US Army Corps of Engineers
Team New Orleans

Stakeholder Update
BUILDING STRONG®
August 3, 2011

Commander's note

The 2011 Mississippi River high water has receded, reducing the river's most imminent threat to public safety. As a result, the U.S. Army Corps of Engineers is now transitioning from fighting this flood to resetting and restoring the Mississippi River and Tributaries (MR&T) system so that it is capable of defending against the next high water event. Here in the New Orleans District, the team is currently assessing the MR&T within our area of responsibility to identify the parts that were most impacted during the flood.

During the 2011 flood fight, having a system in place and ready to defend against the rising river was paramount to the success of our efforts. As we approach the peak of hurricane season here in South Louisiana, the recent performance of the MR&T underscores the importance of having the greater New Orleans Hurricane and Storm Damage Risk Reduction System in place to defend against a 100-year storm surge event. Team New Orleans is pushing forward so that the final pieces of the system are in place by this hurricane season.

Once in place, I am confident that the system will emulate the MR&T by performing exactly as it is designed. However, it is important to also remember that even with the system in place, residual risk will remain for the residents of Southeast Louisiana. I urge everyone to develop an emergency preparedness plan before a storm enters into the Gulf of Mexico. If a storm event does occur, please listen closely to the area's local officials. In the event that an evacuation is called, do not attempt to ride the storm out. Your safety and the safety of your family is far too important to risk.

Essayons!
Building Strong!

Col. Ed Fleming

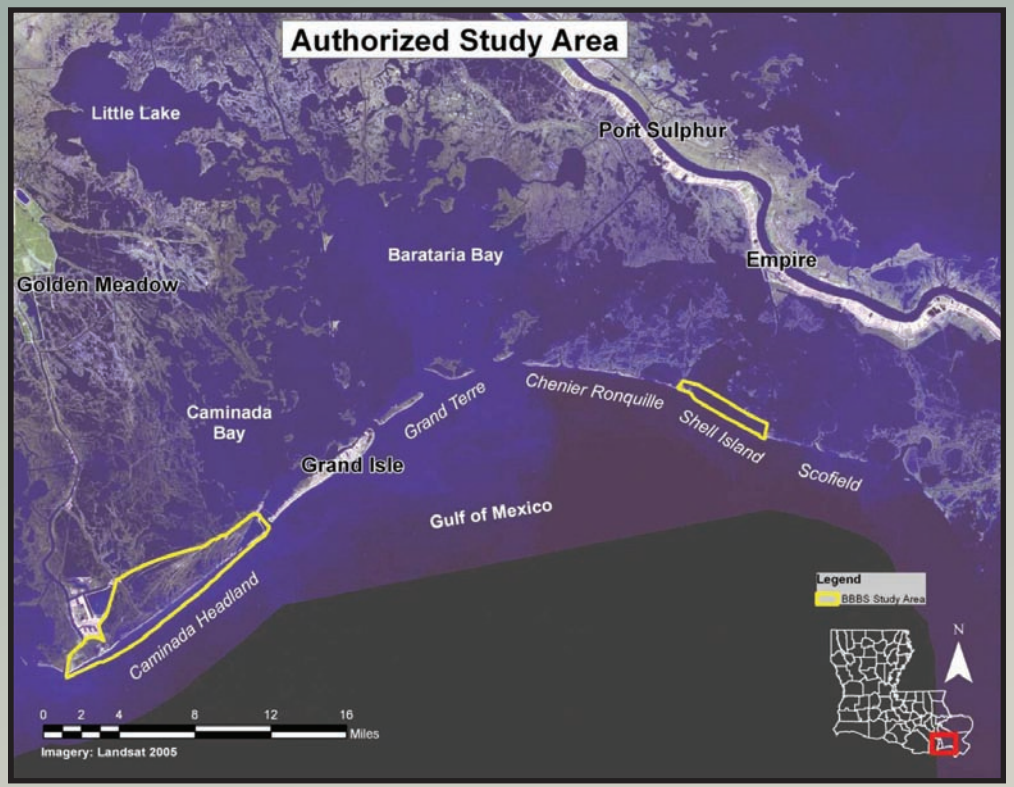
Barataria Basin Barrier Shoreline Restoration draft report available for public review

The draft construction report and draft Environmental Impact Statement for the "Louisiana Coastal Area, Barataria Basin Barrier Shoreline Restoration" project are currently available for public review through Aug. 8, 2011. As part of the review period, the New Orleans District, in partnership with the State of Louisiana's Office of Coastal Protection and Restoration hosted two public meetings to present the draft restoration plan for the Barataria barrier island system.

The proposed project includes of restoring the shorelines, dunes, and coastal marshes of Caminada Headland and Shell Island, which are critical features for the long-term sustainability of the structure and function of the Barataria Basin ecosystem. This project is part of the Louisiana Coastal Area program, which aims to combat the coastal land loss occurring in the southeast Louisiana region through the implementation of large scale coastal restoration projects, such as river diversions, barrier island restoration and marsh restoration.

More information on the proposed restoration plan, as well as the draft reports, is available at www.lca.gov. Public comments on the draft reports can be submitted by e-mail to William Klein, William.P.Klein.Jr@usace.army.mil, or mailed to Bill Klein, CEMVN-PM-RS, P.O. Box 60267, New Orleans, LA 70160-0267.

Below: Map of the LCA Barataria Basin Barrier Shoreline Restoration Study Area



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Final Hurricane and Storm Damage Risk Reduction System contract awarded

The last Hurricane & Storm Damage Risk Reduction System contract, a closure structure at the UP Railroad Crossing and a ramp at Highway 18, was awarded on July 18, to Louisiana-based Cajun Constructors for $8.3 million. The approximately nine-month long contract calls for the installation of a new swing gate across the railroad, as well as a ramp at Highway 18.

In June 24, the Corps of Engineers also awarded a $4.4 million contract to Louisiana-based Boh Bros Construction Company, LLC to build a closure structure at the BNSF Railroad Crossing in St. Charles Parish. This work is part of the West Bank & Vicinity Western Tie-in (WTI) Project.

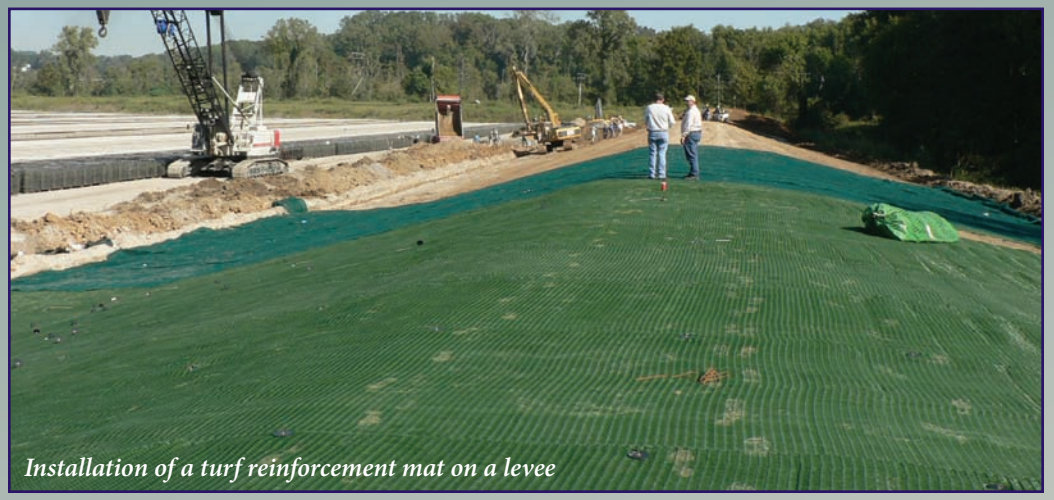
Construction will take approximately six months to complete and calls for the installation of a new swing gate across the railroad.

Elsewhere along the WTI, nearly all of the earthen levee construction has been completed, with only seeding and fertilization operations remaining. Major construction of floodwalls and highway crossings is well under way as is the closure structure across Bayou Verret. At present, either interim measures are in place or available to be placed to defend against the impacts of a 100-year storm surge.

The total construction value of the WTI project is an estimated $140 million; all work will be wrapped up by the end of next year.

Above: Construction of the sector gate at Sellers Canal. An aerial rendering (left) of the Western Tie-In Project and its important features.

Next Step for the Hurricane and Storm Damage Risk Reduction System: Armoring



Installation of a turf reinforcement mat on a levee

As the U.S. Army Corps of Engineers completes the Hurricane and Storm Damage Risk Reduction System for the Greater New Orleans area, it is preparing for the final step: Armoring.

What is Armoring?

Armoring is a natural or artificial material that is placed on earthen levees and hardened structures, on protected sides of levees, and on floodwalls or other structures to reduce the risk of breaching as a result of an overtopping wave event associated with a greater than 100-year storm surge.

Armoring of levees adds a level of risk reduction known as resiliency. Resiliency allows a structure to weather forces greater than the 100-year storm. In the case of the HSDRRS, that could mean a 500-year event.

The Corps received Congressional authorization and funding for armoring through the 4th and 6th emergency Supplemental Appropriations Acts. Armoring will be constructed on the HSDRRS with 100% Federal funding.

"For the past five years we have conducted extensive research and testing to come up with the best armoring solutions for the HSDRRS," said Mike Park, Chief of Task Force Hope. "We hosted workshops and seminars, we employed subject matter experts, we listened to vendors, and we opened our meetings to our sponsors and stakeholders and invited them to offer their ideas for armoring the system."

The selected armoring alternative consists of a combination of enhanced turf cover and Turf Reinforced Mattresses to make the system uniformly resilient for a 500-year event with enhanced levels of resiliency on segments of the system where breaches could result in catastrophic losses.

"Virtually every point around the perimeter system will be armored in some fashion," said Park.