachment 2. to this appendix.

Two of the letters received from public agencies require clarification of the New Orleans District response to issues raised by these agencies. These include:

- (1) 5 November 1996 letter from the National Marine Fisheries Service - In response to the comment regarding potential impacts of some of the proposed management techniques on marine fisheries, we respond that the master plan is only conceptual in nature and the concerns will be fully addressed in environmental compliance documents when specific implementation plans are developed. The same response applies to the comment regarding possible use of the project lands and waters for mitigation purposes.
- (2) 19 November 1996 letter from the Louisiana Department of Natural Resources - In response to the request for a Consistency Determination, we respond that the master plan is only conceptual in nature and a consistency determination will be requested when the environmental compliance documents for specific implementation plans are developed.

A6.4. Newspaper Articles and Opinions

The public involvement process resulted in several items in the local newspaper, the Times-Picayune. These included two articles summarizing the draft plan, an opinion by the editors of the paper, and three letters to the editor. A copy of these items is provided as Attachment 3. to this appendix.

Attachment 1.
Public Comments and New Orleans District Responses
October 29, 1996 Public Meeting

1. Councilman Ram Ramchandron: A covered pavilion should be considered in the vicinity of the lower guide levee near Airline Highway. This pavilion could serve as a place to hold cultural events, Cajun dances etc. Put the ring around the lake bicycle plan on a fast track for design and incorporate a node within the spillway for bicyclists.

NOD response: A pavilion already exists in the vicinity, but if the parish wants another we would approve it as long as it could withstand flood waters when the spillway is open. Comment noted concerning the potential bicycle feature; we have included an element in the Master Plan addressing bicycle path planning.

2. Walter Pilie: As a member of the citizens action committee, he is interested in firearms and hunting. What are the plans for firearm usage in the spillway? He wants a long-term plan that would allow hunting to continue in the spillway.

NOD response: No ball ammunition is allowed in the spillway. We will hire a ranger to oversee this activity. The ranger will not enforce this law, however he (or she) will be in radio contact with parish deputies who will enforce the ordinance of no ball ammo discharged. No new restrictions on firearm use is anticipated.

3. Tom Mason: He is concerned with water safety in the lakes and canals of the spillway. Jet skis are dangerous and are used everywhere and, at times, they appear to be out of control. Some restrictions should be placed on their use.

NOD response: Jet ski use is addressed in the Master Plan. Specific areas are designated for this use with other areas set aside for non-motorized use. The on-site ranger will enforce this use restriction with support from the St. Charles Parish Sheriff's Office.

4. Tim Boles: The Bonnet Carre Spillway is a great ATV riding place for people from New Orleans, Baton Rouge, and the vicinity. The area designated in the Master Plan is too small for the large number of riders who currently use the spillway. Wants wooded areas with diverse terrain. Wants to experience the swamp, cypress woods, and terrain that exists along the trail that is currently being used parallel to the canal on the lower guide levee side. The area designated in the Master Plan is too open and sandy with little to no diversity. ATV

riders will be frustrated and will lose the great experience they have had for many years riding the long trails in the woods.

NOD response: The Master Plan has two equal purposes that must be balanced, recreation and natural resource management. We will review the wooded areas available and consider modifying the ATV area to include some of them.

5. Leo Augullard: He is concerned with open fires in the Spillway that could spread.

NOD response: Night time use is restricted in the spillway, only permitted campers can remain all night. Campfires are allowed only in designated campgrounds. Any unauthorized fires will be reported to the St. Charles Parish Fire Department for extinction.

6. Mark Forstall: He is a member of the citizens action committee representing retriever dog clubs. The Master Plan has no area designated for dog training, it also contains a statement that no live ammunition and only blanks are to be used for dog training. The club uses light bird shot #7, #8 and follows the parish ordinance of not discharging firearms closer than 800 feet from levees and roads. Since beginning dog training in 1963 they have had no accidents.

NOD response: Dog training will be allowed in the area where it has always existed. Several activities will occur in this area designated for low impact recreation south of Airline Highway. Other uses in the dog training area include fishing, crawfishing, and model airplane flying. The master plan will be corrected to allow the continued use of shotguns in the dog training area.

7. Stanford Callulette: He would like to see the jetty at the lake and the lower guide levee extended further into the lake; also wants benches and picnic tables provided in the vicinity of the jetty. He also would like to see an end to jet ski usage in the upper suction. ATV usage should not be allowed in the rear of the spillway near the lake, this has always been a good hunting area, the loud sounds from the ATV's will affect the tranquility there and scare the wildlife out. At one time, cattle were allowed to graze the spillway.

NOD response: St. Charles Parish is constructing the jetty and they could add on to it. A small picnic area is planned in the vicinity of the jetty. The Master Plan restricts motorized craft in the upper suction. The ATV area may be modified to include some woodlands, but not those near the lake. The rear or the spillway will be restricted from ATV use and will be identified as a wildlife management area where

tranquility will be preserved. Cattle are no longer allowed to graze in the spillway.

8. Joey Keller: He is a member of the citizens action committee representing ATV use. He wants to see a loop ATV riding course that follows the inner edge of both suction canals and joins at the lake. He likes the wooded experience and the challenge of a rough course.

NOD response: We are considering modifying the ATV area to include some woodlands, however there is no plan to extend the ATV course deep into the wildlife habitat area.

9. Morgan Schemayder: He does not like the restricted hours that the spillway is open to the public; desires lake access early in the morning and suggests targeting problem makers. It is difficult getting a camping permit; the office closes early and is not open on the weekends.

NOD response: Only the interior of the spillway is closed. The access road on the lower guide levee between Airline Highway and the boat launch at the lake is open 24 hours a day. Rusty Rebot of the St. Charles Recreation Department says his office is now located at the west bank bridge park, with easy access to the east bank via the Hale Boggs bridge. However, the office is only open from 8:30 to 4:00 Monday-Friday. You must plan ahead to obtain a camping permit. However, permits can also be requested by mail.

10. Councilman Ronald Phillips: He enjoys the spillway and feels it should be re-named Bonnet Carre Recreation area. He would like to see off road trails for mountain bikes developed in the spillway.

NOD response: We would consider interior bicycle trails compatible with the master plan.

11. Julian Samuel: Dog training clubs come in from all over the United States and to use the area a permit is required. Will the permit process change for those requesting them?

NOD response: The permit process will not change. St. Charles Parish will continue to issue permits as they have done in the past.

12. K. J. Champagne: Sand hauling is constantly on-going. One day there is a passable road, then the next day it is not available. During duck season in the back towards the lake, it is difficult to share the roads with the sand haulers. The big trucks will run over you.

NOD response: Selected roads are primary hauling roads and these should be avoided. Some of these roads will be designated as 4-wheel drive recreation roads, these will be marked. You should use caution when sharing any of these interior roads.

13. Norwood Strougn: He has been riding ATV's for 16 years in the spillway. He wants trail riding area in the woods rather than the contained area shown in the Master Plan.

NOD response: We are considering providing a trail in the wooded area provided it can coexist with the natural resource management function in the Master Plan.

14. Harry Duhe: He concurs with Mr. Keller's comments and recommends a one-way trail loop 6-10 feet from the canal bank.

NOD response: We are considering providing a trail in the wooded area provided it can coexist with the natural resource management function in the Master Plan.

15. Jack Fredine: He is the NOD project manager for freshwater diversion and stated that river water quality has improved in current years. It is not like it was 15-20 years ago; it is becoming stable for fish and wildlife propagation. If a diversion canal would someday be created in the spillway it would coexist with the recreation aspects of the project quite well.

NOD response: Comment noted.

16. Brian Naquin: He wants ATV riding to be restricted to the area between the lower suction canal and the levee. There is no wildlife there.

NOD response: The ATV riding area may be revised to include some woodland habitat to add a variety of riding experiences.

Attachment 2.
Comment Letters Received



United States Department of the Interior

FISH AND WILDLIFE SERVICE

825 Kaliste Saloom Road
Brandywine Bldg. II, Suite 102
Lafayette, Louisiana 70508
November 26, 1996

Colonel William L. Conner
District Engineer
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Conner:

Please refer to your September 26, 1996, letter and draft master plan for the Bonnet Carré Spillway. The Fish and Wildlife Service (Service) has reviewed the draft master plan and provides the following comments in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and the Endangered Species Act of 1973, as amended.

The draft Master Plan is well-organized, and comprehensively addresses all aspects of the potential uses of the spillway. Concerns expressed in the Service's October 21, 1994, letter and June 18, 1993, planning-aid letter have been adequately addressed in the subject document. The Service concurs with the Corps determination that Master Plan implementation will have no adverse effect to threatened and/or endangered species.

We appreciate the opportunity to review and comment on the draft master plan. If you have questions concerning our comments, please contact Terry Rabot (318/262-6662, Ext. 229) of this office.

Sincerely,

Russell C. Watson
Acting Field Supervisor

cc: EPA, Dallas, TX
LDWF, Baton Rouge, LA



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
9721 Executive Center Drive North
St. Petersburg, Florida 33702

November 5, 1996

F/SE024/PW:jk
504/389-0508

Colonel William L. Conner
District Engineer, New Orleans District
Department of the Army, Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160

Dear Colonel Conner:

The National Marine Fisheries Service (NMFS) has received your September 26, 1996, letter transmitting a summary of the draft master plan for the Bonnet Carré Spillway located in St. Charles Parish, Louisiana. We have reviewed the summary document and a copy of the master plan, which was provided at our request. The plan addresses user group conflict resolution, public health and safety, protection, conservation, and enhancement of natural, cultural, and man-made resources, and future use and development of the spillway.

Overall, the master plan is well prepared, but we do not believe management of estuarine habitats in the spillway and the use of spillway lands for mitigation projects have been adequately addressed. As such, we offer the following general comments.

Although previously altered by numerous structures and activities, spillway wetlands near Lake Pontchartrain remain one of the few wetland habitats on the south shore of Lake Pontchartrain accessible to marine fishery organisms. We are concerned that some of the proposed management techniques under the species guild method could degrade wetland functions supportive of commercially and recreationally important marine fishery species, including blue crab, gulf menhaden, and striped mullet. Specifically, water level manipulation by structural means (e.g., installation of water control structures and creation of subimpoundments) to enhance freshwater crustaceans and wildlife species could limit the ingress and egress of marine fishery organisms into spillway wetlands by restricting hydrologic connections to Lake Pontchartrain. Also, increasing water levels to benefit these target species could negatively impact vegetation health and lead to wetland loss. We recommend these potential impacts be identified and discussed in the master plan and any proposal to install such structures be evaluated in light of the potential adverse impacts to marine fishery organisms presently using the Bonnet Carré Spillway.

In discussing mitigation, the master plan states that creation or restoration of wooded habitat functions and values could be conducted as compensation for impacts resulting from other federal projects. While opportunities exist within the spillway for such restorative activities, the appropriateness of mitigation projects should be reviewed on a case-by-case basis by all interested regulatory and natural resource agencies. Federal mitigation guidelines require mitigation projects be maintained in perpetuity. Therefore, to ensure offsite impacts are fully compensated, mitigation projects should be protected from degradation by other spillway uses (e.g., authorized flood control, mining, silviculture, and recreation). The master plan should



indicate that additional compensation measures would be required if authorized spillway flooding negatively impacts mitigation projects.

Thank you for the opportunity to review and comment on the draft master plan.

Sincerely,

Rickey A. Luberman
for
Andreas Mager, Jr.
Assistant Regional Director
Habitat Conservation Division



Federal Emergency Management Agency

Region VI
Federal Regional Center
800 North Loop 288
Denton, TX 76201-3698

October 23, 1996

Mr. Michael Stout
U.S. Army COE, New Orleans District
Planning Division, CELMN-PD-RN
P.O. Box 60267
New Orleans, Louisiana 70160-0267

Dear Mr. Stout:

We are in receipt of your letter dated September 26, 1996, regarding the proposed planning project for the Bonnet Carré Spillway in St. Charles Parish. Thank you for the opportunity to review and comment on the proposed project.

According to our records, St. Charles Parish is currently participating in the National Flood Insurance Program (NFIP) with an effective Flood Insurance Rate Map (FIRM) dated June 16, 1992. The parish has adopted an appropriate floodplain management court order for issuing development permits within the identified floodplain.

Given the information provided, the proposed project is located within a delineated 100-year floodplain. The primary concern of the NFIP is to regulate development within the 100-year floodplain as delineated on the community's FIRM. Although development is permitted within the floodplain, we encourage the type of development that would not have an immediate impact or adverse effect on existing structures. Ms. Michel Vesay, the Floodplain Administrator for St. Charles Parish, should be contacted concerning development issues to ensure that the proposed project would comply with the parish's floodplain management regulations. She may be reached by calling (504) 783-5060.

Again, thank you for the opportunity to comment. If we can be of further assistance, please contact this office at (817) 898-5359.

Sincerely,

Mark D. Price
Natural Hazards
Program Specialist

State of Louisiana



M.J. "MIKE" FOSTER, JR.
GOVERNOR

JACK C. CALDWELL
SECRETARY

DEPARTMENT OF NATURAL RESOURCES

November 19, 1996

R. H. Schroeder, Jr.
Chief, Planning Division
Department of the Army
New Orleans District, Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160-0267

RE: **C960429**, Solicitation of Views
Corps of Engineers, New Orleans District
Direct Federal Action
Proposed Bonnet Carre' Spillway Management Plan
St. Charles Parish, Louisiana

Dear Mr. Schroeder:

The above referenced management plan has been reviewed by the Louisiana Coastal Management Division (CMD) and we are generally in support of the plan as outlined. However, CMD requires a Consistency Determination for all proposed Direct Federal Actions that may have effects on State wetlands or coastal waters as mandated by the 15 CFR Chapter IX, Part 930. Please prepare a Consistency Determination for our review on this project so that we can determine whether or not this project is consistent with the Louisiana Coastal Resources Program.

If there are any questions with regards this matter, please call Brian Marcks of my staff at (504) 342-7939.

Sincerely,

A handwritten signature in cursive script, appearing to read "Terry W. Howey".

Terry W. Howey
Administrator, CMD

TWH/JDH/bgm

CC: Earl Matherne, St. Charles Parish



PARISH OF ST. CHARLES

DEPARTMENT OF PLANNING & ZONING

P.O. Box 302 • Hahnville, Louisiana, 70057
(504) 783-5060 • (504) 466-1990 • Fax: (504) 783-6447

CHRIS A. TREGRE
PARISH PRESIDENT

JOSEPH P. LASSUS
DIRECTOR

November 4, 1996

Mike Stout
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Stout,

I am sorry that I was unable to attend the public hearing of October 29. The Bonnet Carre Recreation Master Plan is of great interest to me and my staff. According to Earl Matherne the meeting went very well and most of the public was happy to see something finally being done. I would like to commend the Corps for its initiative in this matter and offer whatever assistance the parish can provide in the adoption and implementation of this plan.

I would like to be kept abreast of any further modifications to the proposed plan, particularly those modifications based on the public comment of the October 29 meeting. Please take all of the comments seriously, particularly those where the Corps and Citizens Committee disagree.

Sincerely,

Chris A. Tregre
Parish President

Cc: Earl Matherne, St. Charles Parish CZMA

Rusty Rebowe, Director of Recreation



December 2, 1996

Michael Stout
U. S. Army Corps of Engineers
New Orleans District
Planning Division, CELMN-PD-RN
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Stout:

RE: BONNET CARRÉ SPILLWAY DRAFT MASTER PLAN

This will respond to U. S. Army District Engineer Colonel William L. Conner's letter dated September 26, 1996, concerning a proposed U. S. Army Corps of Engineers' master plan (the Master Plan) for the Bonnet Carré Spillway in St. Charles Parish, Louisiana.

As you may know, Shell Oil Company's (Shell) subsidiary, Shell Pipe Line Corporation owns and/or operates a number of pipelines which cross portions of the Bonnet Carré Spillway. Shell, on behalf of itself and its subsidiary and affiliated companies, respectfully requests that the Master Plan:

1. Confirm the locations of all existing pipeline corridors (pipeline corridors) crossing the Bonnet Carré Spillway,
2. Provide for the potential expansion of pipeline corridors to accommodate future pipelines, and
3. Ensure that no use incompatible with the safe operation and maintenance of pipelines is permitted within the vicinity of pipeline corridors.

If you need any additional information concerning this request or Shell's facilities within the subject area, please call Shell Pipe Line Corporation's G. W. Sanders at (713) 241-6586.

Very truly yours,



P. E. Wallace
Manager Land

GWS:jc

Attachments

Shell Oil Products Company



Two Shell Plaza
PO Box 2648
Houston TX 77252-2648

November 25, 1996

Mr. Michael Stout
Planning Division
U.S. Army Corps of Engineers
P. O. Box 60267
New Orleans, LA 70160-0267

Gentlemen:

**COMMENTS
BONNET CARRE SPILLWAY
DRAFT MASTER PLAN**

Shell Pipe Line Corporation (Shell) appreciates the opportunity to review the summary of the Draft Master Plan for the Bonnet Carre Spillway. We have not reviewed the Plan itself. Therefore, we do not know where specific actions will take place.

Shell operates several pipelines within the Bonnet Carre Spillway and would appreciate being advised of any changes in management of the Spillway that could affect these operations.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'V. K. Hatley', written over a horizontal line.

V. K. Hatley, Staff Land Agent
Transportation Engineering, Land
Shell Oil Products Company
As Agent for Shell Pipe Line Corporation

VKH:jc

cc: P. E. Wallace, Manager Land
A. L. Smith, Contract Environmental Specialist

Shell Pipe Line Corporation
J. H. Krause, Senior Land Agent

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INC.
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643 Central Avenue
Reserve, Louisiana 70084

October 29, 1996

Phone: (504) 536-4368
FAX: (504) 536-4369

*Mr. Michael Stout
Planning Division
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, LA 70160-0267*

*RE: Master Plan for Bonnet Carre' Spillway
St. Charles Parish, LA*

Dear Mr. Stout:

For over twenty years, my company has been involved with the excavation of fill from the Bonnet Carre' Spillway. Our operation which is for profit, provides a service to the general public, it provides jobs to over twenty citizens, sales tax dollars to St. Charles Parish, promotes residential and industrial growth throughout St. Charles Parish and the surrounding parishes, and helps the Corps of Engineers maintain the spillway's most important and main function - flood control, at little or no cost.

Although there is no cost for the lease of the land for me to provide this service, the cost to perform this operation is quite expensive. It requires several pieces of heavy equipment which cost hundreds of thousand of dollars.

Through the years, I have been repeatedly victimized by acts of vandalism to our equipment. I have totally lost three pieces of equipment valued at over \$325,000.00. One loss was due to theft and the other two losses were due to

Mr. Michael Stout

October 29, 1996

Page Two

arson. Additionally, I have lost thousands and thousands of dollars to other acts of vandalism, ranging from shooting up the machines with firearms (which are supposed to be prohibited in the spillway), theft of batteries, filling up tanks with sand to intentionally damage the engine, and jump-starting the equipment and operating with the intent to destroy. The most recurrent acts seem to be the shooting of the equipment with firearms and the theft of batteries.

My company reports every incident to the St. Charles Parish Sheriff's Office and to date, not one case has been solved in twenty plus years. The attitude seems to be "let your insurance company handle it". However, a very small percentage of these acts of vandalism are covered by insurance because of the high deductible I must carry in order for my insurance to be affordable. In fact, several years back, I was dropped by a carrier because of the number of losses we reported to them.

I think that it is safe to assume that young people allowed to "hang out" in the spillway after curfew and the inability of the St. Charles Parish Sheriff's Office to control the use of firearms in the spillway a major cause of the problems that I have encountered. Obviously, property damage is not grabbing their attention, but it is just a matter of time before someone will be seriously and/or fatally hurt if this type of activity is allowed to continue. I think that the public officials of St. Charles Parish need to take into consideration how much revenue they gain in sales tax dollars with my operation in the Bonnet Carre' Spillway and be a little more cooperative with investigating these acts of violence.

I trust that the Master Plan addresses these type of problems so that I along with other contractors can continue our livelihoods which in turn benefits both St. Charles Parish and the Corps of Engineers.

*Mr. Michael Stout
October 29, 1996
Page Three*

I welcome the opportunity to discuss my situation with you in greater detail and look forward to hearing from you soon.

Sincerely,

A handwritten signature in black ink, reading "Michael D. Scioneaux". The signature is written in a cursive, flowing style with a large initial "M".

*Michael D. Scioneaux
President*

MDS:cs

cc: Sheriff Greg Champagne

ROBERT D. PURVES
3409 HENICAN PL.
METAIRIE, LA 70003-1503

(504) 887-9305

October 30, 1996

Michael Stout
Planning Division
U.S. Army Corps of Engineers
New Orleans District
P. O. Box 60267
New Orleans, Louisiana 70160-0267

Subject: Bonnet Carre Spillway Draft Master Plan

Dear Mr. Stout,

I was in attendance at the Public Hearing Meeting regarding the above subject held at Destrehan High School on October 29. I met with you briefly prior to the start of the meeting.

I have been a regular user of the Spillway since 1959 and during this period have visited the area approximately 2-3 times a month. My activities have included 4x4 trucks, dirt bikes and I currently ride an ATV. My concerns now are what your plans are for these particular activities.

Throughout the many years that I have enjoyed the use of the Spillway, let me say that I have never once had any unpleasant encounter or confrontation with any of the other people who use the Spillway.

The small area south of highway 61 which you have set aside in your Master Plan for motorcycles and ATV use is unacceptable. Aside from the sand roads which you could use with your family car, this area consists mostly of ponds which are more suitable for training dogs. This area would provide no enjoyment or challenge for an ATV rider.

I agree completely with the comments and suggestions made by speakers Mr. Tim Boles, Mr. Joey Keller and Mr. Harris Duhe. The one-way closed loop bordering the upper and lower sections north of highway 61 by the three above speakers is an excellent idea. These trails which have been in existence for about 15 years were made by the motorcycle and ATV riders and are only accessible by these machines. These trails are unusable for any other

Michael Stout

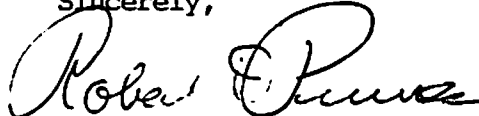
Page 2

activity. I cannot envision any conflicts by the continued use of these trails by motorcycles and ATV's.

I am requesting that you reconsider your Master Plan to include the above suggestions. If I can, in any way, be of some assistance please do not hesitate to contact me.

Thank you for this opportunity to voice my opinion.

Sincerely,



ROBERT D. PURVES

cc: Tim Boles
Joey Keller
Harris Duhe

NOVEMBER 8, 1996

MICHEAL STOUT
PLANNING DIVISION
U.S. ARMY CORP OF ENGINEERS
NEW ORLEANS DISTRICT
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

SUBJECT: DIVIDING UP THE SPILLWAY
BONNET CARRE SPILLWAY DRAFT MASTER PLAN

THE ARMY CORP OF ENGINEERS PLAN TO DIVIDE THE BONNET CARRE SPILLWAY AMONG THE MANY RECREATIONAL USERS IS ADMIRABLE, BUT ALL INTERESTED GROUPS MUST AGREE ON ONE THING: "ALL" PEOPLE NEED SPACE TO RECREATE.

THE MEMBERS OF THE GREATER NEW ORLEANS TRAILRIDERS ASSOCIATION HAVE PROPOSED TO THE CORP OF ENGINEERS A ONE OR TWO-WAY TRAIL SYSTEM, UTILIZING THE EXISTING ATV TRAILS THAT WERE MADE 15 YEARS AGO. THE PROPOSED TRAIL WOULD BORDER THE UPPER ANND LOWER SUCTION CANALS AND AIRLINE HIGHWAY AND LAKE PONTCHARTRAIN. THIS LOW-IMPACT LOOP WOULD BE MAINTAINED BY THE GNOTRA, WITH CONSTRUCTION/MAINTENANCE FUNDS PROVIDED THROUGH THE NATIONAL RECREATIONAL TRAILS FUNDS ACT, "SIMM'S ACT" FOR WHICH \$343,049.00 HAS BEEN ALLOCATED TO LOUISIANA, AS WELL AS WITH DONATIONS FROM OUR CLUB AND OTHER PRIVATE ORGANIZATIONS.

THE OTHER GROUPS VYING FOR DEDICATED AREAS IN THE SPILLWAY HAVE ALTERNATIVE VENUES IN SOUTHEAST LOUISIANA TO ENJOY, BUT ALL-TERRAIN VEHICLES AND MOTORCYCLES CAN ONLY LEGALLY RIDE IN THE SPILLWAY. WE FEEL THERE IS ROOM ENOUGH FOR ALL. ALTHOUGH SOME OTHER GROUPS FEEL THAT ALL ATVS AND MOTORCYCLES ARE INTRUSIVE, THE THOUSANDS OF OFF-ROADING ENTHUSIASTS IN THIS AREA COULD FEEL THE SAME WAY TOWARDS THE OTHER GROUPS, YET WE ARE NOT ASKING FOR THESE GROUPS TO BE BANNED OR CONFINED TO SOME SMALL AREA. THE SPILLWAY IS VISITED BY THOUSANDS OF OFF-ROADERS WHO LIVE IN THE NEW ORLEANS AND BATON ROUGE AREAS, MANY OF WHOM ARE UNAWARE OF THESE PLANS OR WHAT IS AT STAKE. THEY ASSUME THE SPILLWAY WILL ALWAYS BE AVAILABLE TO THEM.

OFF-ROADERS PAY SALES TAXES, USE TAXES AND GASOLINE TAXES. OUR TAX DOLLARS ARE CURRENTLY BEING USED FOR OTHER GOVERNMENT PROGRAMS. WE FEEL THAT LOUISIANA OFF-ROADERS DESERVE SOME PORTION OF THESE TAXES BE SPENT ON DEVELOPING/MAINTAINING THESE TRAILS IN THE SPILLWAY. THE SPILLWAY TRAILS COULD BECOME A TOURIST ATTRACTION FOR OUT-OF-STATE VISITORS, CREATING MORE JOBS, BRINGING ADDITIONAL TAX REVENUES TO THE STATE AS WELL AS ST. CHARLES AND OTHER AREA PARISHES.

BRING ON THE REGULATIONS AND RESTRICTIONS, BUT PLEASE DON'T FORCE US OUT OR INTO A SMALL AREA. A SMALL AREA WOULD ONLY CAUSE MORE ACCIDENTS AND LIMIT USAGE OF THE SPILLWAY. OTHER STATES, NAMELY MISSISSIPPI AND ALABAMA, HAVE BEEN DEVELOPING "MANAGED" TRAILS THROUGHOUT THEIR STATES FOR YEARS, AND MANY LOUISIANA ATV AND MOTOR-CYCLE ENTHUSIASTS TRAVEL THERE AND SPEND THEIR MONEY THERE. THE SPILLWAY ACTIVITIES WILL CHANGE, BUT ALL RECREATIONAL ACTIVITIES NEED TO HAVE A PLACE TO OCCUR. THE RECREATIONAL PUBLIC, NOT JUST HUNTERS OR FISHERMAN, SHOULD BE ABLE TO ENJOY THE SPILLWAY FOR MANY MORE YEARS.

REGARDS,

Tim Boles

TIM BOLES, BELLE CHASSE
GREATER NEW ORLEANS TRAIL RIDERS ASSOCIATION

133 Ormond Meadows
Destrehan, LA 70017
November 11, 1986

Michael Stout
Planning Division
U.S. Army Corps of Engineers-New Orleans District
P.O. Box 60267
New Orleans, LA 70160

Dear Mr. Stout,

I was not able to attend the October 20th meeting at Destrehan high school, concerning the future regulated use of the Bonne Carre Spillway near Norco, but did read the article in the October 31st St. Charles Herald-Guide about the meeting.

First, I would like to sincerely thank you providing a comment period though Nov. 29, for the public as well as government agencies to make comments and suggestions.

I am a native of Norco, and grew up using the spillway for hunting, fishing, and motorcycle riding. I do think the appointment of a park ranger to oversee and manage the spillway is a good idea.

I understand that uncontrolled usage of the spillway has led to conflicts between individuals. However, I am concerned that swinging the pendulum all the way to the right (i.e. total segregation of the spillway), is not the wisest way to manage the spillway.

I realize there are probably uses of the spillway that are directly incompatible, and do result in conflicts. Water-skiing and fishing sportsman are not compatible. Dog Trainers and motorcycles do not mix well. Natural segregation has taken place, and the plan in these cases, formally confirms and dedicates these areas to certain usage. Those being the upper-suction for sport-fishing, lower-suction for water-skiing, an area near the locks for dog-training and model-airplane flying.

However, restricting all motorcycles to south of U.S. highway 61, does concerns me greatly.

There are basically two types of motorcyclist who enjoy riding in the spillway, moto-cross riders and trail riders. Moto-cross riders enjoy riding around dirt tracks, and many have traditionally rode in the area directly south of U.S. highway 61 on the Norco side. However, I and most trail riders avoid this area, (1) because our recreation is wooded trail riding (2) because this area is usually very congested and fast-paced, due to the nature of moto-cross riding.

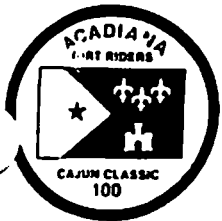
Most of the wooded areas, and hence the trails are not located in the area south of U.S. highway 61, and restricting all motorcycles to this area would practically abolish my privilege and enjoyment of trail riding, which I have done since a teen-ager. The popular trails ridden, are located on the east side of the lower suction, the west side of the lower suction, and the west side of the upper suction.

I have always enjoyed the freedom of the spillway, and growing up here. Riding those trails are important to me, and others who enjoy trail riding. I have always show respect for others in the area, and that has been reciprocated. Before segregating all areas of the spillway, I would strongly urge you to consider a less drastic plan initially.

Please consider first only formally dedicating (segregating) areas which have had a natural segregation in the past, as previously mentioned. I think that this, along with the presence of a park ranger, will result in a more controlled usage of the spillway, without needlessly taking away the freedom and privileges enjoyed by all in the past.

Sincerely yours,

Michael M. Mire
Michael M. Mire



Acadiana Dirt Riders, Inc.

P.O. Box 4731
Lafayette, Louisiana 70504

RECEIVED
NOV 27 1996



Mr. Michael Stout
Planning Division
U.S. Corps of Engineers
New Orleans District
P.O. Box 60267

CELMN-PD-RN

Subject: Draft Master Plan, Bonnet Carre' Spillway

Dear Mr. Stout,

We disagree with the proposed draft master plan as it pertains to off-road recreation.

Located less than a one hour drive from New Orleans, Houma, Baton Rouge and Hammond the spillway is an important area to the southeast Louisiana off-road enthusiast. Recent U.S. Corps of Engineers recreation surveys estimate an annual visitation of 250,000 recreationalist. A visit to the spillway on any given weekend will quickly show who the majority of these visitors are and what they enjoy doing. While many diverse forms of recreation occur in the spillway none seem as popular as driving off-road vehicles. This is no surprise considering Louisiana has over 65,000 registered off-road motorcycles and all-terrain vehicles (La. Dept. of public Safety, Oct. 1996). The number of families and individuals discovering and enjoying off-road recreation will continue to increase. Other federal land managers recognize this and incooperate off-road recreation into their plans without the restrictions proposed in the spillway master plan.

In a recent USDA Forest Service memo Forest Service Chief Jack Ward Thomas instructed his regional foresters as follows: "Off-road vehicle driving is an activity that 19.5% of the US population has participated in at least once in the last 12 months. This figure is expected to grow to 25% of the population in the next 50 years. As land managers we have the responsibility to manage this activity. We can start by acknowledging that motorized use is an acceptable form of recreation and make efforts to provide this opportunity whenever possible." Chief Thomas went on to encourage his foresters to include motorized recreation in their training plans. He also cautioned against reducing or prohibiting motorized use. Chief Thomas states "This approach (reducing or prohibiting motorized use) can cause more impact as increasing numbers utilize smaller areas."

In addition to the proposed "temporary prohibition of off-road vehicles" off-roaders are concerned about the fairness of the cost share and maintenance clauses contained in the master plan. According to the plan off-road enthusiast will be required to match

50% of implementation cost and assume all future maintenance cost of any off-road vehicle riding area or trail system located in the spillway. The master plan does NOT apply this restriction to all other forms of recreation currently enjoyed in the Bonnet Carre' spillway. Although probably not intended to be prohibitive or discriminatory the cost share and maintenance clauses are. In addition, these restrictions do not apply on other properties managed by the Corps of Engineers. The Corps manages extensive off-road trail systems in Arkansas and do not require matching or maintenance funds from recreation groups. Neither does the USDA Forest Service. Both agencies do however solicit for and receive thousands of volunteer labor hours from enthusiasts. These volunteer hours are matched with funds from the federal government, not the other way around as proposed in the Spillway Master Plan.

The management of the Bonnet Carre' Spillway is about taking a holistic approach that includes management for multiple uses. The task is to develop the skills to manage the spillway while including the need and desires of the people who use it. The challenge before the Corps of Engineers is to insure that all users of the spillway receive fair and equitable treatment.

Sincerely

The Acadiana Dirt Riders Inc.

Incorporated in 1979, the Acadiana Dirt Riders are avid off-road enthusiasts. The ADR consist of member families and individuals from south and central Louisiana. The ADR are largely credited for the layout and construction of the 90 mile Claiborne Multiple Use Trail in Rapids Parish. The ADR were also responsible for garnering \$696,000.00 dollars of the National Recreational Trails Fund for Louisiana.

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CE-MI-PC 11

Mr. Stout

Enclosed are some thoughts and recommendations regarding the Draft Spillway Master Plan. I apologize for this hand written version. Please forgive my spelling & grammar.

Finding: Off road vehicle use is recognized in the plan as being extensive, yet the suggested designated area is very small. This will increase your over-use problem and also your safety problems.

Recommend: Consider a larger (much) area for Off road Vehicle use. US Forest Service has long recognized that too small an area results in increase environmental impact & safety problems. The area proposed will literally be swamped with users. Aside from an open riding area, consider a trail system in addition to the open riding area. If the trail proposed by the Greater New Orleans Trail Riders is unacceptable then a trail around the dry area between Humboldt and the River may be better. Don't overlook the possibility of users sharing areas either.

Finching On-site management
The spillway has been in need
of systematic recreation management.

Recommend: In addition to resource management
training, this "on site" manager
should have recreation training
as well. This will help them
understand better the desired
recreational experience of spillway
users. Several good work steps
are available for managers
who deal with off road enthusiasts.

Finching Dog Trail Area.
This area appear to big for
the number of users anticipated.

Recommend: Reduce this area to less
acreage. ~~which~~ This will allow
for an increase of other areas.
Specifically OTHV (off-highway vehicle)

Finching: Avoid dividing up the spillway
as much as possible. Encourage
"shared use" by compatible users.
Recommend: Divide recreation into specific areas

Finding

Proposed cost share requirements are biased against motorized. Local sponsors will take time to puture and may result in long term prohibition of OHV use. In addition a co-sponsored project may be literally "washed away."

Recommend: Achieve cost sharing through "Volunteer development" This is a proven method. Several OHV groups have active cost share agreements with the USFS (Mde Miller). Secondly, in the interest of fairness the cost share provisions should be applied to all user groups or dropped entirely.

Finding: Noise Buffer Zone may be larger than necessary. I can't see the need to protect the Shell Plant from noise, smell or light.

Recommend: Decrease size of Noise Buffer to the area between KC Southern and the Ill. Central Railway = Prohibit any on road OHV & vehicle use on levees. This will also help with levee erosion.

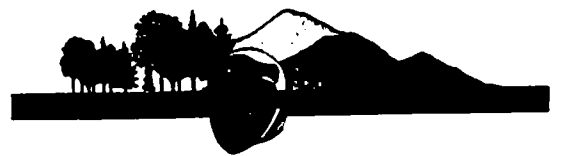
Suggestions: Seek a categorical exclusion for
an Environmental Assessment (EA) for
the trail proposed by the
Greater New Orleans Trail riders. This
may be possible due to the alluvium
deposits.

Avoid temporary and long term
prohibition if at all possible.

Consider allowing ATV's in 4WD
Truck area. These uses are most
often compatible.

Swaps prepared ATV and dog trail
areas. ATV use is much higher
in demand. Dog training isn't
even Top 20 (LA SCOP) / ATV
riding is 6th or so.

Thank
Jim Barrett



NATIONAL OFF-HIGHWAY VEHICLE CONSERVATION COUNCIL

Jim Barrett

Louisiana State Representative

4142 Southdown Mandalay Rd. (504) 851-5356
Houma, LA 70360 FAX (504) 872-9596

RECEIVED
MAY 12 1995

CELMN-PC RM

Mr. Michael Stout
Planning Division
U.S. Corps of Engineers
New Orleans District
P.O. Box 60267

Subject: Draft Master Plan, Bonnet Carre' Spillway

Dear Mr. Stout,

I would like to comment on the proposed plans to manage the activities in the Bonnet Carre' Spillway as it pertains to off-road motorcycles and all terrain vehicles.

The spillway has always provided an area near enough to make an enjoyable day of off-road riding. Due to the growing number of outdoor recreationalists, and the limited area available, the spillway project is very important to all users. An acceptable plan to manage activities and develop recreational opportunities should not be objectionable to responsible users.

I have enjoyed and promoted off-road recreation for the past 20+ yrs. and I now serve as the Vice President of the Cajun Cycle Riders Club of Thibodaux, LA. If our club can be of assistance please contact Robert Lamartina or myself at the addresses shown below.

Sincerely,

Don Aucoin
100 Pecan Grove Dr.
Thibodaux, LA 70301
Ph. 504-526-8862

Robert Lamartina
425 Abby Rd.
Thibodaux, LA 70301
Ph. 504-446-3560

13 Parlange Drive
Destrehan, LA 70047
November 13, 1996

Mr. Michael Stout
Planning Division
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160

Dear Mr. Stout:

As a member of the St. Charles Parish Bonnet Carre Spillway Committee since its inception on September 25, 1991, I have been personally involved with the development of the proposal submitted to your office related to the recommended uses of the spillway. I personally disagree with a few of the recommendations and wish to document my opinion.

The first area of disagreement is the proposal to reserve the west canal for fishing and the east canal for skiing and other watercraft activities. The spillway is for all practical purposes the only safe suitable area for water skiing and personal watercraft in the New Orleans area, south of Lake Pontchartrain. On the other hand there are extensive waterways in the same area suitable for fishing. I strongly believe that limiting these activities to the east canal will significantly increase the hazard to those involved due to the increased congestion. I recommend that the current unrestricted use of these canals be continued, which will still allow for unhindered fishing during most of the year, other than the summer months.

The second area of disagreement is the proposal for restricting motorcycles and other offroad vehicles. Like skiing, the spillway is for all practical purposes the only suitable area for off road vehicles the New Orleans area, south of Lake Pontchartrain. While I appreciate the need to provide a safe area for other activities, restricting these vehicles to a relatively small area will also increase the danger to those involved. As you are probably aware, there has already been one fatality due to motorcycles colliding.

I recommend the following restrictions:

Motorcycles and off road vehicles are restricted only that they shall not be ridden/driven:

- Within xxx feet of the residential areas adjacent to the spillway.
- In or around the designated camping areas after sundown.
- On the sides of any levee.

- Faster than the posted speed limit on any marked road, or faster than 30 mph on any unmarked road.
- In a reckless or unsafe manner.
- In any areas where they will or could interfere with other ongoing activities such as camping, dog training, horse back riding, etc.
- In any areas specially posted for special events.

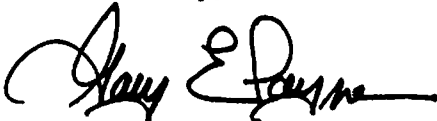
I presented these same recommendations when the Bonnet Carre' Citizens Advisory Committee "Final Recommendations" were being prepared during the 1991 and 1994 time period but there were considerably more hunters, fishermen, and dog trainers on the committee than water skiers or off road vehicle enthusiast and I don't feel these two activities were fairly represented or considered by the committee.

In addition, when the committee met on January 20, 1994 at the Courthouse Annex in New Sarpy, LA the "Final Recommendations" indicated that the motorcycles would be restricted to a larger area "Between Highway 61 and Lake Pontchartrain, extending westward from the Borrow Canal paralleling the East Guide Levee 100 feet west bank of the Borrow Canal". I am not aware of any meeting held by the Citizens Advisory Committee after that date where we voted or agreed to relocate this activity to the smaller area south of Highway 61.

In summary, I do not feel that the best interest of the public have been considered in the proposed Master Plan. It appears that the planners simply chose to section off certain areas and designate them for limited public use instead of regulating the many public uses which have successfully co-existed since the spillway was constructed.

I can be reached during business hours at 739-6566 and would welcome the chance to discuss these matters with you personally.

Sincerely,



Gary E. Payne

cc:

Mr. Ron Phillips
Councilman, St. Charles Parish

5425 Rebecca Blvd.
Kenner, LA 70065
November 18, 1996

Mr. Michael Stout
Planning Div.
U.S. Army Corp of Engineers
New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Stout
Re: Bonnet Carre Spillway Draft Master Plan

According to the draft dated Sept. 1996, there is no provision for bird hunting or clay target shooting.

The hunting of game birds such as doves, snipe, and waterfowl during their respective seasons (late fall and winter) within the low density areas between Hwy. 61 and the Mississippi River and 1000' away from levees and roads; along with target shooting at clay targets, restricted to shotguns only, utilizing shot sizes smaller than #2 steel or #7½ lead, represents a significant recreational opportunity to the citizens of this area.

This opportunity should not be denied without addressing regulations to allow it's continued existance in a safe manner.

I have personally hunted doves and snipe for the last ten years in these areas. During this time I have encountered no territorial disputes with persons engaged in any other activities.

At the times that hunting seasons are open, there is little or no recreational activity other than hunting taking place. Often I do not even see anyone else.

These areas offer hunting opportunities to young people with limited time and resources and no other opportunities. Most of the hunters that utilize the spillway, fall into this category.

Additionally these areas are utilized by persons shooting clay targets with shotguns. Principally, parents teaching their children to shoot and groups of friends and families participating in the sport of clay target shooting.

The spillway represents the only public location in this area where a parent can take a child to practice and enjoy on an informal basis and at a reasonable cost, *clay target shooting,*

Since the total distance travelled by shotgun pellets is less than 1000', it would not be difficult to incorporate these activities into the plan and provide another safe recreational activity. To my knowledge there has not been a single accident with injury, involving a shotgun with bird size shot, related to hunting or clay target shooting, in the Spillway.

The Louisiana Wildlife & Fisheries Commission advertizes for fields to lease from private landowners which they then prepare as dove hunting fields open to the public. Some of these fields are restricted to youth hunters only.

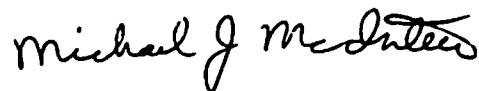
The Spillway is an ideal location for such fields. The possibility of developing these recreational opportunities in conjunction with the La.W.F. Dept. should be explored.

Similarly, the La. W.F. Dept. operates clay target ranges on its wildlife management areas. The possibility of developing such a range in the Spillway should be explored.

Thank you for the opportunity to contribute to the development of this plan.

Please do not miss the opportunity of including the recreational aspects of shotgun shooting in the Spillway. There are many people (particularly young people) who currently utilize the Spillway for this type of recreation and many others who would ; once a well defined plan is developed.

Sincerely,



Michael J. McInteer

cc: Jimmy Jenkins
La. Dept. WLF

S. P. Landry, Jr., P.E.
501 Pine Street
Norco, LA 70079

November 13, 1996

Mr. Michael Stout
Planning Division
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

Re: Comments - Bonnet Carre Spillway
Draft Master Plan

Dear Mr. Stout:

I want to thank you for the second-to-last copy of the master plan, and I enjoyed my short meeting with you on Tuesday.

The following are my comments:

- Trucks hauling river sand out of the spillway during dry weather raise a lot of dust in the vicinity of the lower guide levee - more than enough to obscure driving vision on the Highway 61 bridge. In fact, I have crossed the bridge when the visibility has been zero near the eastern approach. As far as I can tell, the sand haulers do not sprinkle the roads with water trucks during hauling in dry weather. In addition, if the wind is right, this dust is blown over Norco.
- Regarding all-terrain vehicles, on weekends these ATV clubs congregate on the south side of the east Highway 61 abutment. These machines and "dirt bikes" create a lot of noise and also contribute to the Norco community's noise problem. By the way, I own a Honda ATV which I keep up at my farm in East Feliciana Parish where I use it to service deer feeders. There are labels all over it advising that the rider must be at least 16 years old and that the operator should not ride double. I do not allow visitors to ride, nor do I allow visitors to bring theirs to ride on my place. You see, insurance companies will not insure these vehicles under any conditions. I hope the Corps will relocate the ATV play area away from the neighborhood. As to the non-insurability of these ATV's, well, the Corps of Engineers has "deep pockets, don't they?"
- We, who live near the spillway, are bothered by gunfire, especially at night and early in the morning. In fact, some residents in Norco who have two-story homes have been known to move downstairs to sleep when the barrage begins. The sheriff has been called on a few occasions, but to my knowledge nothing was done and no arrests were made. A few months ago, my wife and I were boating in the canal along the

lower guide levee. We heard gunfire and determined that the shots were coming from the area between the canal and the lower guide levee. I had a portable phone, and we called 911. As far as we know, the police did not investigate.

It was a pleasure talking with you yesterday, and we are pleased that the Corps of Engineers will be taking over the management of the Bonnet Carre Spillway.

Respectfully,

A handwritten signature in cursive script, appearing to read "Sam Landry", followed by a horizontal line.

Dear Mr. Stout

I would like to let you know I am in favor of the plan as presented on Oct. 29, 1996 for the Bonnet Carre Spillway.

But on the issue of wildlife, I want to mention that it is unlawful to possess or discharge any ammunition that is legal for the taking of whitetail deer. Would you add to the plan a designation that the spillway would only allow bowhunting for deer, as per parish ordinance 91-6-7 allowing only shotguns with fineshot legal in spillway.

Sincerely,

Sam J. Carruth

Dear Mr. Stout

I would like to let you know I am in favor of the plan as presented on Oct. 29, 1996 for the Bonnet Carre Spillway.

But on the issue of wildlife, I want to mention that it is unlawful to possess or discharge any ammunition that is legal for the taking of whitetail deer. Would you add to the plan a designation that the spillway would only allow bowhunting for deer, as per parish ordinance 91-8-7 allowing only shotguns with fineshot legal in spillway.

Sincerely, *Wayne A. Caranni*

Dear Mr. Stout

I would like to let you know I am in favor of the plan as presented on Oct. 29, 1996
for the Bonnet Carre Spillway.

Sincerely,

Leroy Hymel

Dear Mr. Stout

I would like to thank you for your time in letting the citizens of St. Charles Parish learn about the Corps plans for the Bonnet Carre Spillway. I am in favor of the plan as presented on Oct. 29, 1996.

The plan seemed to try to appease all user groups in the Bonnet Carre Spillway. I especially appreciated that the 4WD and the ATV users would have separate areas and not crowded together. The fact that both these areas are outside the wooded areas is important for fish and wildlife enhancement.

On the wildlife issue I would like to mention the St. Charles Ordinance which I have attached. It states it is unlawful to possess or discharge any ammunition that is legal for taking whitetail deer in Louisiana. I propose that you make this a bowhunting only area for deer. This would make it much easier on the Ranger and Game Wardens for enforcement purposes. Also on wildlife I would like to mention that for the last 3 years in Feb. and March, my family has been going to the spillway to catch sightings of bald eagles. The eagles nest in Hahnville and east of the spillway and are frequently seen in the spillway.

After doing reasearch I discovered there is an Executive Order #11644 and a Corps mandate ER1130-2-405 that pretains to the use of off road vehicles on corps projects. These need to be followed pretaining to where the ATV area should be. Keep them out of wildlife area.

I was also pleased to see that there are plans to place a safe channel into the lake. It did not show it connecting to the launch between I-10. Please note this and try to have it connect to the launch between I-10 because at persent the lake has silted in much of the area from the launch to the area you show the safe channel to be located.

Thanks for your time.

Sincerely,

Curt Hyme

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SPILLWAY RESPONSE

(In response to "SPILLWAY SHOULD BE FOR ALL" I would like to say I am in favor of the Corps plan. The plan dedicated the wooded area for wildlife, another area to ATVS and dirt bikes, another to 4WD vehicles, an area for fishing and another for boating.

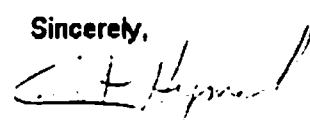
Please ask around, a major problem in the area pertains to ATVS and dirt bikes riding on levees, passing cars and trucks at high speeds, pulling in front of vehicles, destroying the protective grasses on the levees and destroying the roads when they are wet.

The low impact loop Mr. Boles proposed is not. The path effects fisherman on the banks as well as on the water. If you want to see what they consider low impact check out their pictures in magazines. They are usually covered with mud from the area they just destroyed by riding through it.

I fully support the Corps proposal. The plan try's to have a separate area for each group to enjoy their form of recreation.)

This is the letter I discussed with you on 11-27-98. I would appreciate it if you could keep the 4WD and ATVS and DIRTBIKES from destroying the roads when they get wet. As I mentioned the roads were in terrible shape from the mentioned groups playing on them. The spillway is for all citizens to enjoy not for a select few to destroy while enjoying their form of recreation.

Sincerely,



[Faint handwritten text, possibly a name and address]

SPILLWAY RESPONSE

IN RESPONSE TO "SPILLWAY SHOULD BE FOR ALL TAKE A MOMENT AND REFLECT BACK TO THE VERY BEGINING OF THE MEETING WHEN MR. MIKE STOUT SAID, ATVS WOULD BE RESTRICTED TO A CERTAIN AREA. HIS REASON FOR THIS IS EXECUTIVE ORDER 11644 SIGNED 2-8-72 BY THEN PRESIDENT RICHARD NIXON AND CORP OF ENGINEERS ER 1130-2-405 WHICH TELLS HIM HOW HE MUST HANDLE THE ATVS ON CORPS PROJECTS..


THE PROPOSED PLANS DEDICATE ALL WOODED AREAS NORTH OF AIRLINE HIGHWAY TO WILDLIFE AND THE ENHANCEMENT OF WILDLIFE. I THINK IT IS VERY SELFISH ON THE PART OF THE GREATER NEW ORLEANS TRAIL RIDERS ASSOCIATION TO SAY THEY ARE ASKING FOR A SMALL PART OF THE SPILLWAY WHEN IN FACT YOU ARE ASKING FOR AN AREA EQUIVALENT TO HALF OF THE SPILLWAY.

PLEASE ASK AROUND AND YOU WILL SEE THAT THE REASON FOR THIS RECONSTRUCTION IS DUE TO PEOPLE ON ALL TERRAIN VECHICLES AND DIRT BIKES. THE CONSTANT RIDING ON LEVEES, PASSING PEOPLE RIDING IN CARS AND TRUCKS ON BOTH SIDES OF THE ROAD AT ALL SPEEDS, PULLING OUT IN FRONT OF PEOPLE PASSING THROUGH, DESTROYING THE PICNIC AREA AS WELL AS THE PROTECTIVE GRASS ON THE LEVEES AND THE LIST GOES ON.

THE LOW IMPACT LOOP MR. BOLES PROPOSED IS ANY THING BUT LOW IMPACT, THE PATH HE PROPOSED AFFECTS EVERYONE, PEOPLE FISHING ON THE BANK ALONG THE SUCTIONS, PEOPLE HUNTING IN THE WOODS, AND ANY ONE ELSE THAT DRIVES NORTH OF THE AIRLINE HIGHWAY.

THIS IS EXACTLY WHAT HAPPENS WHEN A RESOURCE IS ABUSED TO THE EXTENT THAT IS HAS WITH FOUR WHEELERS, THREE WHEELERS AND DIRT BIKES.

I FULLY SUPPORT THE PROPOSAL MADE AT THE MEETING WHICH GIVES THE UNMENTIONED WILDLIFE A CHANCE TO HAVE A HOME THAT ALL TERRAIN VECHICLES CAN NOT RUN THROUGH.. IF I HAD THE BACKING OF THE NATIONAL RECREATION TRAILS FUNDS ACT, "THE SIMMS ACT" WHICH ALLOCATED \$343,049 DOLLARS I WOULD DEFINETLY SEE IF THE TRAIL RIDERS ASSOCIATION COULD BUY OR LEASE PROPERTY TO BUILD A TRAIL FOR THEIR MEMBERSHIP.


Brian A. NAQUIN

11-15-96

Attachment 3.
Newspaper Articles and Opinions



These days, quiet picnics at the Bonne Carre Spillway are often disturbed by the buzz of motorcycles or all-terrain vehicles. The Army Corps of Engineers' new master plan would separate the bird watchers from the hunters and the water skiers from the fishers.

Spillway to become more fun

Corps' new plan partitions recreation in Bonnet Carre

By RHONDA BELL
River Parishes bureau

Picture this: A uniformed park ranger patrolling a 7,623-acre nature preserve where motorcyclists, water skiers, the orange-crowned warbler and the eastern hog-nosed snake can co-exist in harmony.

Sound impossible?

When it comes to the Bonnet Carre Spillway in Norco, all the Army Corps of Engineers is saying is give peace a chance.

The spillway often resembles a war zone, where factions fight for recreational space in an area that for 60 years has served as more of an amusement park than a flood-control device.

After five years of studying the spillway's problems, the corps has released a master plan that would for the first time bring law and order to the floodway, which stretches 5.7 miles from the Mississippi River to Lake Pontchartrain.

"After 60 years of use, we have the advantage of knowing what the problems are," said Michael Stout, the corps' study manager. "There's too much going on at once with no restrictions. With this plan, people who ride motorcycles won't be able to ride the levee and disturb the areas of Norco or bother people trying to fish or watch birds. Some groups will feel like they're getting their

wings clipped, but we're trying real hard to bring order without disturbing everybody's activities too much."

The biggest change is the addition early next year of a full-time park ranger, who will be charged with overseeing the activities of the estimated 250,000 spillway visits each year.

"The big difference is that people are going to notice more of a Corps of Engineers presence," Stout said.

"They will see the corps ranger in his vehicle going through the spillway. He is not really a policeman but more an aid for visitor assistance."

Among the most visual changes will be separate zones for water skiing, boating and fishing, motorcycling, four-wheeling,

biking and hunting. The plan, which also includes a nature trail and bike path in the cypress swamp, would relegate water skiers to the lower canal and fishers to the upper canal. The zoning, estimated to cost about \$312,500, was first pitched by a citizens committee two years ago.

Joey Keller, a committee member who owns an Airline Highway motorcycle shop, said he's glad the corps is plowing ahead. The spillway's openness is simultaneously exhilarating and dangerous, Keller said.

"I've seen quite a few accidents out there including one where one guy died after he broke his



STAFF MAP

neck," he said. "This plan would separate the motorcycles from the four-wheelers. Right now, there's really no control over anything out there."

At first glance, Keller said he has a couple of quibbles with the master study because the corps' recommended motorcycling area is on the spillway's smaller side south of Airline Highway. The citizens committee recommended placing the motorcycle track on the spillway's north side, which is closer to the lake.

But parish officials say the corps' involvement in monitoring the floodway is going to make their job a lot easier. On 29 leased acres in the spillway, the parish has picnic facilities and two popular boat launches.

"It's going to bring a lot of structure that is needed out there," said Rusty Rebore, St. Charles' director of Parks and Recreation. "We really like the

idea of the park rangers because the place really needs supervision. I think more local people will use it once it's more structured."

Stout says the corps has wanted to maximize the use of the spillway for decades because its recreational use far exceeds its operational use. Built to divert river water during flood threats, the spillway has been pressed into service only seven times.

The plan is the second wave of introducing controls to the floodway. In April, St. Charles Parish Council members approved a 10 p.m. to 5 a.m. curfew to help reduce vandalism and other crimes there. A public hearing is scheduled on the corps' plan at 7 p.m. Oct. 29 at Destrehan High School.

"We know the Bonnet Carre can be so much more," Stout said. "We're working to expand those benefits but at the same time our biggest concern is public health and safety."

The Times-Picayune

W E D N E S D A Y

Disparate spillway fans having a say in plans

Corps collects public opinion

By RHONDA BELL
River-Parishes bureau

Historic preservationists, motorcyclists, all-terrain vehicle enthusiasts and hunters converged at Destrehan High School Tuesday to discuss plans to tame the Bonnet Carre Spillway in Norco. Plans by the Army Corps of Engineers to divide the

7,623-acre spillway into separate recreational zones has irked some longtime patrons of the spillway who say it is one of the last open spaces in southeast Louisiana. The 60-year-old federal spillway draws a quarter million visitors each year. Recreational use of the structure far exceeds operational use since it has been pressed into service only seven times to protect New Orleans during flood threats.

Corps officials spent the better part of Tuesday's public hearing soothing fears that the St.

Charles Parish getaway will be lost. Early next year, the corps plans to add a uniformed ranger to patrol the spillway.

"We like it the way it is," said Tim Boles, 42, of Belle Chasse, a member of the Greater New Orleans Trailrider Association, which is among the spillway's most frequent users. Boles and his fellow riders don't like the proposed area near the Mississippi River that the corps wants to designate for motorcycles and

See PLANS, A-8

all-terrain vehicles. "Don't corner us into one tiny place. We're there because we like the openness. They're robbing us our rights."

But Clarence Triche, 32, of La Place, a fellow all-terrain vehicle hobbyist, said he understands that some controls are needed. Triche said he saw a double fatal accident when two motorcyclists collided in midair while performing reckless feats.

"We definitely need some organization out there," Triche said. "But I agree we need a bigger area to use."

Mike Stout, project manager for the corps' master plan, said Triche's concerns are exactly what the corps is trying to address.

The corps plowed into its master plan five years ago after a St. Charles Parish citizens committee proposed sectioning off the vast spillway that runs 6.7 miles from the Mississippi to Lake Pontchartrain. Recreational groups have clashed for years because the area — part amusement park, part nature preserve — has no inner boundaries. To aid the Sheriff's Office in patrolling the spillway, Parish Council members this year established a 10 p.m. to 6 a.m. curfew, in hopes of cutting down on illegal dumping and vandalism.

St. Charles Councilman Gansler "Ram" Ramchandran applauded the corps' efforts but said he hopes the corps will consider expanding its plan to include cultural activities.

"We want to see even more people use this resource in our back yard," Ramchandran said. "I would like to see a stage area for activities like Cajun music and drama events."

Marge Richard, of Norco, wants to preserve two historic cemeteries in the spillway where Richard said Union soldiers and slaves are buried.

"I want to make sure we protect our history," Richard said before the meeting. "I just don't want this to get lost in all of the discussions."

The proposed changes would be done in three phases, with the first phase being launched early next year. As well as separating recreational users, the plan would enhance the spillway's natural resource appeal, establishing bike and nature trails north of Airline Highway.

Stout said that all of the concerns would be weighed before the plan is carried out. He said the corps will study concerns of the 70 or so people who attended Tuesday's public hearing.

"We wanted to hear what everyone had to say so this is by no means, final," Stout said. "Nothing is in concrete yet."

3:31PM BONNET CARRE SPILLWAY

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Civilizing the spillway

Widely disparate groups all want a say in how the Army Corps of Engineers divies up the Bonnet Carre Spillway among different recreational users, many of whom would rather see the 7,623-acre area in Norco left as it is.

But if anything, comments by groups as divergent as historic preservationists and all-terrain vehicle enthusiasts show that there is a real need to manage the area so that everyone who uses it can enjoy it safely.

The 60-year-old spillway, which runs 5.7 miles from the Mississippi River to Lake Pontchartrain, draws a quarter of a million visitors each year. Clashes between recreational users prompted a St. Charles Parish citizens committee to propose sectioning off areas for specific use in the spillway, and the corps began working on its master plan five years ago.

The corps is not the only agency working to tame the wide-open space. The St. Charles Parish Council this year established a 10 p.m. to 5 a.m. curfew to help the Sheriff's Office patrol the area and to cut down on illegal dumping and vandalism.

The corps plan, which was the subject of a public hearing this week, delineates areas for motorcycle and all-terrain vehicles, water skiing, boating and fishing and picnicking. The plan also calls for creating cycling and nature trails.

Critics of the plan want to keep the area wide open, and some, particularly those who ride motorcycles or other vehicles in the spillway, feel they have been given short shrift.

"We like it the way it is," said Tim Boles, a member of the Greater New Orleans Trail-ride Association. "Don't corner us into one tiny place. We're there because we like the openness. They're robbing us of our rights."

But the idea behind the plan is to protect the rights of everyone who wants to use the area, and clearly, some recreational uses are not compatible. Those who want to enjoy the area's natural beauty, for instance, might not appreciate the roar of vehicles.

The present situation may prove dangerous, too. Clarence Triche, another all-terrain vehicle hobbyist, said he saw an accident that killed two people.

"We definitely need some organization out there," Mr. Triche said. "But I agree we need a bigger area to use."

The corps should listen to comments like those and make changes in the plan if warranted. To the agency's credit, that seems to be the intention. Mike Stout, project manager for the master plan, said the corps will study the concerns of the approximately 70 people who attended Tuesday's hearing before implementing the plan.

Other concerns raised at the hearing included the need to preserve two historic cemeteries and expanding the area's uses to include musical entertainment and other cultural activities.

A master plan that is well thought out and executed should enhance the enjoyment of those who visit the spillway and draw even more visitors to the area that one St. Charles councilman called "this resource in our backyard."

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Chairman of the Board 1967-1983

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YOUR OPINIONS | Letters



Fishing in the Bonnet Carre spillway: Trail riders need sufficient roadways for their sport, too. STAFF PHOTO BY ELIOT KAMENTZ

Spillway should be for all

Belle Chasse

That the Army Corps of Engineers plans to divide the Bonnet Carre Spillway among the many recreational users is admirable, but all interested groups must agree on one thing: All people need space for recreation.

The members of the Greater New Orleans Trail Riders Association have proposed to the corps a one- or two-way trail system using the existing all-terrain-vehicle trails that were made 15 years ago. The proposed trail would border the upper and lower suction canals, Airline Highway and Lake Pontchartrain.

This low-impact loop would be maintained by the trail association, with construction and maintenance funds provided through the National Recreational Trails Funds Act, "Simm's Act" for which \$343,049 has been allocated to Louisiana, as well as with donations from our club and other private organizations.

The other groups vying for dedicated areas in the spillway have alternative venues in southeast Louisiana to enjoy, but all-terrain vehicles and motorcycles are intrusive. The thousands of off-roading enthusiasts in this area could feel the same way toward the other groups, but we are not asking for them to be banned or confined to some small area.

The spillway is visited by thousands of off-roaders who live in the New Orleans and Baton Rouge areas, many of whom are

unaware of these plans or what is at stake. They assume the spillway will always be available to them.

Off-roaders pay sales taxes, use taxes and gasoline taxes. Our tax dollars are currently being used for other government programs. We feel that Louisiana off-roaders deserve that some portion of these taxes be spent on developing and maintaining these trails in the spillway.

The spillway trails could become a tourist attraction for out-of-state visitors, creating more jobs, bringing additional tax revenue to the state as well as St. Charles and other area parishes.

Bring on the regulations and restrictions, but please don't force us out or into a small area. A small area would only cause more accidents and limit use of the spillway. Other states — namely Mississippi and Alabama — have been developing "managed" trails throughout their states for years, and many Louisiana ATV and motorcycle enthusiasts travel there and spend their money there.

The spillway activities will change, but all recreational activities need to have a place. The recreational public, not just hunters or fishermen, should be able to enjoy the spillway for many more years.

Tim Soles

Greater New Orleans
Trail Riders Association

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YOUR OPINIONS | Letters

Spillway neighborhood safety

Norco
Various groups and individuals are speaking of their "rights" regarding the planned development of the Bonnet Carre spillway as a taxpayer-financed recreation area.

Of primary importance should be the rights of the citizens of Norco and Montz to a safe and orderly plan for use of this area. For years we have put up with noise and dust from dirt bikes, ATVs, four-wheel-drive vehicles and dump trucks.

Despite an ordinance prohibiting the firing of pistols and rifles in the spillway and the firing of shotguns within 900 feet of the spillway levees, this activity occurs regularly. Shotgun pellets have fallen on houses in my neighborhood.

In a recent letter to the editor ("Spillway should be for all," Nov. 14), Tim Boles wrote of the taxes paid by members of the off-road group of which he is a member as though that gives him and his group rights to the area of the spillway that group wants to claim as their own.

The citizens of Norco also pay taxes and have a right to quiet, dust-free weekends without having to worry about the possibility of pistol or rifle slugs or shotgun

pellets falling in their neighborhoods.

I urge the Army Corps of Engineers and the various local, state and federal agencies that make the final decisions on use of the Bonnet Carre Spillway to keep uppermost in their minds the safety and well-being of the citizens of Norco and Montz.

J.S. Perilloux

Spillway plan good one

Norco
In response to "Bonnet Carre spillway should be for all," I am in favor of the U.S. Corps of Engineers plan.

The plan dedicates the wooded area for wildlife, another area to ATVs and dirt bikes, another to 4WD vehicles, an area for fishing and another for boating.

A major problem in the area pertains to ATVs and dirt bikes riding on levees, passing trucks and cars at high speeds, pulling

out in front of autos, destroying the picnic area as well as the protective grass on the levee.

If you want to see what some consider "low impact" activity, check out the pictures in magazines. Riders are usually covered with mud from the area they just destroyed by riding through it.

I fully support the corps proposal. The plan tries to have a separate area for each group to enjoy their form of recreation.

C.J. Hymel

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