



# Public Meeting Summary

Individual Environmental Reports 1, 2 and 3  
Feb. 28, 2008

|                    |  |
|--------------------|--|
| <b>Location</b>    | Jefferson Parish Library<br>4747 W. Napoleon Ave.<br>Metairie, LA  |
| <b>Time</b>        | 7:00 p.m. Presentation   |
| <b>Attendees</b>   | approx 65 including 15 staff   |
| <b>Format</b>      | Presentation<br>Q & A  |
| <b>Handouts</b>    | <ul style="list-style-type: none"> <li>• PPT</li> <li>• Postcard announcing dates and topics of IER public meetings planned</li> </ul> |
| <b>Facilitator</b> | Welcome – Steve Wilson, Levee District<br>Presentation – Carl Anderson<br>Facilitator- Julie Morgan                                    |

## Welcome

Steve Wilson, Pontchartrain Levee District Board President

Thanks for coming here to listen to the path forward on hurricane protection. We value your input and your dialogue. I will be around during the meeting and I welcome any questions. Your input is important. The more comments you make the better off all of us will be.

## Julie Morgan, USACE Outreach

Welcome. I work for the U.S. Army Corps of Engineers. We are here tonight, as Mr. Wilson said, to get your input on Lake Pontchartrain and Vicinity projects in Jefferson and St. Charles parishes. I want to thank the Jefferson Parish library for the use of their venue.

There are a few officials I want to recognize:

|                |  |
|----------------|--|
| Robert Billiot | Louisiana State Representative, District 83      |
| Sam Shully     | Office of Public Works                           |
| Fran Campbell  | East Jefferson Levee District Executive Director |
| VJ St. Pierre  | St. Charles Parish President                     |
| John Young     | Jefferson Parish Council, Division A             |



This is our 43<sup>rd</sup> meeting. We are going around the metro area giving updates and progress reports on hurricane protection on the Westbank and Lake Pontchartrain and Vicinity areas. The meetings allow you to express your opinion on what you want to see. This is also the opportunity to discuss environmental compliance as it relates to the hurricane protection. On the agenda for tonight is Carl Anderson, he is the Senior Project Manager for the area, he will give the presentation and it will follow with a discussion period. Please allow Carl to finish his entire presentation before you ask questions. It makes the presentation make more sense and he may answer your

question in the presentation. Please allow him to finish before asking questions.

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**National Environmental Policy Act: NEPA**

- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Corps has made alternative arrangements with NEPA to expedite project timelines
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement

One Team: Reliant, Ready, Responsive, Reliable

**Carl Anderson, Project Manager**  
We are here to get your input.

All federal agencies must follow NEPA policies every time we use federal money. We look at the impact of the project, people, and infrastructure, not just bugs and bunnies. A normal Environmental Impact Statement takes 5 years to complete. We accelerate the environmental review with Individual Environmental Reports. They are done in about 18 months. The key is the public. To make decisions we need NEPA and your input. Our goal is to make an informed decisions with your ideas.

**NEPA Process and Path Ahead**

- Final decision regarding IER recommendations will tentatively be made in 2008:
  - IER 1 - May 19, 2008
  - IER 2 - May 22, 2008
  - IER 3 - May 28, 2008

One Team: Reliant, Ready, Responsive, Reliable

**NEPA Process and Path Ahead**

- The NEPA process began with public scoping meetings for IERs 1, 2 and 3 on April 4, 2007
- From April 2007 through today, current project alternatives were developed, impacts were analyzed, and public input was solicited
- Tentative dates of 30-Day Public Review Period:
  - IER 1 - April 1, 2008 to May 1, 2008
  - IER 2 - April 8, 2008 to May 8, 2008
  - IER 3 - April 21, 2008 to May 21, 2008

One Team: Reliant, Ready, Responsive, Reliable

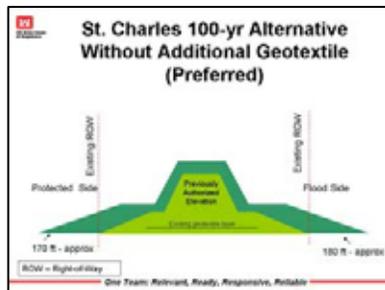
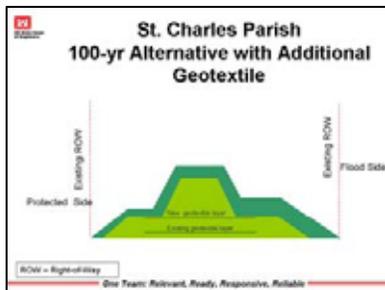
This process started in April 2007. Results of our environmental analysis will be described in Individual Environmental Reports. IER 1 covers St. Charles Parish along Airline Highway. IER 2 is the West Return Wall along Jefferson and St. Charles parish line. IER 3 is along the Lakefront. We are planning to release the IER in April for public review. IERs will outline the alternatives considered and the preferred alternative to strengthen the hurricane system. The final decision for action will be decided by Col. Alvin Lee. Based on release of IERs, the final decision will be made in May.



St. Charles Parish, IER 1

The levee is broken into 4 reaches, 1A, 1B, 2A and 2B. It's about 9 1/2 miles long. The alternatives looked at what could be done to the existing levee [inaudible] to keep the footprint in the same location without impacting wetlands. One alternative is to add [inaudible].

The other alternative is to add dirt to the levee but it requires additional right-of-way on the flood and protected side.



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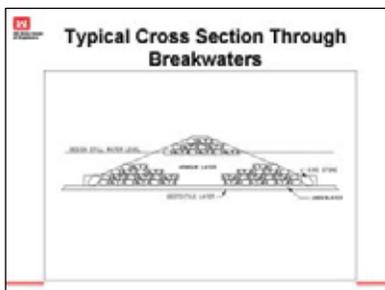


This picture shows the right of way.

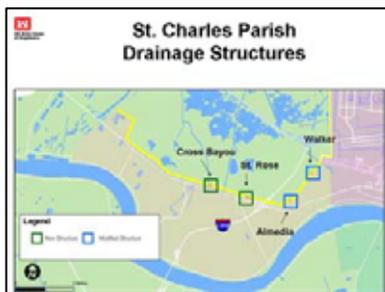
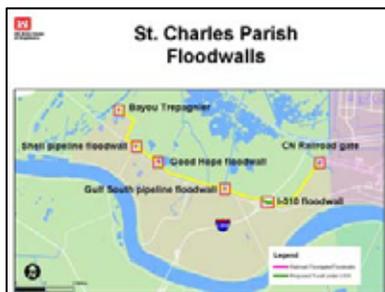
Close up the preferred alternative will add 300 feet to the project, which will double the footprint.



Another area where we're looking is the airport. The levee comes around and we looked at alternatives. This is unique. These are lights that we're trying to fit the levee in-between. The breakwater would be out here [pointing] so the levee wouldn't have to be as high. We want to enlarge the levee.



This is a typical breakwater. It knocks waves down reducing intensity so the levee doesn't have to be as high.



In St. Charles Parish there are numerous floodwalls. The Bayou Trepagnier floodwall and a structure at I-310 will be replaced with a T-wall; at the railroad gates we'll replace those flood walls too.

There are four remaining drainage structures in St. Charles Parish. We looked at multiple options and we looked at modifying or replacing the Cross Bayou and St. Rose structures. At Alameda and Walker we will modify the stations.



At Cross Bayou the parish and levee board are trying to put up a pump station and we're working to give them cost-share credit.

This is a cross view of the Cross Bayou Drainage Structure. This is a typical drainage structure.

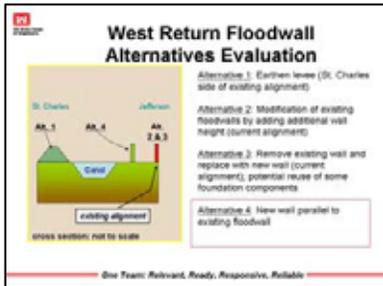
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This is a shot of the West Return Wall from Lake Pontchartrain towards the river which is 3.5 miles long. The floodwall is 80 feet; we'll replace the existing I-wall with a T-wall.

The West Return Wall extends from the New Orleans Louis Armstrong International Airport to Lake Pontchartrain. It ranges between 12 1/2 to 15 feet high. We're evaluating a possible rock dike at the head of the canal for environmental reasons and for surge reduction.



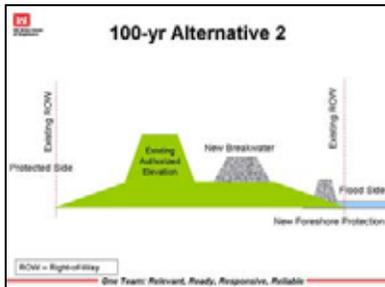
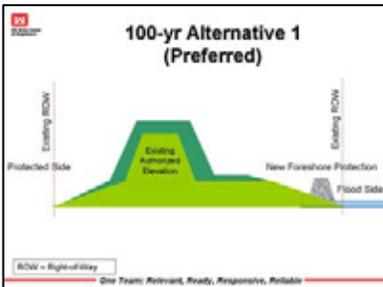
This is where the existing floodwall is now [pointing] we're looking to replace it and we also looked at adding a levee on the western side of the canal. We looked at building a T-wall west of the existing [inaudible]. Alternative 4 is preferred alternative from an engineering stand point, right now.



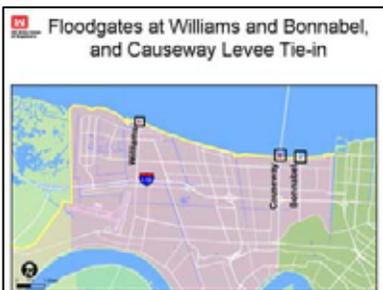
## Jefferson Lakefront.

We have broken the levee into 5 reaches that primarily fall between pump stations approximately 10 miles from the 17<sup>th</sup> Street Canal to the St. Charles Parish line. For the levee, we continue to look at several options. This one is preferred alternative. We would enlarge within the existing right-of-way calling for [inaudible] shoreline protecting an average [inaudible] of 200 feet. We're counting on the berm to be there [pointing].

Another alternative is leaving the levee as it is and building a breakwater or a wave berm but we ruled it out because it is really expensive.



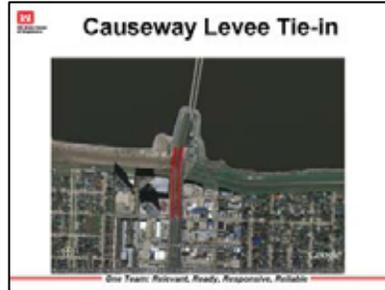
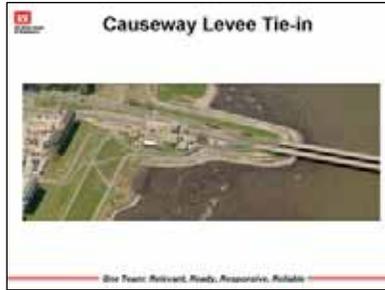
We looked at several options to tie in the levee. One is to build a ramp but the vertical berms do not have enough room. We would possibly raise the walls 2-3 feet higher. This is the gate [pointing].



At the Causeway right now the existing protection follows this wall [pointing] and it is not high enough. We've looked at an option to provide protection. We looked at a floodgate and breakwater in the lake to knock the waves down.

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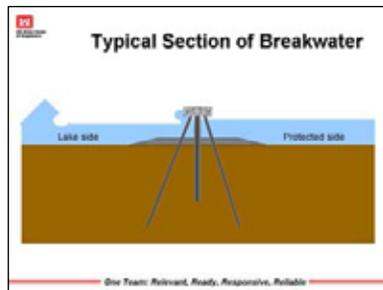


The ramp at Causeway would start at 6<sup>th</sup> Street and go over the levee. That's the preferred alternative right now.

As I said, the Lakefront has four pump stations, Duncan and Elmwood serve Bonnabel.



We're going to do fronting protection and then at Duncan we're going to build a breakwater. Elmwood and Severn have one [inaudible]. We may need to beef it up.



Breakwater #2

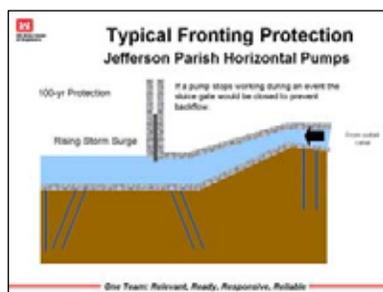
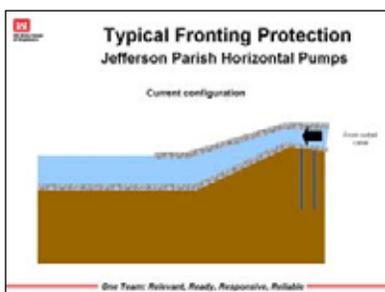
Breakwaters knock waves down so when we build fronting protection the wave doesn't have as much force.

Animation typical section of breakwater  
Breakwater knocks down force of waves.



This is Pump Station 3 they have vertical and horizontal pumps. The horizontal pump has a discharge pipe. With horizontal pumps, there are 13 of these and they pump over 1,000 cubic feet of water per second. We are going to build a wall across here [pointing] and the discharge pipes will go through them.

Typical fronting [animation]



We are going to build [inaudible] with a sluice gate for pumping so you won't see any loss in capacity. Even when the water comes up, the wall will protect it. If they have to shut down the pump we can close the gates and prevent backflow.

This is a vertical pump. All vertical pumps except for one have a butterfly valve. This works the same way. You pump and if it storms, you can still pump

but then you close the valve and keep out any backwater.

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## Dredging for construction

We need to provide construction access for pump stations for the breakwater and access to bring in the rocks for shore protection. We're doing double duty. These are the impacted areas [pointing]. This is adjacent to the [inaudible].



Our borrow for Jefferson Parish is coming from the Bonnet Carre Spillway. There's material for us to use there.



If you have input you can go to [nolaenvironmental.gov](http://www.nolaenvironmental.gov) or contact Gib Owen. His phone number and address is here.

This is the Web site that we have for environmental information and NEPA, [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov).

## Julie Morgan, **USACE Outreach**

We have Subject Matter Experts (SME) and Project Managers (PM) here tonight:

|                |                                     |
|----------------|-------------------------------------|
| Soheila Holley | Senior Project Manager, Borrow      |
| Gib Owen       | Environmental Manager               |
| Brett Herr     | Section Chief of Lake Pontchartrain |

Before we begin the comments, we have a microphone. Please come up and speak in the microphone. Please introduce yourself and say your name before your question. Please limit questions to 3 minutes. Everyone wants to speak. I'll watch the clock and will ask you to summarize if you don't get to the point. We will ask you to sit down once you've asked your question. Please respect the time and limit your questions to 3 minutes.

We are looking for constructive comments. This is your opportunity to tell us what you're thinking about. This is your opportunity to talk to us. We go back and study your suggestions and when we come back next time, you can see how we've used the. The meeting notes will be on the Web site. You can see on the [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov). You can choose the date of the meeting and see the comments made at the meeting. We'll address your comments at the next meeting, if we don't answer you tonight.

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**Question 1.** Brenda White, Eastbank Jefferson: I can't tell how close the walls are to I-10 where the flooding problem is. Will that wall cause any further problems or help that area?

**Response 1.** Stuart Waits: That wall is the preferred alternative and is off set to pass underneath the interstate. It will pass underneath but not east of it. We're not worried about flood water being against that wall and flooding the interstate. From St. Charles you can see the wall on either side which is the same configuration just under the interstate.

**Question 2.** Rudy Newbeck: My question is about page 18 and 19 of the handouts, typical fronting protection. That is the current configuration without backflow? These are not going to be [inaudible]. Do they have to be operated by a person?

**Response 2.** Anderson: They will have motors and they won't have to be manual. They will be automatic.

**Newbeck:** That's also with vertical pumps?

**Anderson:** You can flip a switch.

**Newbeck:** So do they need someone to operate it?

**Anderson:** We can flip a switch from the safe house.

**Newbeck:** There is no thought to have a passive system that has a self operating valve that would depend on waterflow?

**Anderson:** No. We haven't thought of that.

**Brett Herr:** A horizontal pump is 10 feet in diameter.

**Newbeck:** What do we have in place right now? Backflow generators didn't do what they are supposed to.

**Herr:** The problem with the system is that the pump station operators were evacuated and there was no one to monitor it. With new safe houses, the operators would not need to be evacuated.

**Newbeck:** An air bubble is sufficient.

**Herr:** The best solution is positive cut off which will be in place with a contract.

**Newbeck:** It still seems like a weak link. If it's not the best levee system and if it is not stopping backflow, we'll flood again.

**Question 3.** Ryan Craigs, West Return Canal: I understand alternative 4 is what you'd like to do. The problem with alternative 4 is when you have a tidal surge of 11-14 feet with 110 mile winds hitting a wall; it will just shake my house to pieces. What you are doing here is putting up another parallel wall. I want to see something to stop the impact it will have against that wall. Using borrow along the wall and making a slope, even though it's a steep slope, would be good for recreation and letting waves break on the levee rather than slamming into a wall.

Alternative 1 on the west of the canal would break there and not on the wall. If you have to put borrow on the east, why not the west where people could recreate?

**Response 3.** Waits: You're talking about the levee on the west side. The soil foundation and technical solution is being taken into consideration.

**Craigs:** I saw something about a T-wall.

**Waits:** We looked at a T-wall at 35 feet. A T-wall on piles or steel high beams at certain depths is what engineers say is the foundation needed [inaudible] global stability and is weak so the potential for failure is great in that scenario. That's what brought us back to this side of the canal with [inaudible] if I pile dirt I may have the same situation and have to worry about failure. To combat failure we would have to build a berm on either side of the levee. We would need a wider footprint. We looked at building a levee but then I'd need 400-500 feet of berms so we eliminated it because that drives the cost up because it's in neighborhoods.

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**Question 4.** Craigs: In front of Lake Terrace it's [inaudible] at a steep incline rather than go to backyards. Why not do that here?

**Response 4.** Waits: Because of soil. Levees are old and built up in lifts. They've been able to see lifts to strengthen the global stability and not cause the footprint to get wider. Carl talked about geo-textile. If we build on virgin soil, we have considerations. That is an early investment if I pile the levee to 16 or 17 feet it will have settlement. To keep the levee, we must lift constantly and continue to work and the protection wouldn't be there.

**Craigs:** What is taking the soil 30 feet down hitting? Clay and sand? It was unstable but the biggest problem was the impact of waves against the levee that shook the ground and shook my house. I wish you'd consider that.

**Question 5.** Jim Martin, Metairie: In alternative 4, what would happen to the existing floodwall and if it remains? How will you drain it?

**Response 5.** Waits: That's a major concern. The existing wall would be torn down to add in fill and extend the property out there to maintain drainage.

**Comment 6.** Dan Brush: This has to do with the levee. Look on page 3. It says LPV and all yellow areas of the lake can withstand 13-15 feet. If you look at St. Charles, there is no levee but they have I-10 that goes across [inaudible] because of the surge in Pass Christian and Ocean Springs. I don't know what the Department of Transportation and Development has to do with the bridge. If a wave comes through and knocks it out we'll have a tough time of it coming back in. If then there was a Rita and a Category 3 storm, there would be contra-flow and we couldn't get out because we would not get on the Bonnet Carre Spillway. I would like you to consider you have potential for problems.

**Question 7.** Randy Peters, Metairie: For the shore protection on the Jefferson Parish shoreline, do we have an actual location of where the rock line will be? You mentioned 200 feet. Are we going to move out?

**Response 7.** Anderson: We are working with Fran Campbell to put shore protection.

**Campbell:** I wish the Corps would go out farther. The lake involves 404 permits. The levee district says further is way better.

**Peters:** Isn't Lake Pontchartrain basin saying [inaudible]?

**Campbell:** The harden shoreline will stop immediate erosion of wetlands and then try to go out with the shoreline. We've asked Lake Pontchartrain to wait until [inaudible] shoreline.

**Peters:** These should be [inaudible].

**Campbell:** It's together.

**Peters:** Don't go on the bike path.

**Campbell:** We're looking at going somewhere beyond the bike path.

**Question 8.** Barbara McArthur: All these walls, what's the total cost for St. Charles, Orleans and Jefferson?

**Response 8.** Waits: I haven't added all mine up but the West Return Wall is about \$200 million. It is close to \$75 million to a [inaudible] in St. Charles.

**McArthur:** If you stop water from going into the lake you wouldn't have to do this. In 12 miles in Lake Borgne, you wouldn't have water in the lake. You wouldn't need jetties or [inaudible] to prevent it. Why not push that instead? It covers St. John and St. Tammany.

**Waits:** When LPV was authorized in 1965 it had structures in the Rigolets and that was stopped. As a result it moved to a new alignment. That alignment is being revisited in Cat 5 and LACPR. That's one viable alternative at the moment. We don't have authorization to do that.

**Anderson:** We are looking to increase protection to 500-year protection not just 100-year protection.

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**McArthur:** What year would that be? (Laughing) Well, before I said not to close MRGO.

**Waits:** They had specific authorization to do it by Congress. They were given authorization. There is a specific IER.

**McArthur:** So we should write Congress?

**Waits:** Yes ma'am.

**McArthur:** [Inaudible]

**Waits:** You need to engage your local politicians too. Once WRDA projects reach feasibility study it gets introduced and we get authorization to do work but money has to be appropriated. It's a long process and you need to engage your local representatives.

**McArthur:** So we need to write Congress? Everyone write your congressman.

**Question 9.** Mark Schexnayder, LSU Agriculture Center and Jefferson Parish: I am happy to see shore protection. I'm concerned with the height. You talked about 15 feet height of levee?

**Response 9.** Anderson: Elevations in Jefferson are 17 ½ feet. The breakwater will be around elevation 6.

**Mark Schexnayder:** We presented wetlands in the lake and hard protection in the lake. We presented [inaudible] to the authority. In St. Charles there is no talk of restoring wetlands and help for the levee section LA Branch? There's cypress left there.

**Steve Wilson:** On the St. Charles shore line the levee district has 95 percent of the property. It is a 100-foot strip. Regardless of the change in height on the hurricane protection levee it has an ongoing study on marsh creation and restoration. There is some sediment delivery we haven't surprised the Corps with yet, to tell them. It's our strong feeling that if we do shoreline restoration and enhancement that they will ultimately forgive us tidal surge reductions. In St. Charles Parish the levee district is on board with that. Please address your concerns on lakeshore and 1-10. We talked to the Corps conceptually and haven't embraced the 100-year protection but I assure you we're running that path.

**Schexnayder:** I am encouraged by what I'm seeing.

**Question 10.** Will Fan: A lot of people are educated about what's going on. I came here to get a general idea. It might be good to give context behind the solution. While these are being focused on to make changes, were there any failures. Or projected failures?

**Response 10.** Anderson: We'll redesign these levees to meet the new 100-year standard and to provide 100-year level of protection. We have done a lot of work already to repair and add scour protection. We've replaced walls and fixed weak spots. The next step is to get to the next level of protection. One little spot around a railroad gate in St. Charles failed. It fell through there [pointing] and [inaudible] railroad embankment. This levee was low pre-Katrina but we didn't have overtopping there.

**Wilson:** There was no overtopping from the storm in '05. There was a temporary levee and railroad crossing levee that failed and water along Airline Highway on the Jefferson Parish line came through the railroad failure. There is a floodgate in place now. It was under construction during that storm season.

**Morgan:** We're covering this area because we're in this area but we're [inaudible].

**Question 11.** Ronnie Craigs: How high will the new West Return Wall be above sea level?

**Response 11.** Waits: Elevations by the lake will be 17 ½ feet.

**Craigs:** I have a plan saying it would be 20 feet above and then it dropped to 17 ½ feet. I hear the Corps was 2 feet off on judging the height but I only hear 15 feet so how high is it going to be?

**Waits:** Originally it was 15 ½ feet, now we're looking at elevations on a 1 percent elevation. Your lake level usually is 0 and 1. With that elevation you're looking at a 16 or 17 foot wall to protect you.

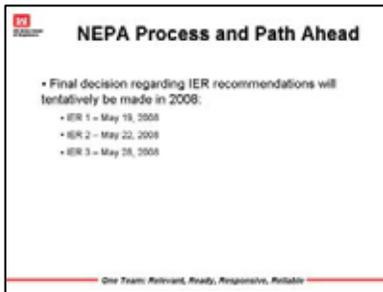
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**Craigs:** At a later time they said it was 20 feet above sea level.

**Waits:** I'd have to see that document. All the [inaudible] I see say 15 ½ feet with changes of sea level and subsidence. Those are 14 to 15 feet so now we're looking to go up 2 feet so it would be 17 ½ feet and then transition from the interstate to the airport.

**Question 12.** Brenda White: There are a lot of alternative plans. How long does it take to decide which alternative is with the beefed up plan and who is entailed with that decision?

**Response 12.** Waits: There are several pieces to the puzzle. We are looking at the best engineering solution, environmental risks, mitigation and that sort of thing. Real estate could be a huge cost, moving people or relocating houses. Part of NEPA compliance is to get public input. When this IER comes back, those comments will be evaluated and when it goes out it'll have a preferred alternative. When one comes back we'll evaluate comments and see what we need to input into the IER, and then the commander will sign the IER and we'll proceed.



**Herr:** The [tentative] schedule is on the screen now.

**Question 13.** Sheila Grissett, Times Picayune: Are you going to have another hearing before the preferred alternative?

**Response 13.** Gib Owen: No, that's why we're telling you the preferred alternative now.

**Sheila Grissett:** Can you talk about dredging and the access needed to do construction by the water? What are you going to do, how it impacts neighborhoods and work?

**Waits:** We're looking at construction of a very large [inaudible] water in a short duration. We need multiple points of access. We'll need to give more options to contract and bring innovation to bring the best solution. We are looking to [inaudible] access by road through West Esplanade and access roads. [Inaudible] you bring by water as well as dredging on these [inaudible] are for access. The lake bottom comes up to 6 feet and then goes to ground level. Barges will be loaded with rocks that we may need to do light loads with steel piles and concrete piles. We want to give the opportunity to succeed.



**Grissett:** Finding the balance between contractor access and accelerated schedule [inaudible] Balanced with noise protections, dust, environment, what are those considerations?

**Waits:** [Inaudible] operation. For the West Return Wall the major issue is on the other side of the wall. We will have some access points. We will keep streets clean with normal construction procedures. It's going to depend on where the work is and what's being done.

**Barrett:** The barrier from Bonnet Carre we'll try to keep the levee waters [inaudible] to keep dust down and do what we can to minimize damage but there's going to be a lot of trucks.

**Question 14.** Red shirt: Where will the trucks be coming from? West Esplanade?

**Response 14.** Waits: We will try to keep them on the main routes.

**Red shirt:** Where will truck originate from?

**Waits:** Bonnet Carre.

**Red shirt:** I live by the canal and we're going to wind up with the same situation as last time. [Inaudible] Kenner from Williams.

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**Question 15.** McArthur: There was only one break in St. Charles Parish during Katrina, if no one flooded what kind of surge would we have in St. Charles?

**Response 15.** Steve Wilson: During 2005, the levees in St. Charles other than that gap had a minimum height of 7 feet. Right now those levees are at 13 ½ feet.

**McArthur:** Would that be high enough?

**Campbell:** It depends on the storm.

**Wilson:** It's a levee designed for a standard hurricane and that's changed now which is why we're doing enhancements. During that storm, we had 11 foot surges next to us and it didn't overtop a 7 foot levee but there was 3 ½ miles of wetlands.

**Question 16. McArthur:** The money you get from the government, is some of if the \$1.7 billion that the state has to put up?

**Herr:** We're required to sign a legal property agreement document. The work we're talking about is levee enlargements. There will be a cost share which will be 30-35 percent and floodwall replacement if it is federal [inaudible].

**McArthur:** Does the state have to match?

**Herr:** Before we do levee work, we must have a match from the state or local government. We have money but we can't expend until the cost share.

**McArthur:** So that could hold us up?

**Herr:** Yes, it could become an issue.

**Question 17.** Moore Hously, New Orleans East: Regarding the wetlands that are vital but being unaddressed by the Corps, who do we contact? Do we tell local officials that we want that?

**Response 17.** Owen: We're looking at wetlands but not as a levee system. We're looking at restoration as part of many Corps projects.

**Hously:** It's not just the Corps looking at it?

**Owen:** They're trying to finish studies. In our case we have the money and other organizations have to look for money.

**Hously:** Can we contact people to get moving on this?

**Marc Marchea:** They are presented to the U.S. Army Corps mitigation team which gets it into the process. We are also looking at CWPPRA in case the Corps can't use mitigation money. We're pushing forward and it's in the process. You can push forward from other angles too?

**Hously:** Is that dependant on a state match?

**Owen:** It might, it depends on cost share.

**Herr:** We wouldn't do mitigation before the floodwall.

**Morgan:** You may want to contact the Lake Pontchartrain Basin Foundation (LPBF) and the Coalition to Restore Coastal Louisiana (CRCL).

**Question 18.** Mary Alice Rousselle, Metairie: You keep talking about writing our delegation. Our congressional delegation doesn't need convincing. Could Fran Campbell of East Jefferson Levee District post a list of committee chairman who handles the Water Resources Development Act (WRDA)? Who else do we need to contact in Congress? Our delegation isn't strong. We need information on whom else to contact. Could that be on the Web site? People from other states need to get writing. If you have friends and family, get them to write.

**Response 18.** Rene Poche: Congress.org will tell you who is on what committee you can find that information.

# Public Meeting Summary

**Comment 19.** March Manchea, LSU: The Southeast Louisiana Flood Protection Authority passed Resolution 43 [inaudible] environmental projects I presented to them. It's not just a local board but a big board supporting projects. Last week fresh water diversion and closure canals were [inaudible]. [Inaudible] that same project through the National Resources Conservation Service (NRCS), flood protection [inaudible] Jefferson Parish voted it as the number one project for this basin. A lot of the people are working on this.

**Question 20.** Michael Kahn, lives near the West Return Wall: How far away is the plan to move in?

**Response 20.** Waits: About 35 feet. The existing wall is pile [inaudible] we need to miss current piles.

**Kahn:** I know how it impacts neighborhoods.

**Waits:** The plan is to settle back 35 feet and fill the gap. We may use earthen material to fill-in to slope it back down. It won't get [inaudible] it should stay the same.

**Manchea:** The landowner is sitting in the back and he supports restoration in that area.

**Julie Morgan:** Thanks for coming. You can e-mail Gib Owen with questions. Everyone has a packet with the presentation. There are evaluations on the chairs. Please fill them out. If you have more questions, Project Managers will answer you. The PowerPoint and comments will be on our web site. Thanks for coming. Have a good evening.





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# Why are we here tonight

**To discuss the status of completed, in-progress and potential improvements to the hurricane protection system in St. Charles Parish (East Bank) and along the Jefferson Parish Lakefront.**

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# National Environmental Policy Act: NEPA

- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Corps has made alternative arrangements with NEPA to expedite project timelines
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement



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# NEPA Process and Path Ahead

- The NEPA process began with public scoping meetings for IERs 1, 2 and 3 on April 4, 2007
- From April 2007 through today, current project alternatives were developed, impacts were analyzed, and public input was solicited
- Tentative dates of 30-Day Public Review Period:
  - IER 1 – April 1, 2008 to May 1, 2008
  - IER 2 – April 8, 2008 to May 8, 2008
  - IER 3 – April 21, 2008 to May 21, 2008



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# NEPA Process and Path Ahead

- Final decision regarding IER recommendations will tentatively be made in 2008:
  - IER 1 – May 19, 2008
  - IER 2 – May 22, 2008
  - IER 3 – May 28, 2008



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# Lake Pontchartrain and Vicinity Hurricane Protection Project





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# 100-yr Alternatives St. Charles Parish IER 1

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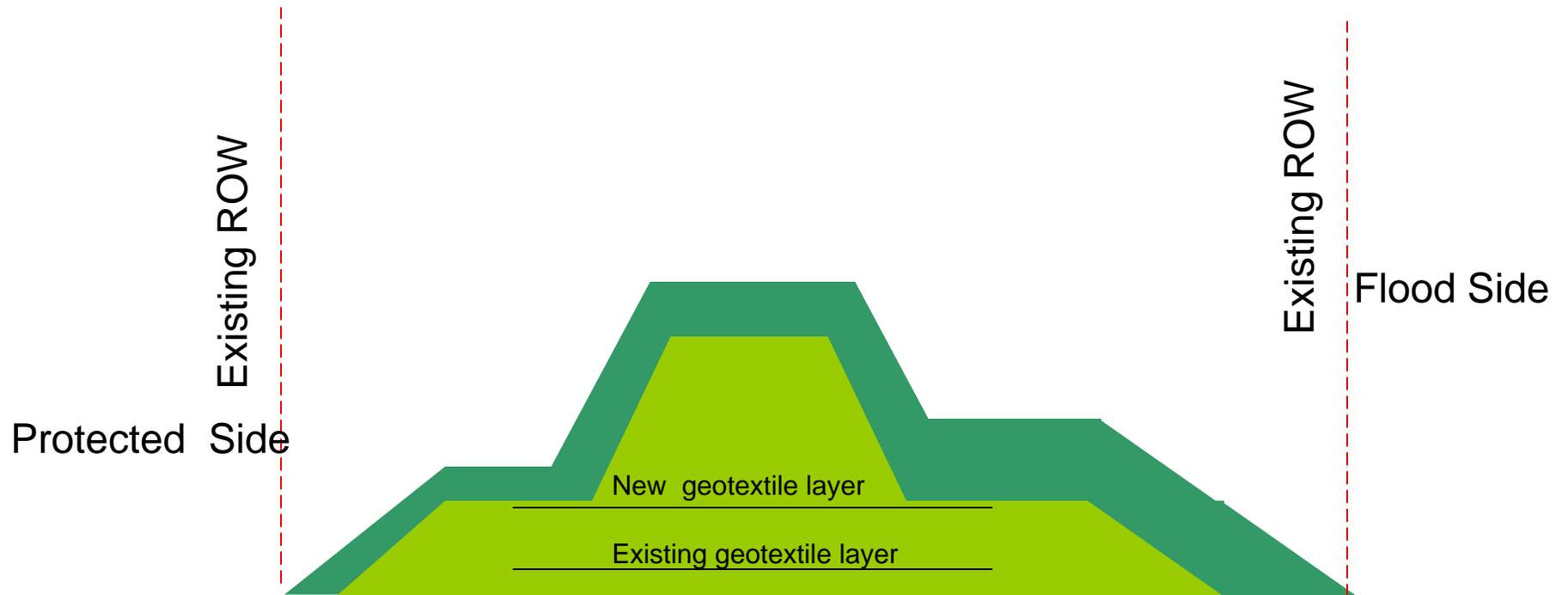
# St. Charles Parish Levee Reaches





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# St. Charles Parish 100-yr Alternative with Additional Geotextile

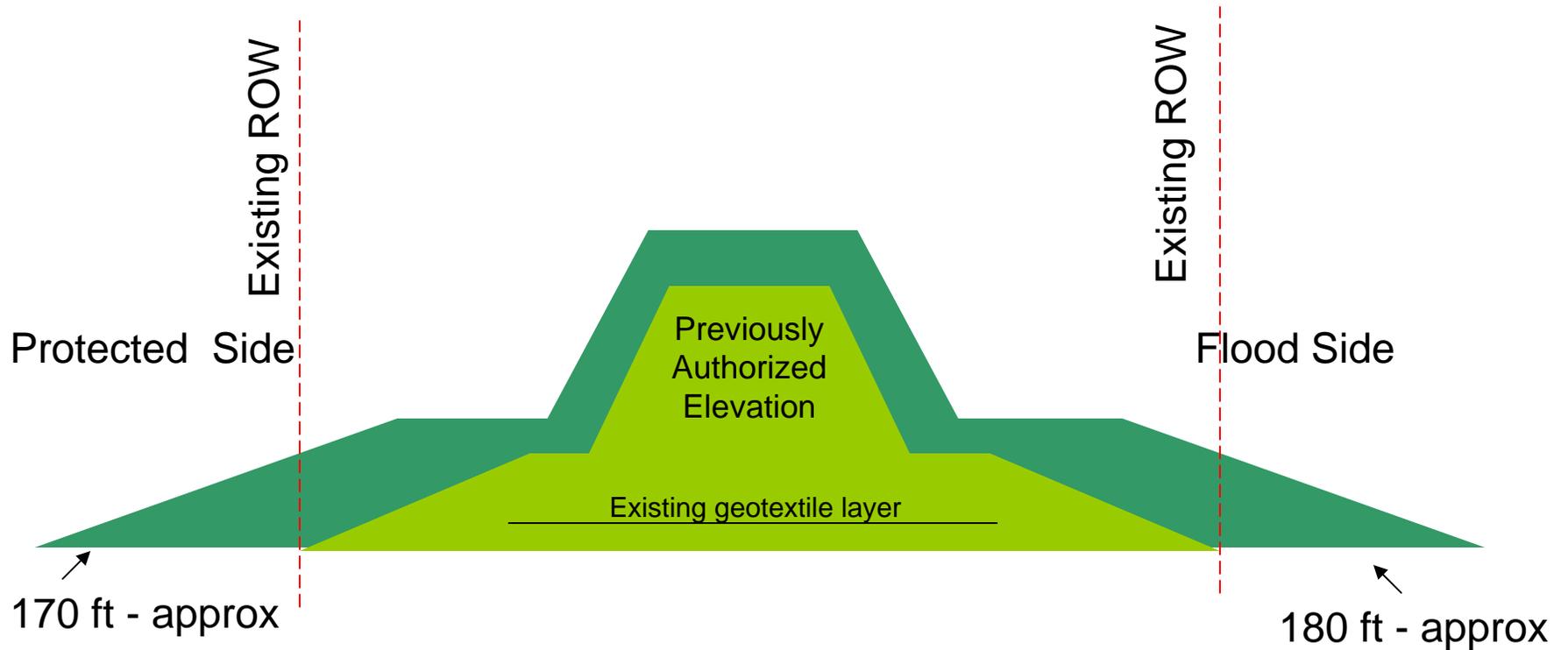


ROW – Right-of-Way

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# St. Charles 100-yr Alternative Without Additional Geotextile (Preferred)



ROW – Right-of-Way



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# 100-year Project Footprint



## Legend

-  Necessary Right of Way for 100-year protection, flood side
-  Existing Right of Way
-  Necessary Right of Way for 100-year protection, protected side
-  Structures and pipelines that will not require any new Right of Way

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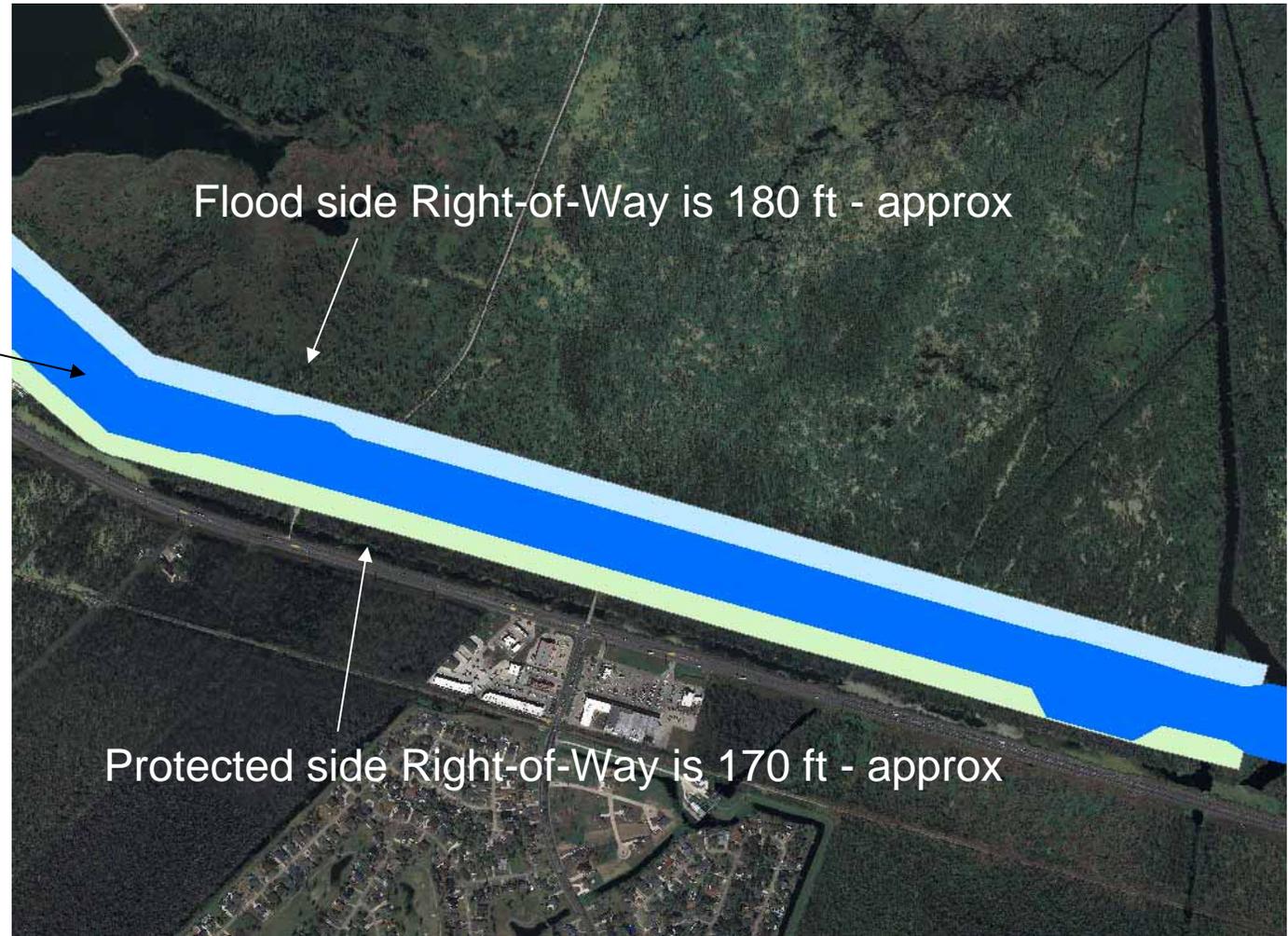


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# 100-year Project Footprint



Existing Right-of-Way is 380 ft - approx



## Legend

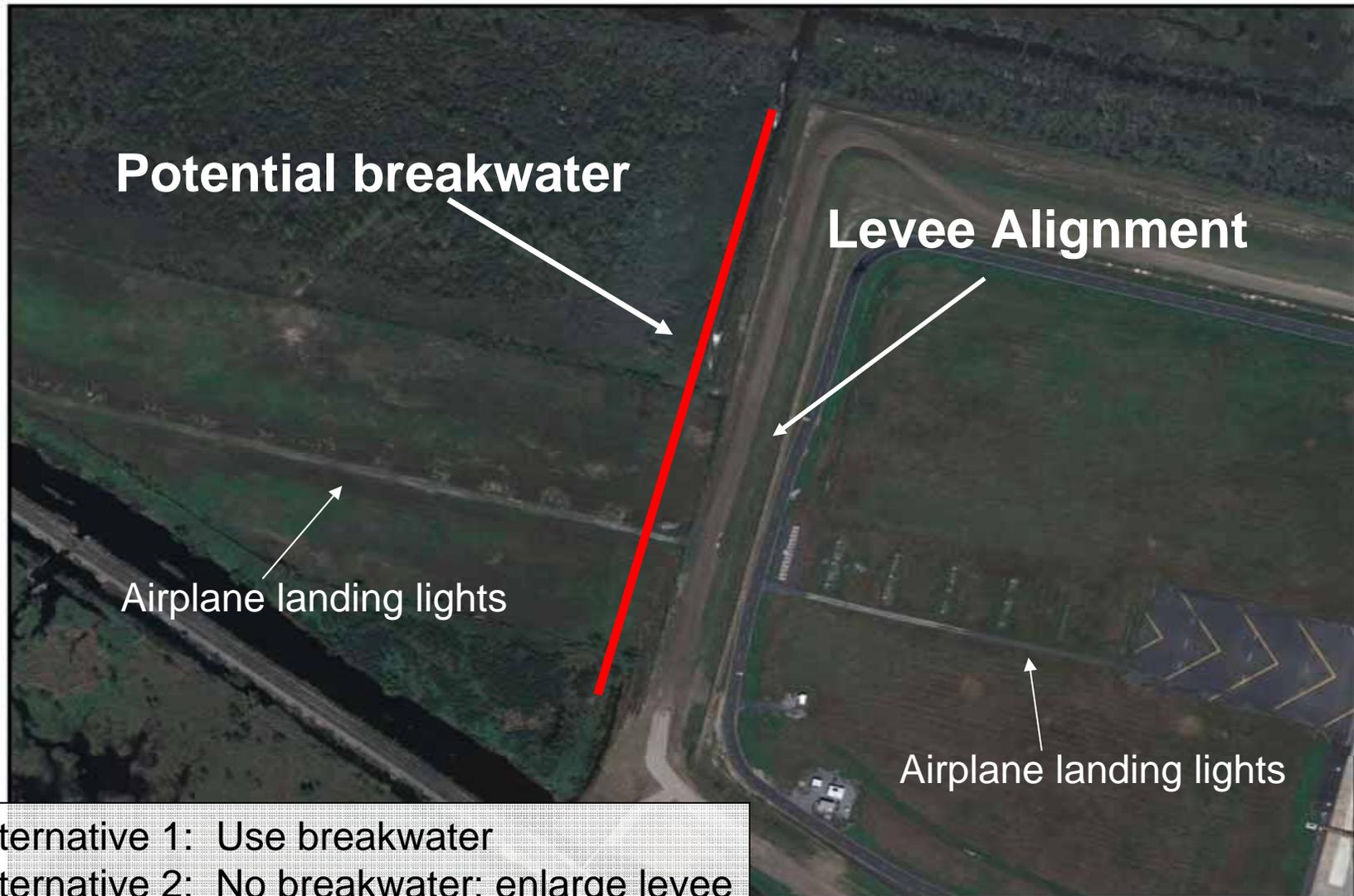
- Necessary Right of Way for 100-year protection, flood side
- Existing Right of Way
- Necessary Right of Way for 100-year protection, protected side

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# Armstrong Airport

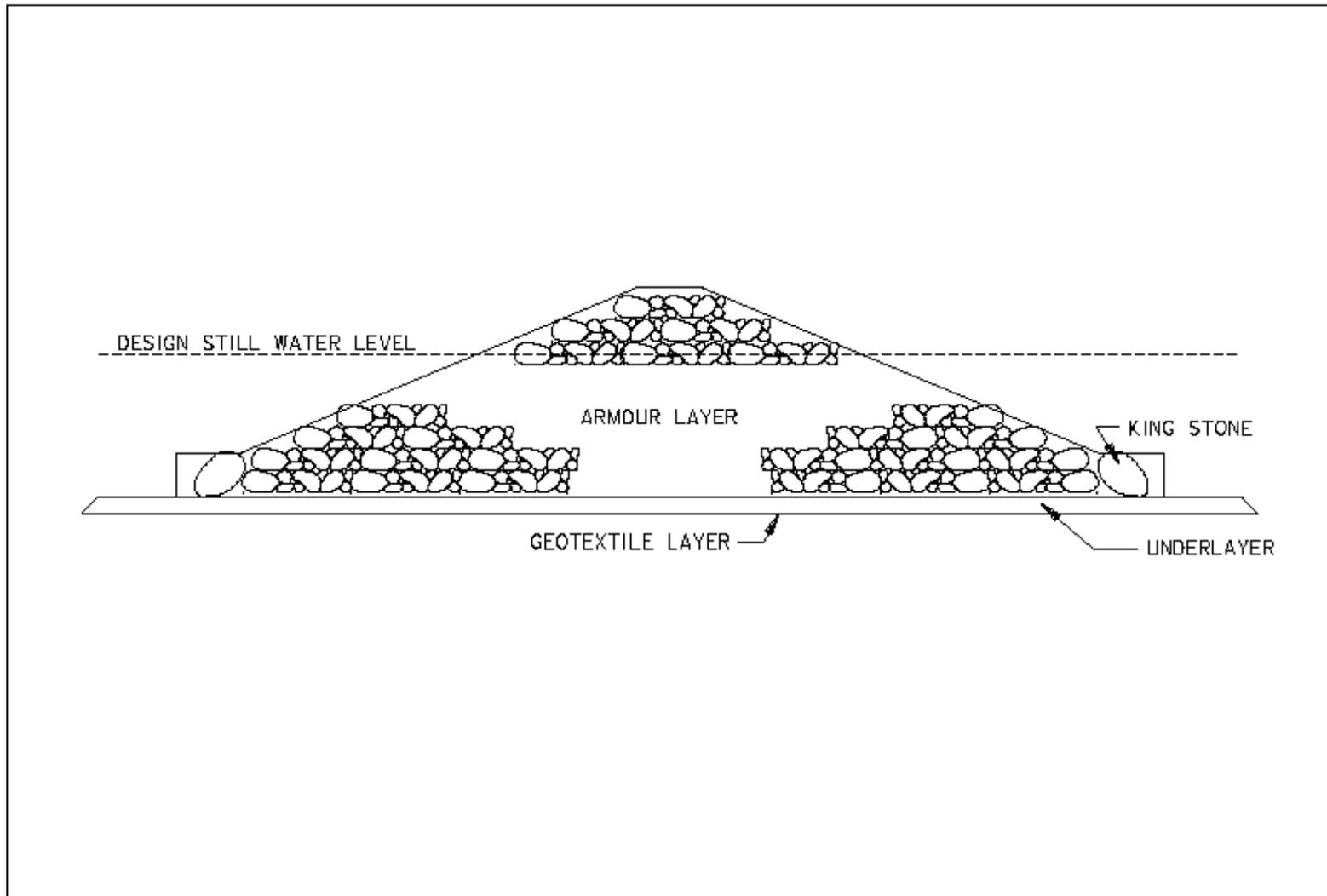


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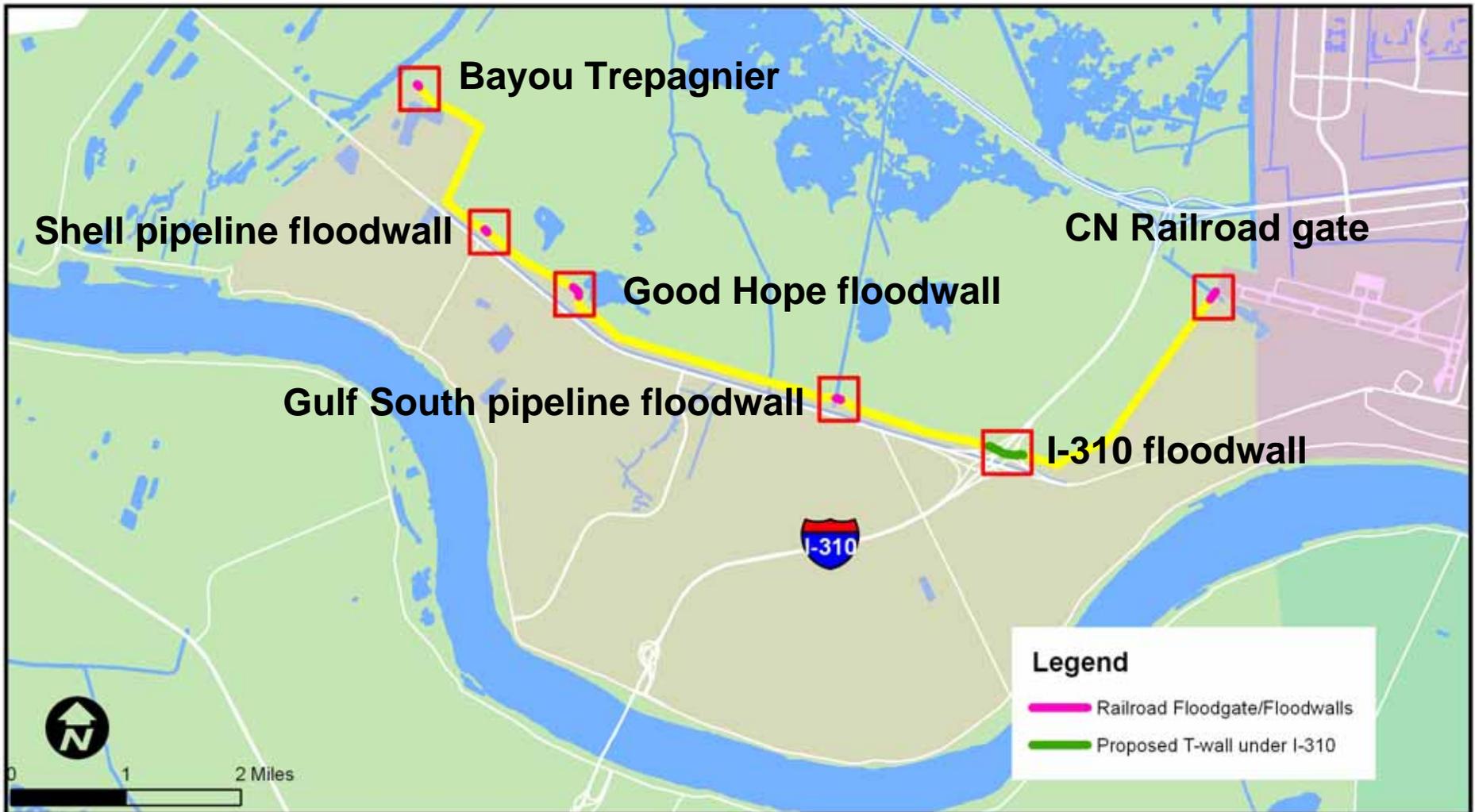
# Typical Cross Section Through Breakwaters





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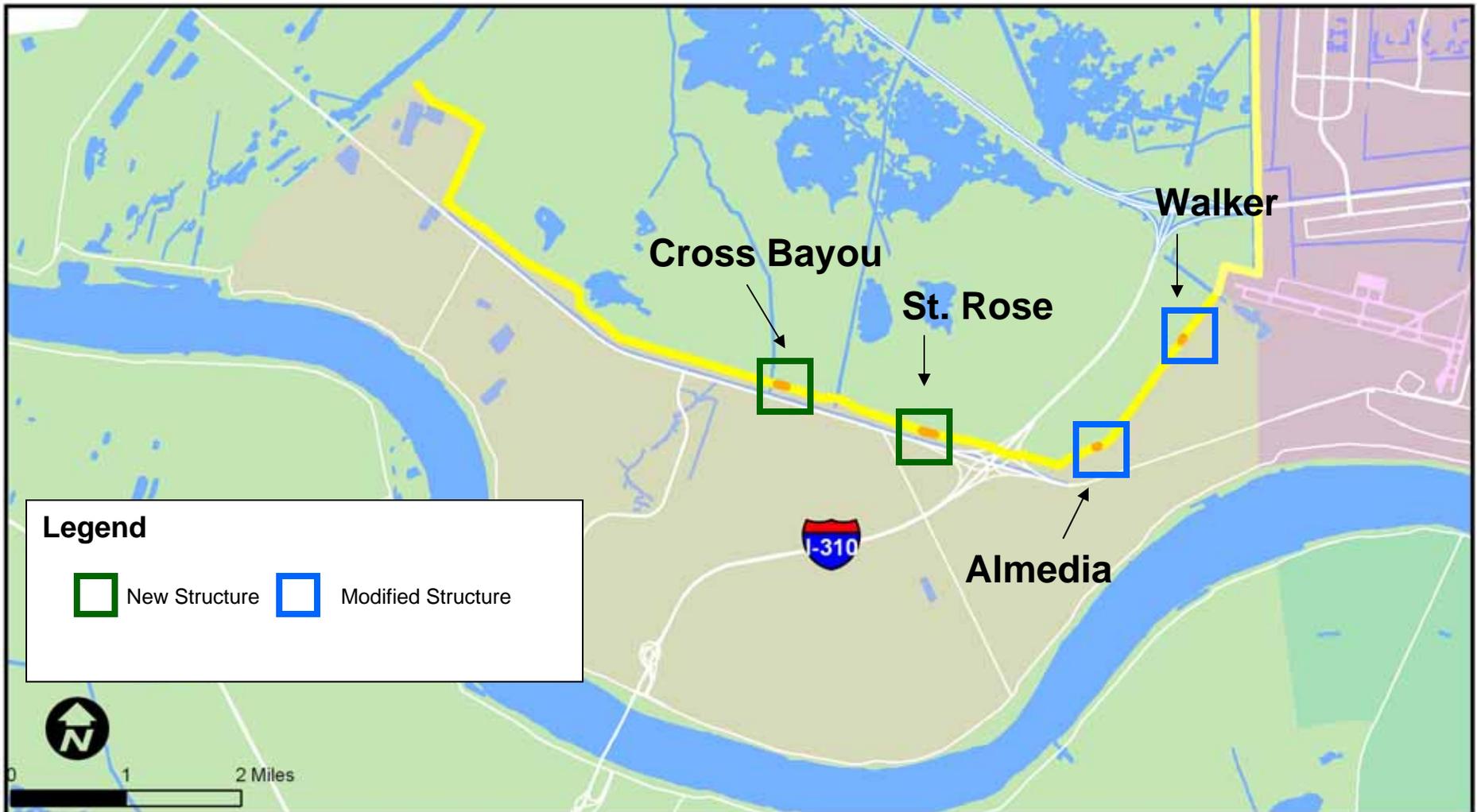
# St. Charles Parish Floodwalls





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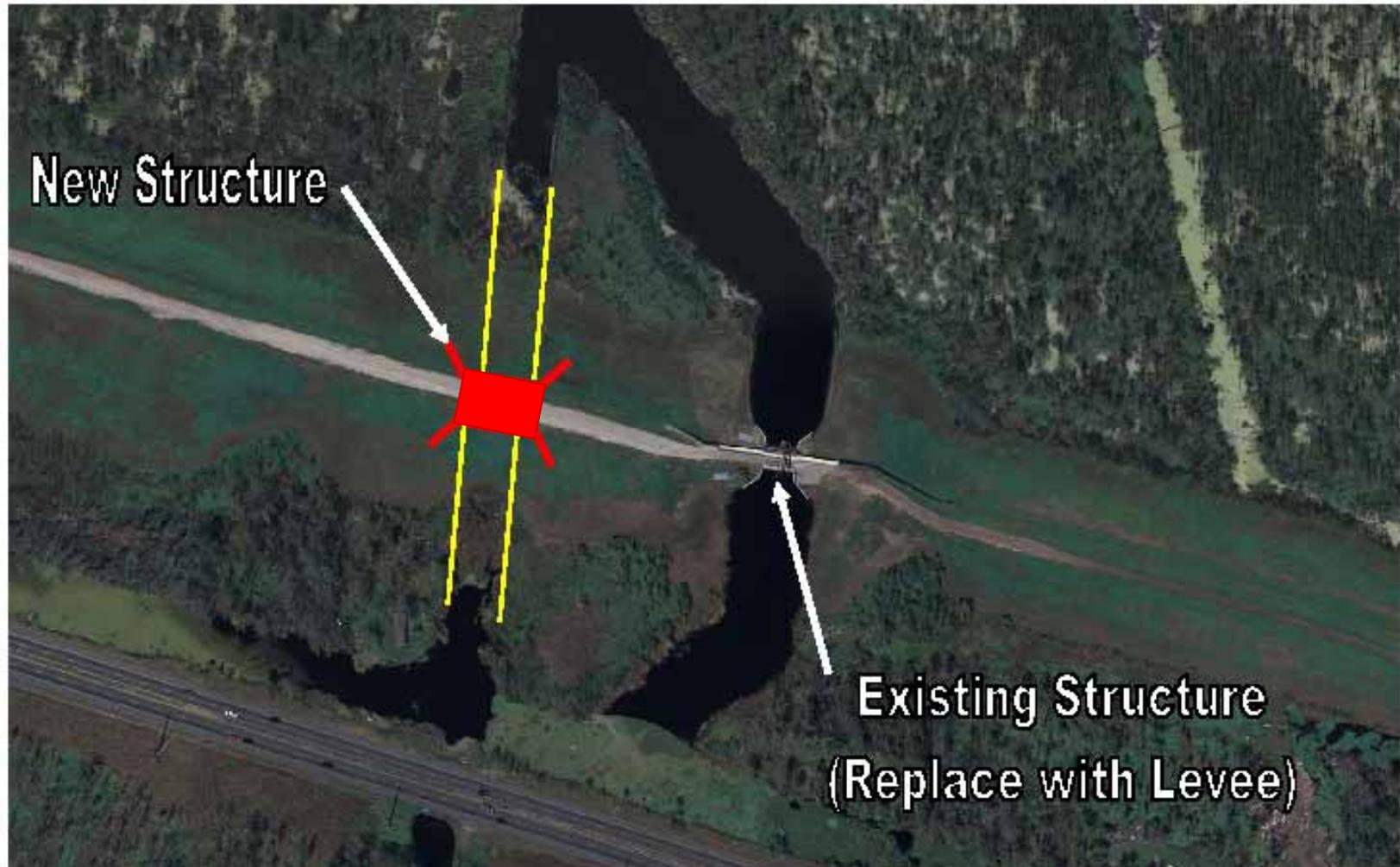
# St. Charles Parish Drainage Structures





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# Cross Bayou Drainage Structure



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# Typical Drainage Structure



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# 100-yr Alternatives Jefferson Parish - West Return Wall IER 2

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# West Return Floodwall

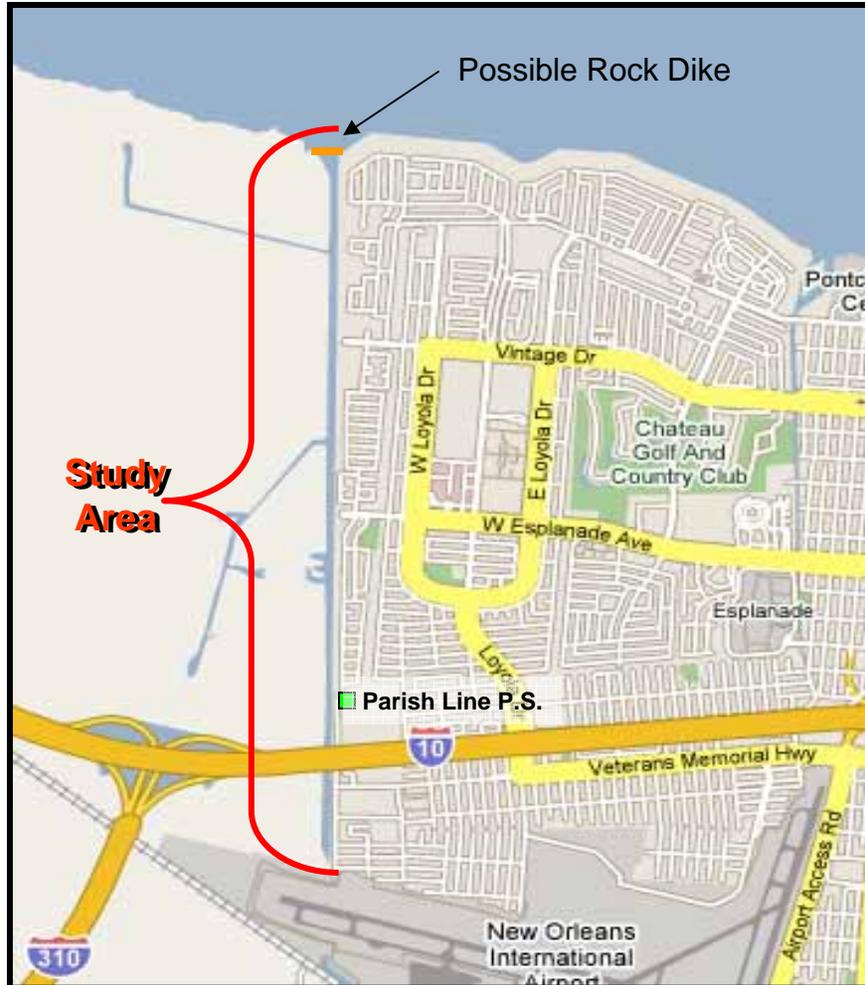


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# West Return Floodwall Alternatives Evaluation



## Study Area:

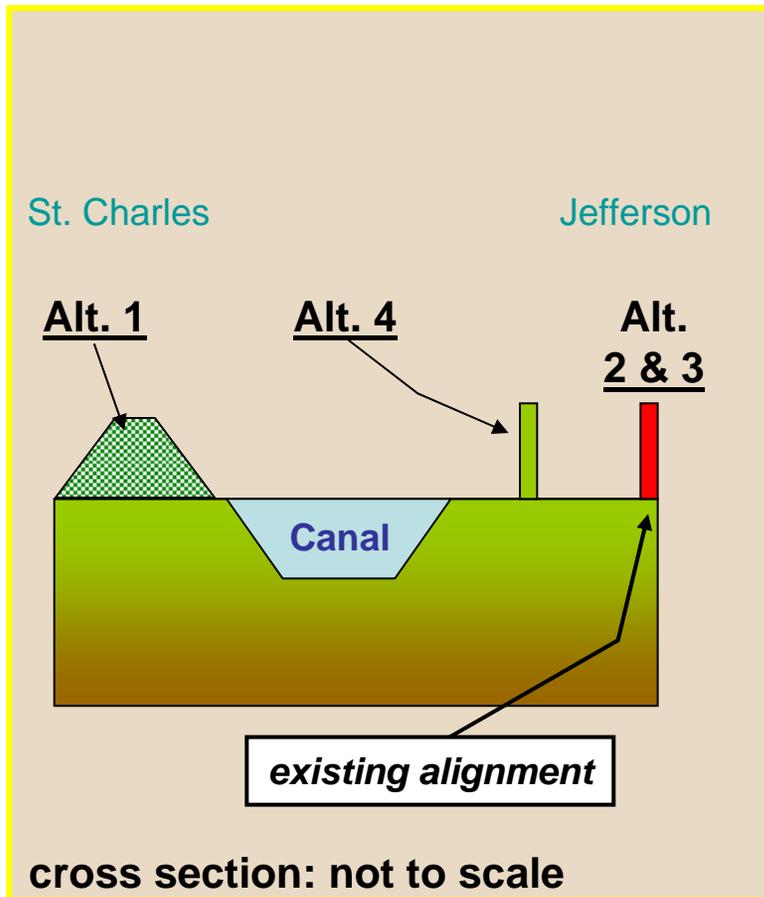
New Orleans International Airport to  
the Jefferson Lakefront Levee

- Evaluation of Alternative Designs  
complete - Nov 2007
- Possible Rock Dike considered at  
head of canal
- Scheduled Start of Construction –  
early 2009



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# West Return Floodwall Alternatives Evaluation



Alternative 1: Earthen levee (St. Charles side of existing alignment)

Alternative 2: Modification of existing floodwalls by adding additional wall height (current alignment)

Alternative 3: Remove existing wall and replace with new wall (current alignment); potential reuse of some foundation components

Alternative 4: New wall parallel to existing floodwall



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# 100-yr Alternatives Jefferson Parish – Lakefront IER 3

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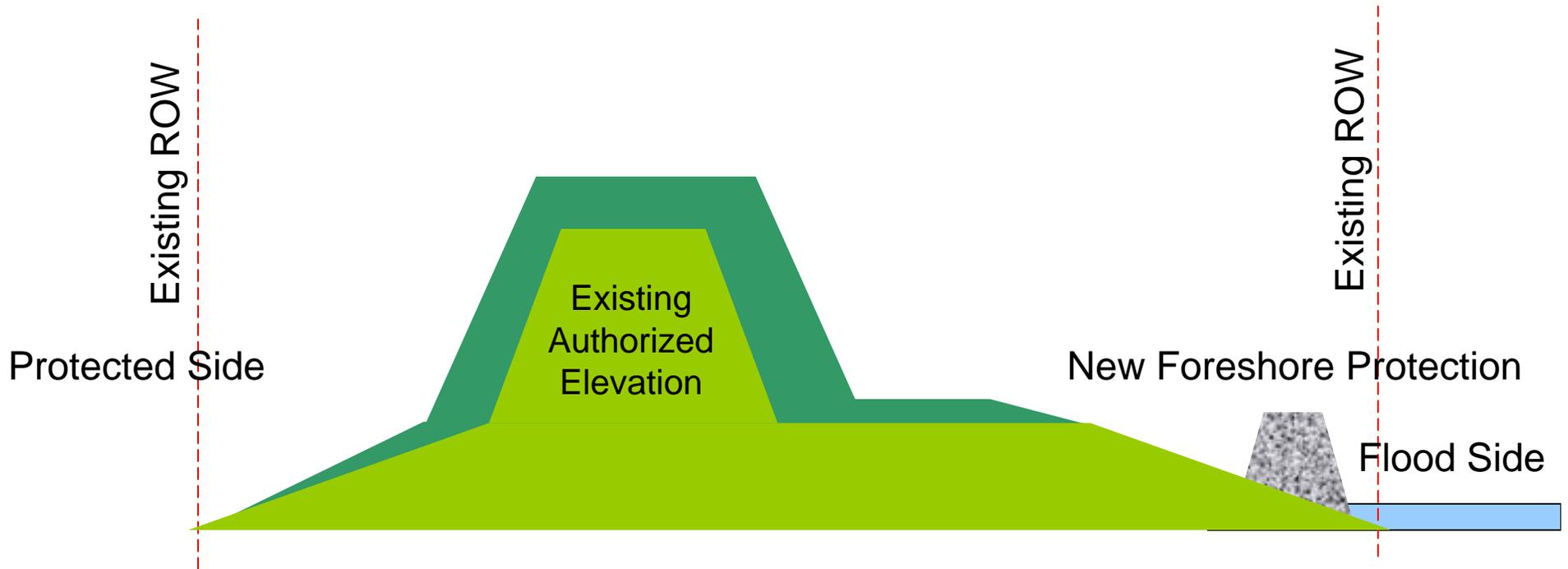
# Jefferson Parish Levee Reaches





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# 100-yr Alternative 1 (Preferred)



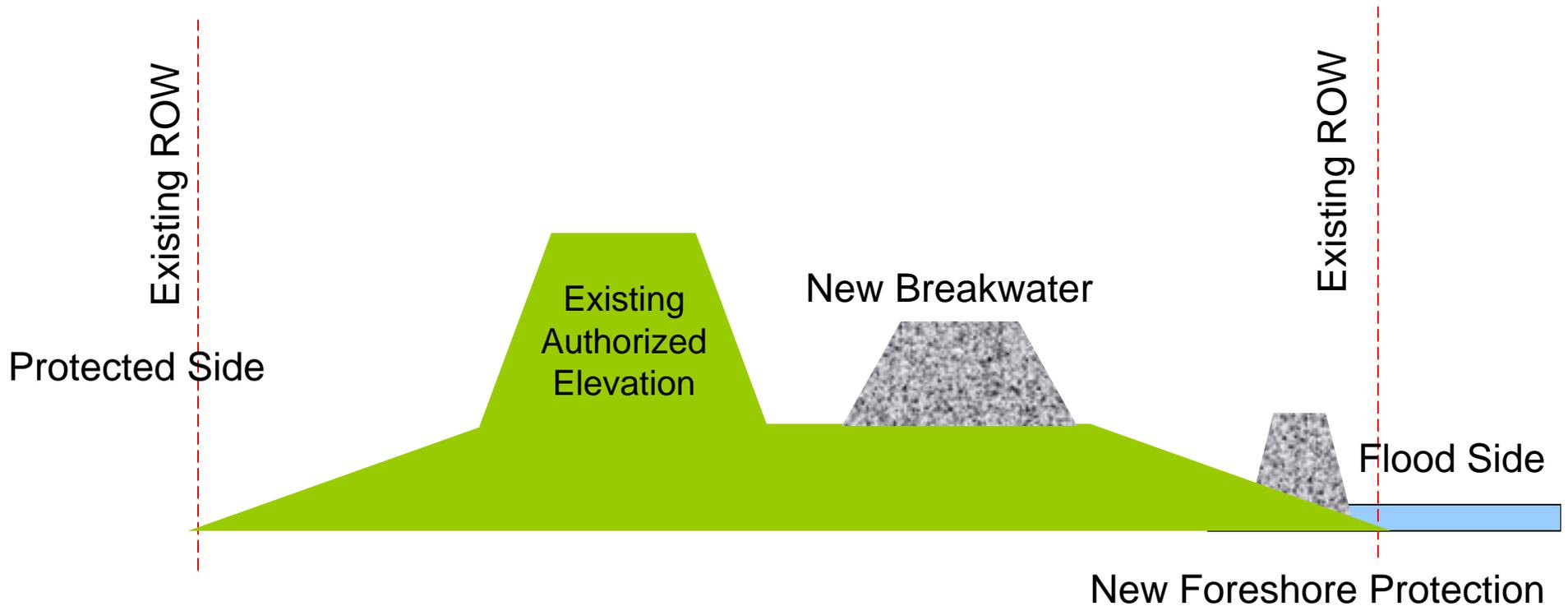
ROW – Right-of-Way

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# 100-yr Alternative 2



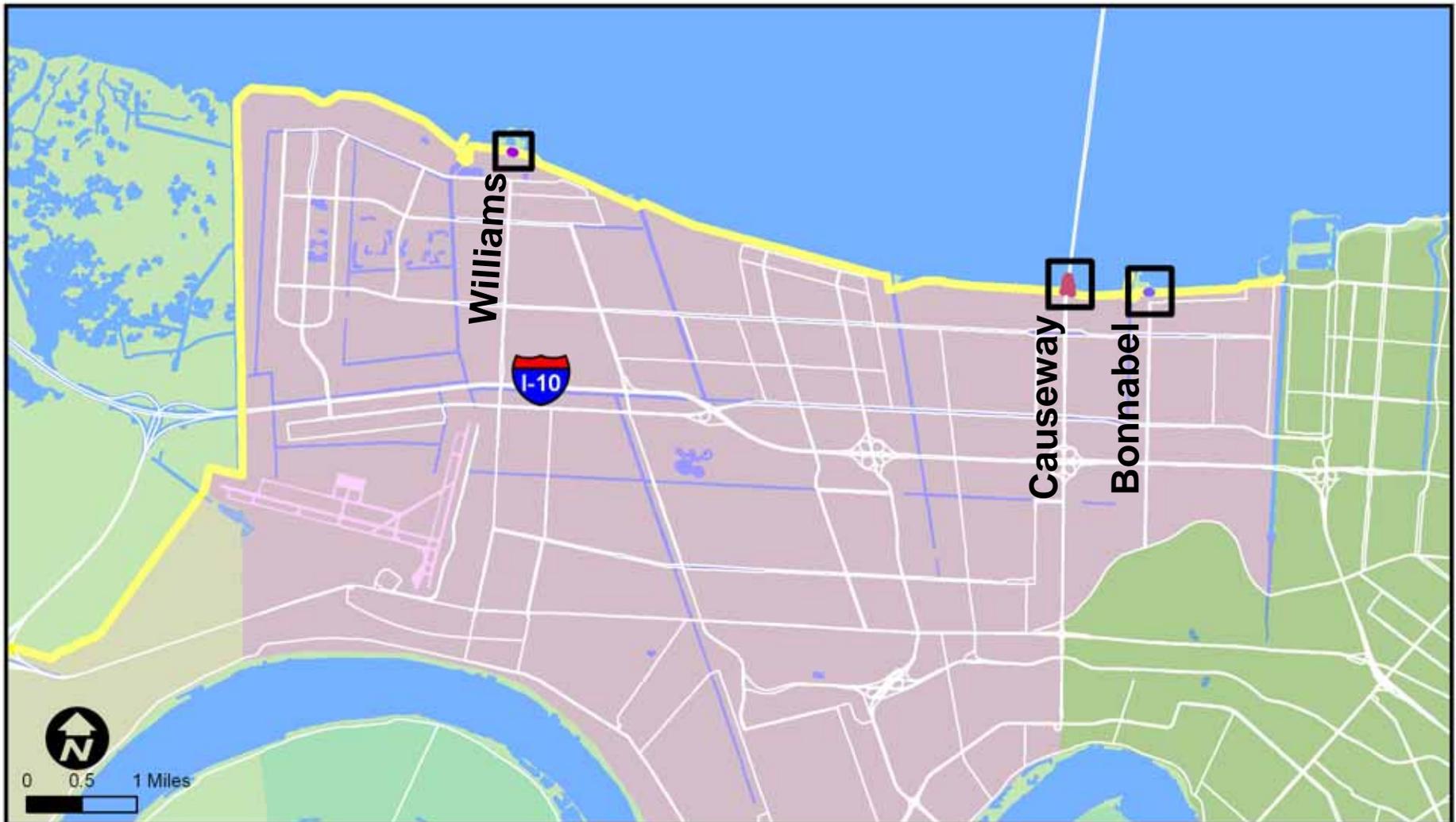
ROW – Right-of-Way

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# Floodgates at Williams and Bonnabel, and Causeway Levee Tie-in





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# Jefferson Parish Floodgates

**Williams Blvd**



**Bonnabel Ave**



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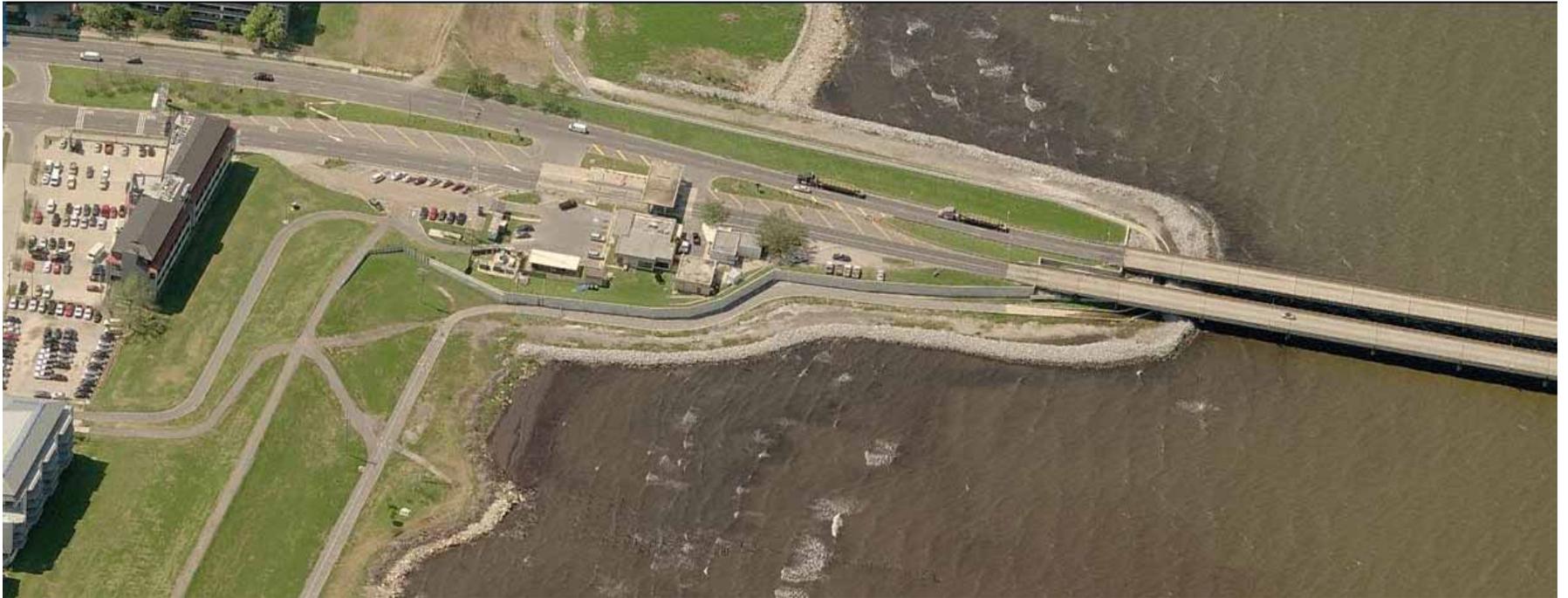
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# Causeway Levee Tie-in



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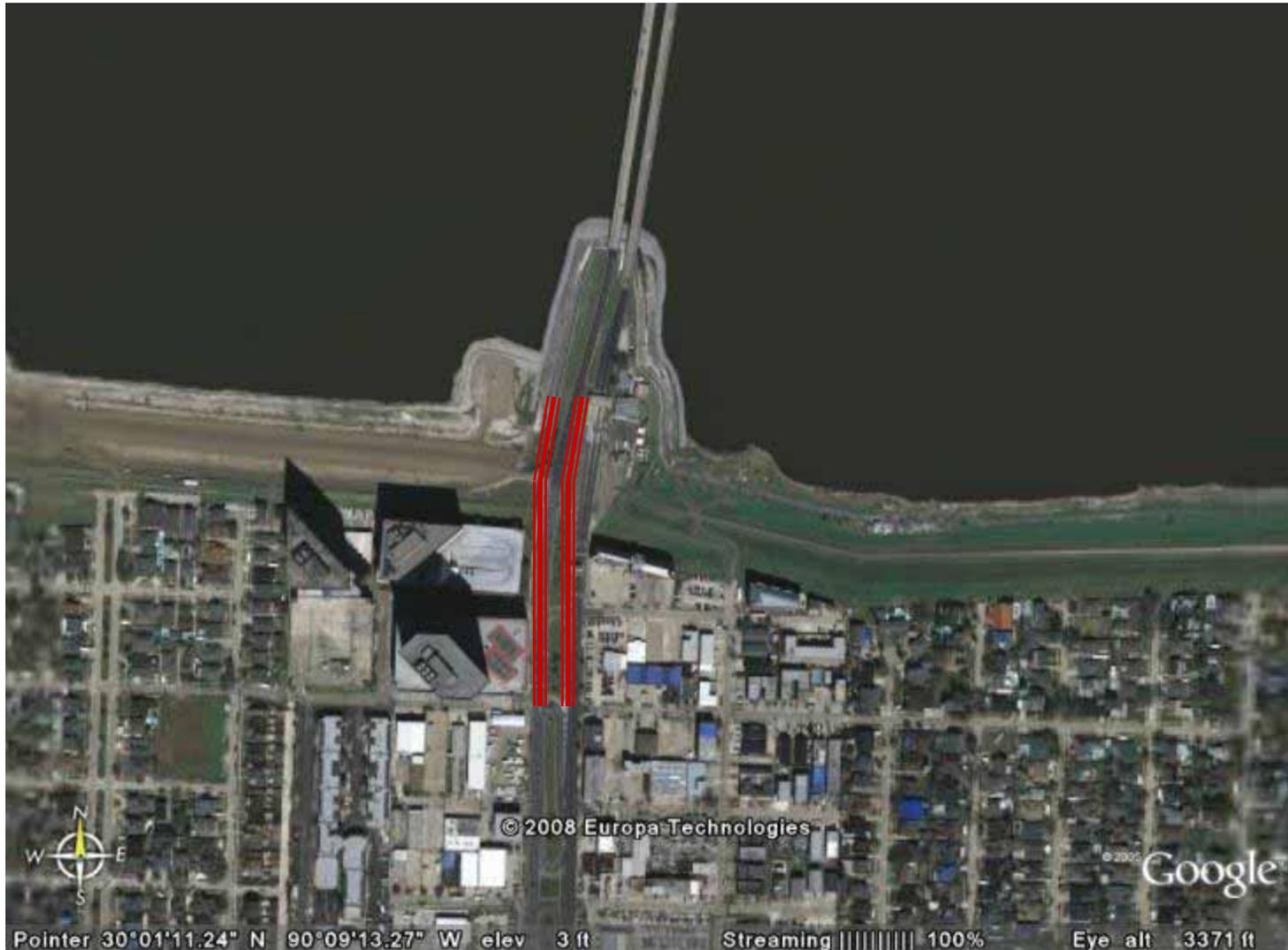
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# Causeway Levee Tie-in

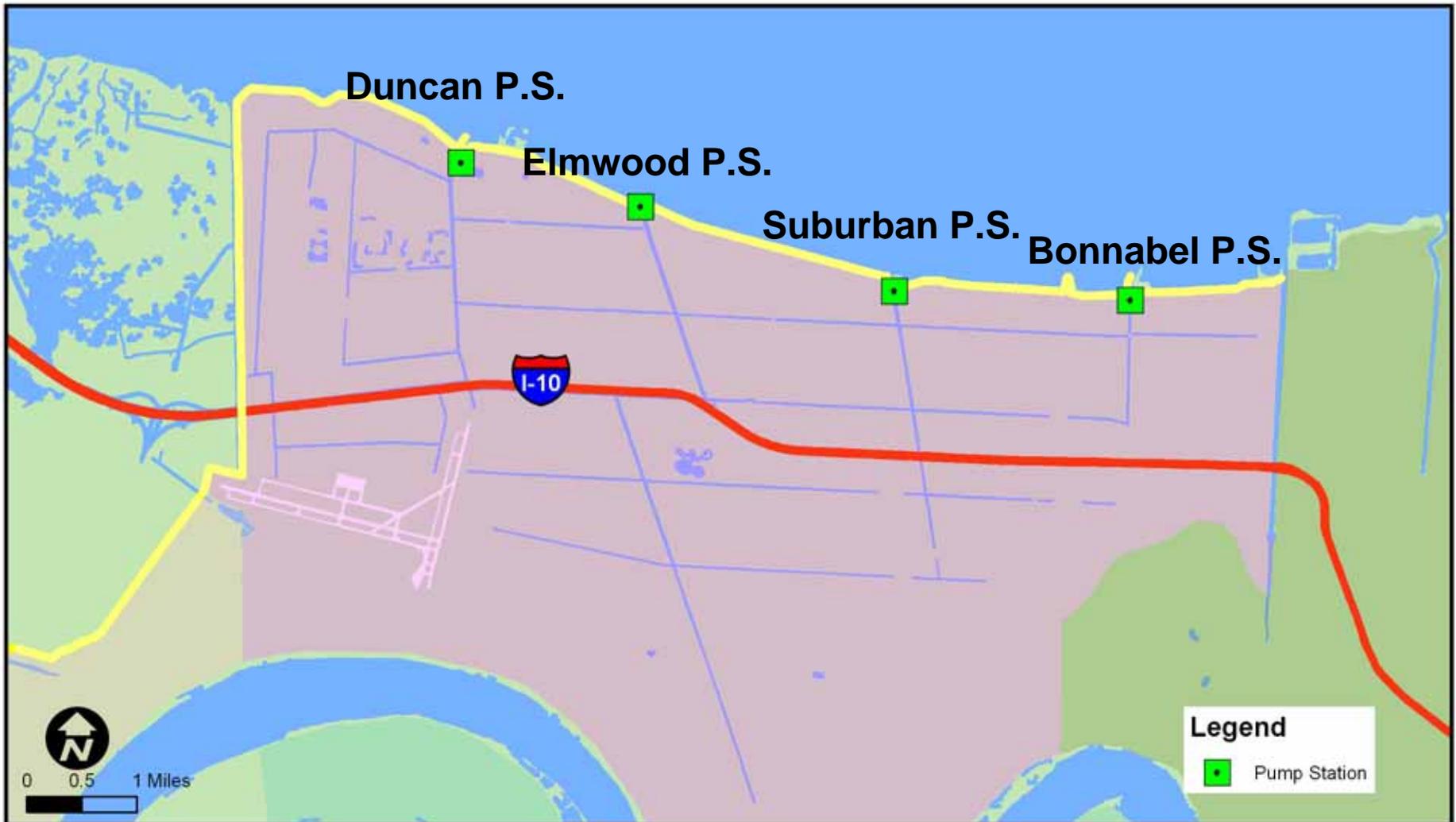


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# Jefferson Lakefront Pump Stations





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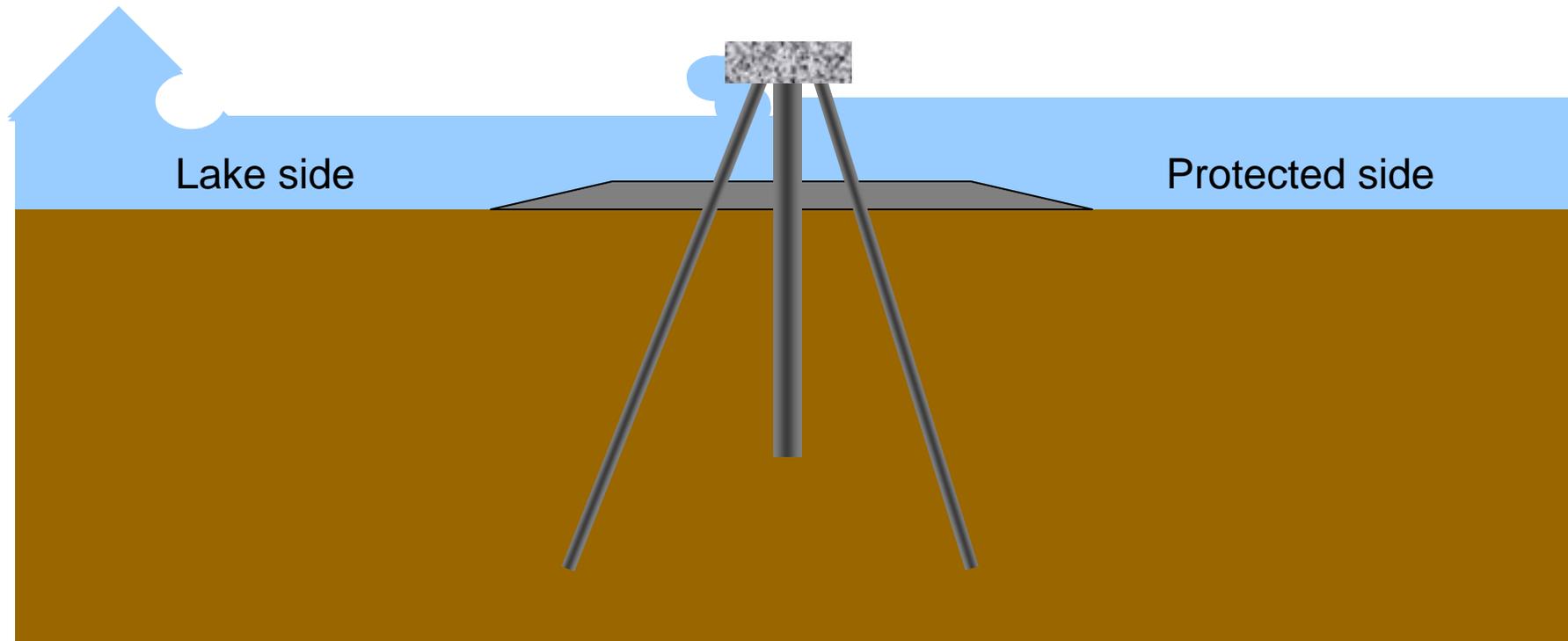
# Breakwater Suburban PS #2





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# Typical Section of Breakwater



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# Fronting Protection Elmwood PS #3

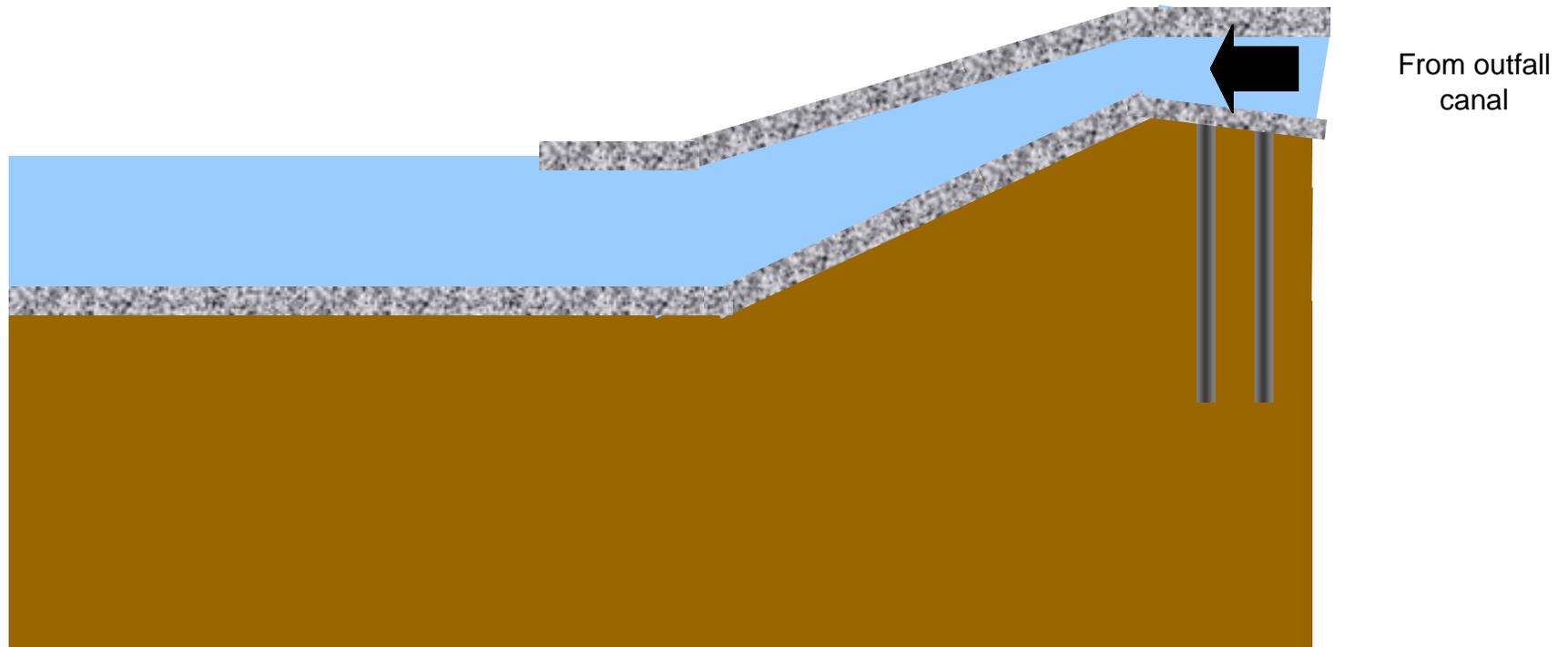




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# Typical Fronting Protection Jefferson Parish Horizontal Pumps

Current configuration

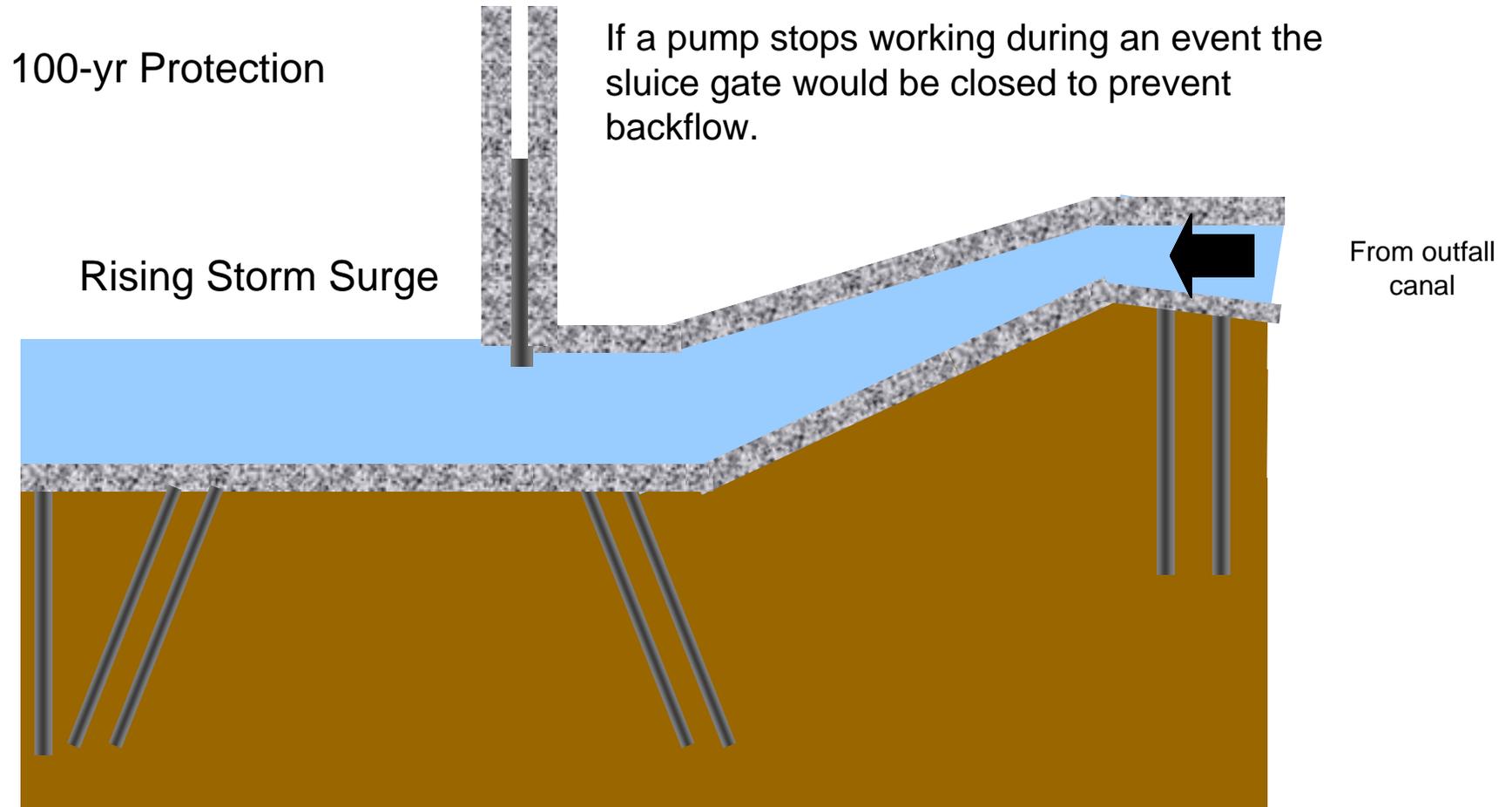


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# Typical Fronting Protection Jefferson Parish Horizontal Pumps



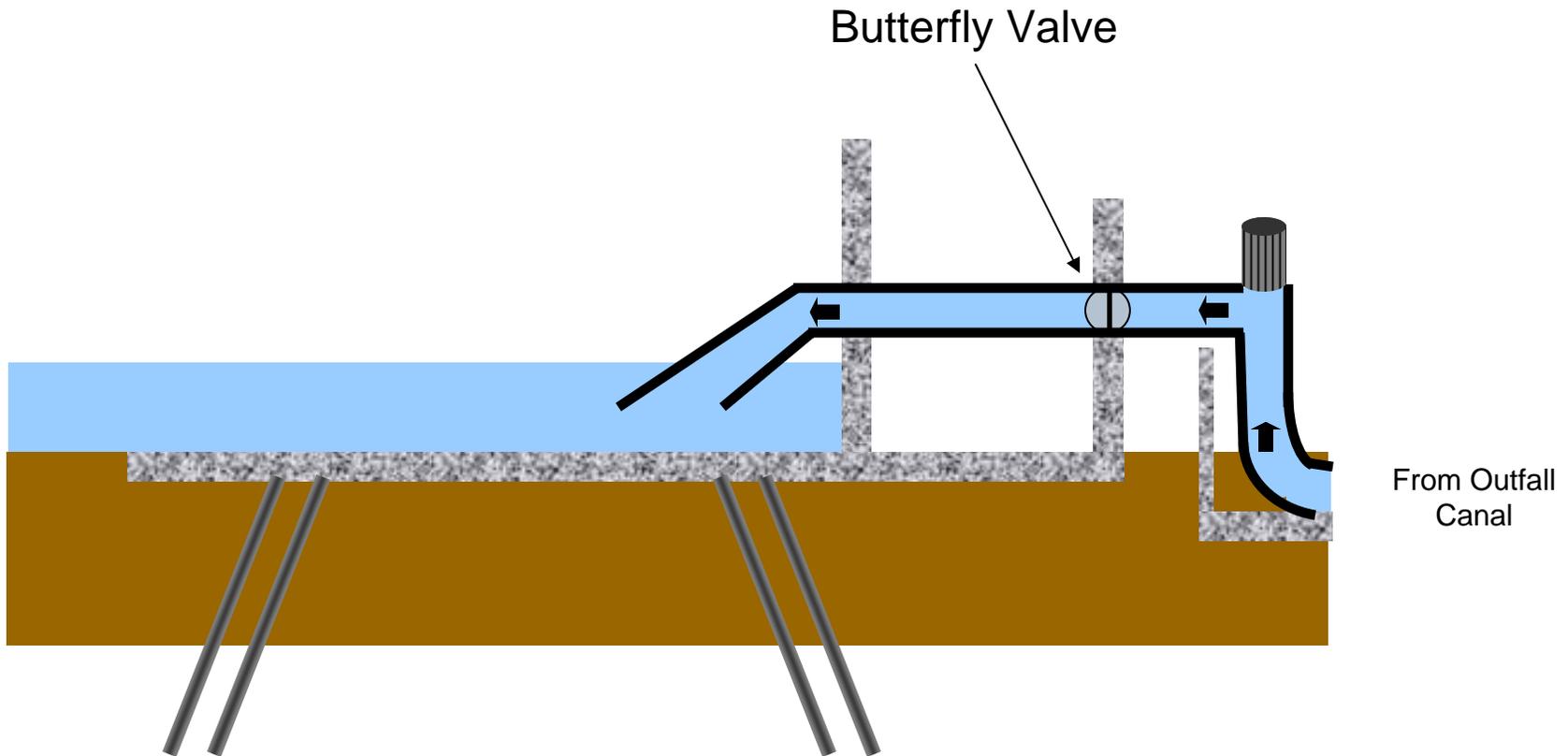
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# Typical Fronting Protection Vertical Pumps

If a pump stops working during an event the butterfly valve would be closed to prevent backflow.

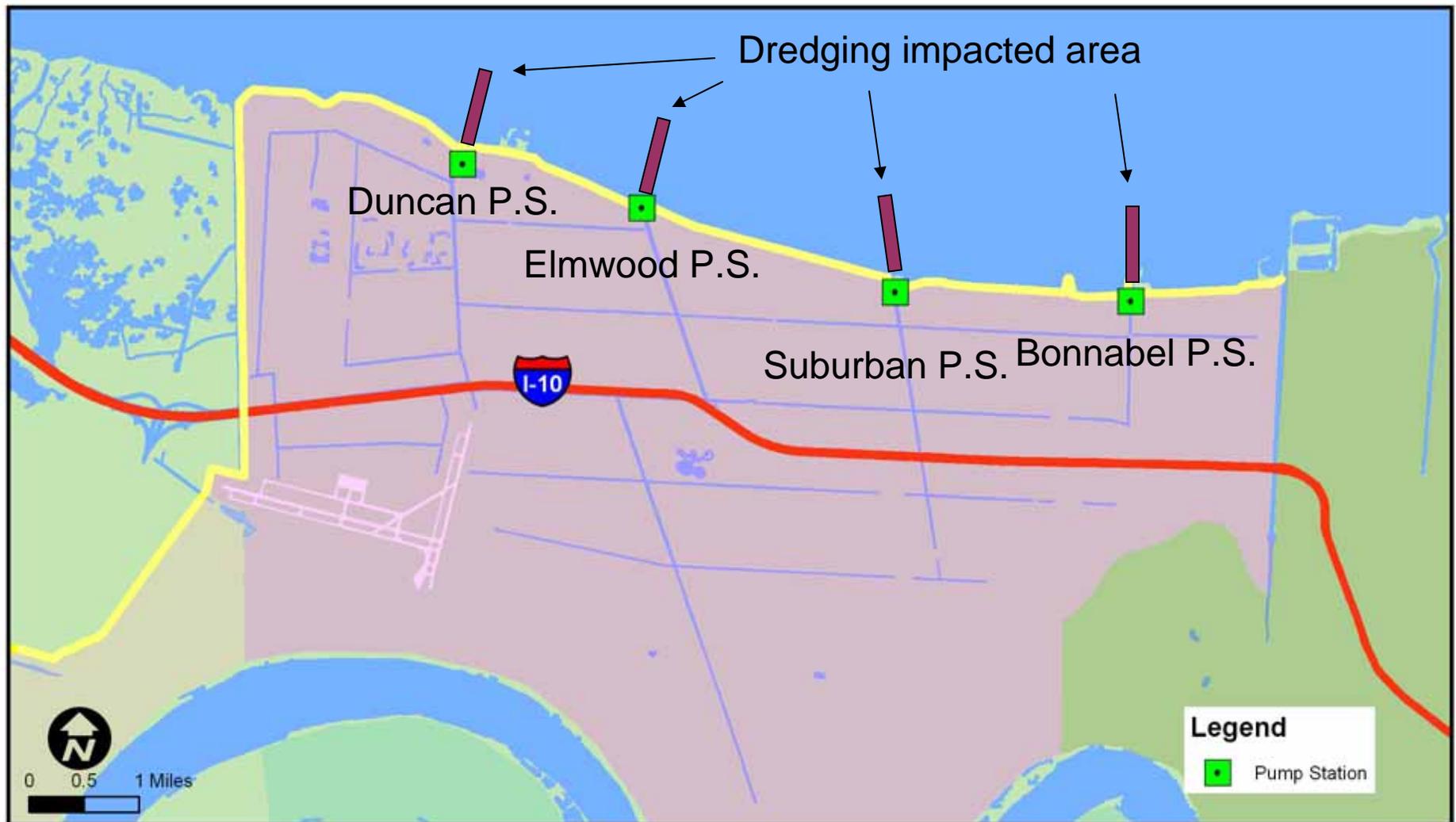


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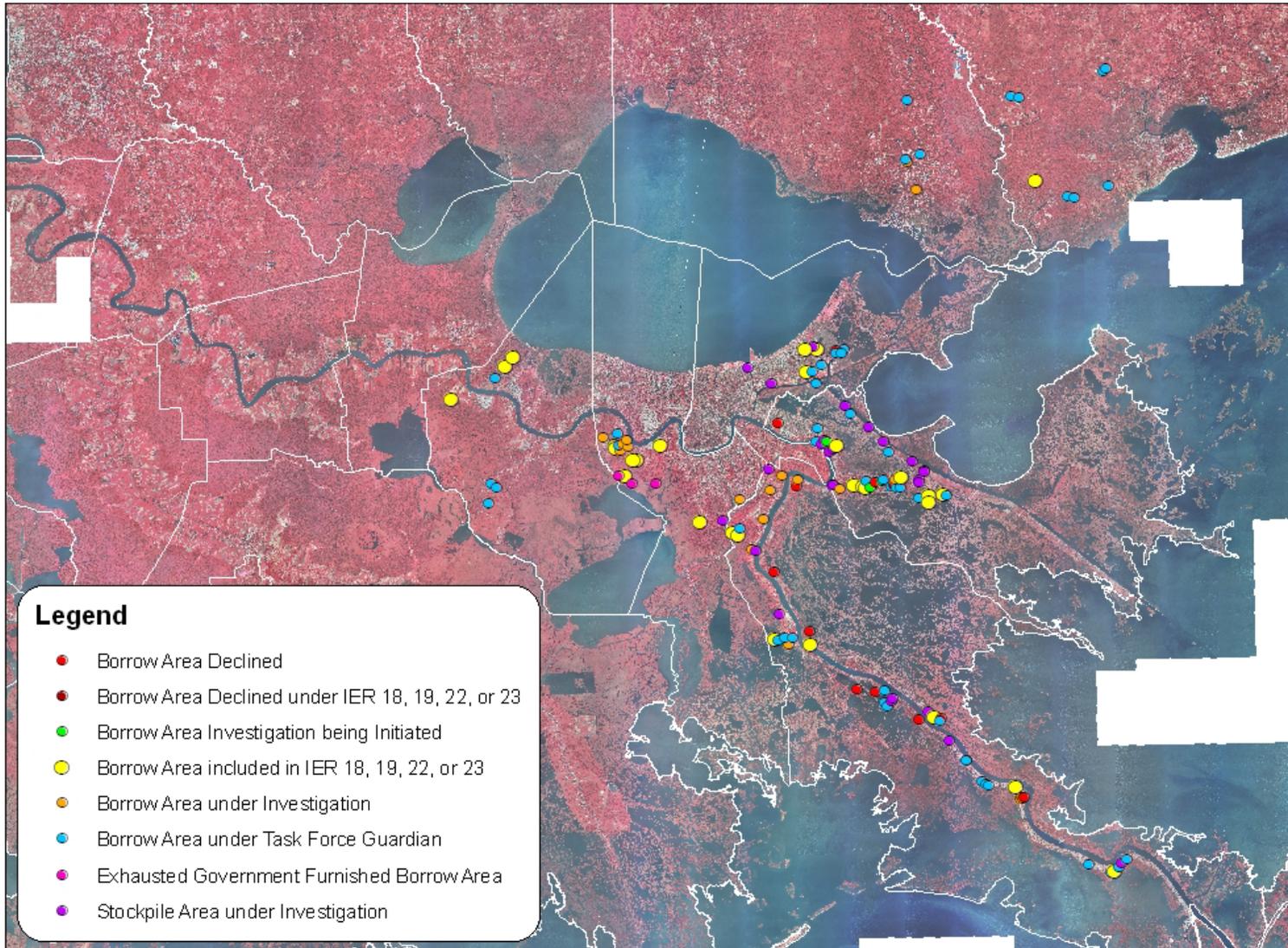
# Dredging for Construction Access





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# Investigated Borrow Sites – System Wide



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# Opportunities for Public Input

- Monthly Public Meetings throughout New Orleans Metro Area
  - Make sure to sign in tonight to get on our meeting notification mailing list
- Comments can be submitted at any time at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)
- Individual Environmental Reports (IER) 30-day Public Review

Questions and comments regarding Hurricane Protection Projects

should be addressed to:

**Gib Owen**

**PM-RS**

**P.O. Box 60267**

**New Orleans, LA 70160-0267**

**Phone: 504-862-1337**

**E-mail: [mvnenvironmental@usace.army.mil](mailto:mvnenvironmental@usace.army.mil)**

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# NOLA

Environmental

NEW ORLEANS, LOUISIANA

Environmental Compliance Data Bank

[www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

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PROJECTS
MEETINGS
LIBRARY
DATA VIEWER
GET INVOLVED
RELATED LINKS

**Welcome to NOLA Environmental!** This site has been set up to share with the public the efforts being made by the U.S. Army Corps of Engineers and other Federal and state agencies in south Louisiana regarding the environmental compliance for proposed Federal and state Hurricane Protection Projects. Additional information pertaining to other Federal and state agencies' hurricane recovery efforts in southeast Louisiana will also be posted on the site as it becomes available.

FEATURED PROJECT

USACE-MVN Emergency Alternative Arrangements  
West Bank & Vicinity & Lake Pontchartrain & Vicinity  
Hurricane Protection Projects

The U.S. Army Corps of Engineers, Mississippi Valley Division, New Orleans District implemented Alternative Arrangements on March 13, 2007 under the provisions of the Council on Environmental Quality Regulations for Implementing the National Environmental Policy Act (40 CFR § 1506.11). This process was implemented in order to expeditiously complete environmental analysis for the 100-year level of Hurricane and Storm Damage Reduction effort authorized and funded by the Administration and the Congress. The proposed actions are located in southern Louisiana area and relate to the Federal effort to rebuild the Hurricane and Storm Damage Reduction system in the New Orleans Metropolitan area as a result of Hurricanes Katrina and Rita. ([Learn More](#))

NOW AVAILABLE:

The Decision Records for IERs 18 and 19 have been signed by the District Commander

Final IER 18 *(News Release)*

Final IER 19 *(News Release)*

IER 11 Draft Report - Public Comment Period: Jan. 31, 2008 - Feb. 29, 2008

UPCOMING EVENTS: Public Meetings

Feb. 26, 2008 7:00 - 9:00 pm, Orleans and Jefferson Parishes (IERs 4, 5, and Borrow)

Feb. 28, 2008 7:00 - 9:00 pm, St. Charles and Jefferson Parishes (IERs 1, 2, 3, and Borrow)

Mar. 13, 2008 7:00 - 9:00 pm, Jefferson, Orleans, and Plaquemines Parishes (IERs 12, 13, and Borrow)

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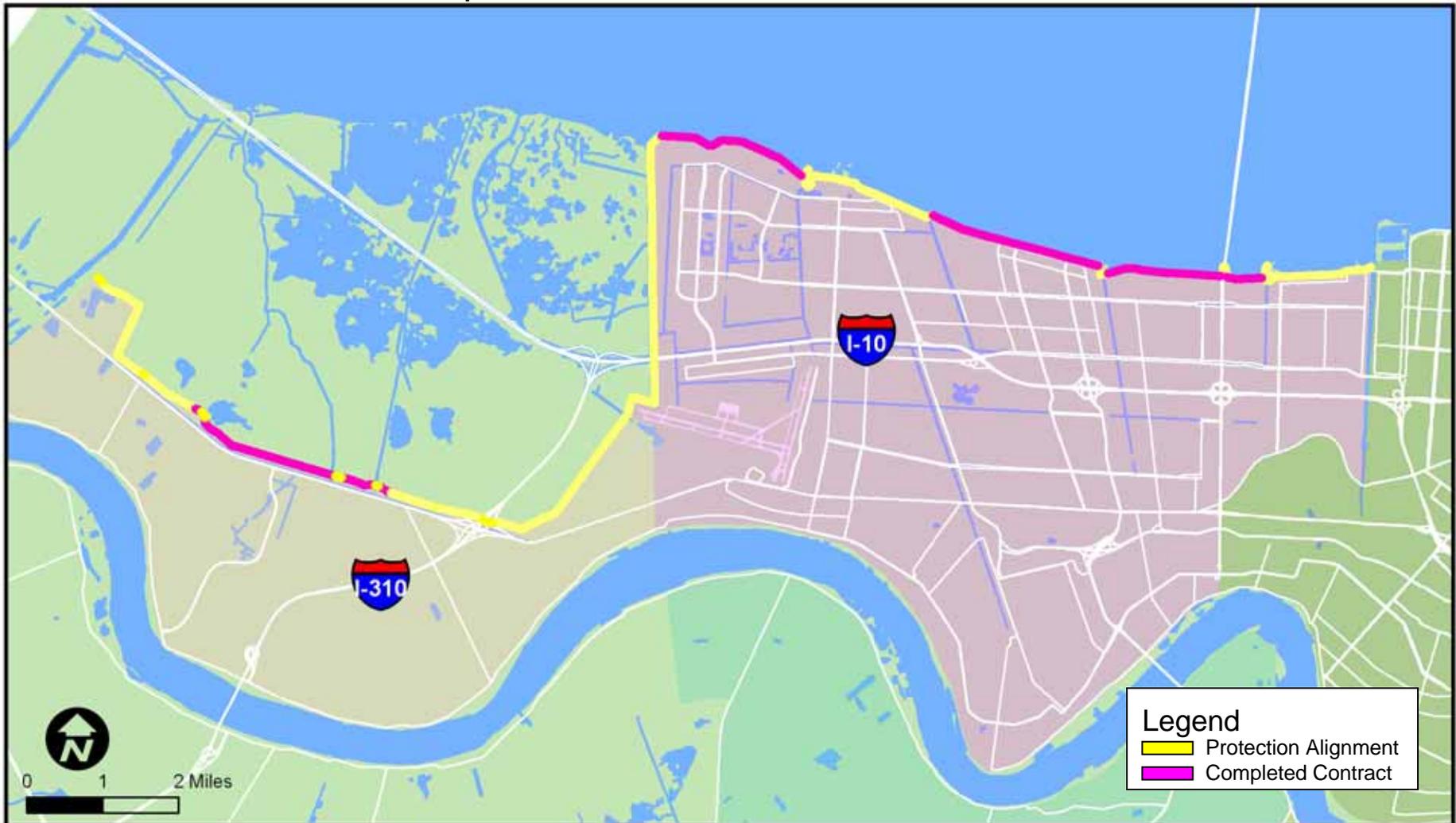
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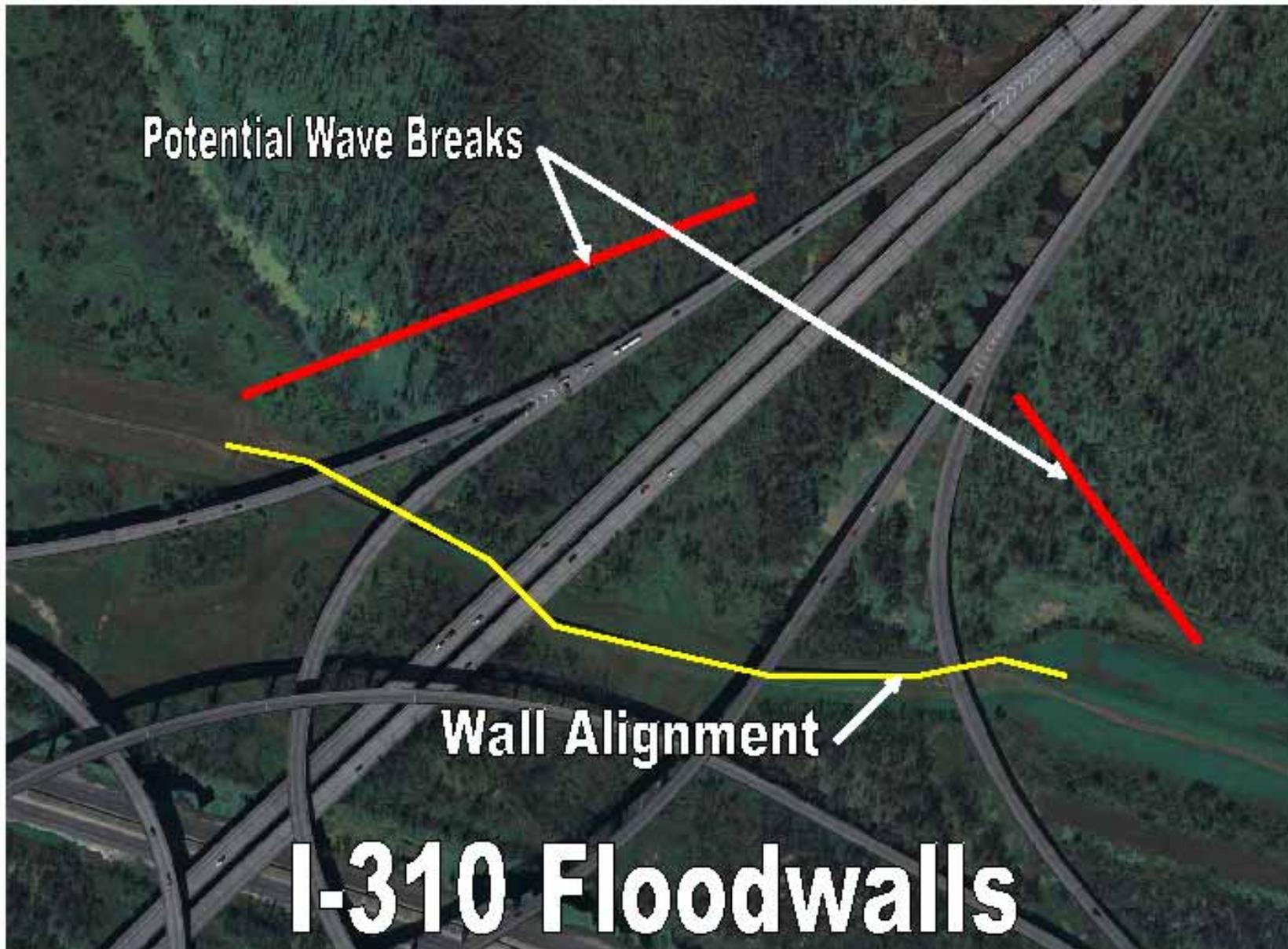


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# Levees Raised to Previously Authorized Elevation

- 6.3 miles completed in Jefferson Parish
- 2.2 miles completed in St. Charles Parish





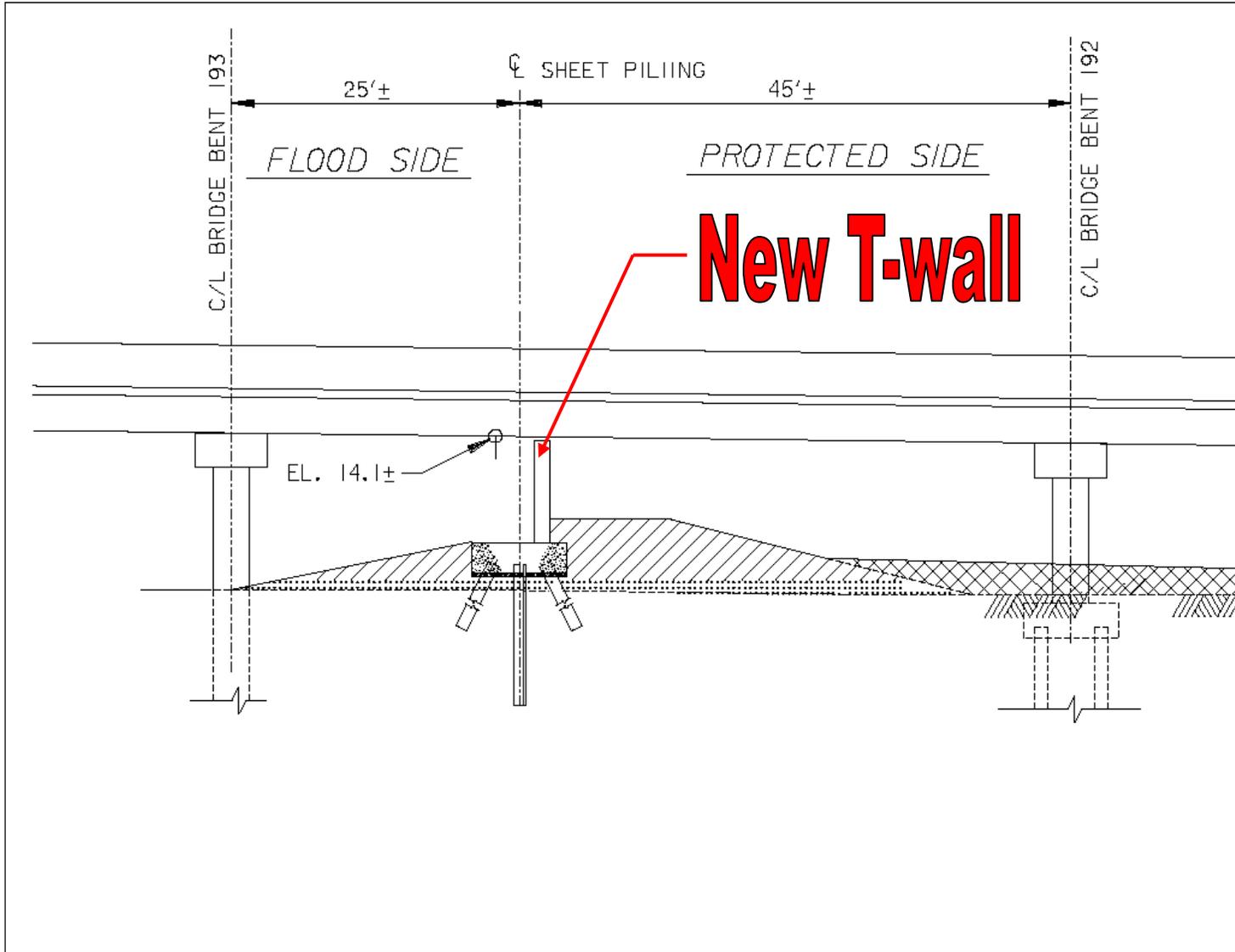
Alternative 1: Uses breakwaters  
Alternative 2: No breakwaters





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# Floodwall Under 1-310



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