Public Meeting Summary

Individual Environmental Report 12
Harvey and Algiers Canal Levee and Floodwalls
Tuesday, December 16, 2008

Location	MI-SWACO 4300 Peters Rd. Harvey, LA 70058
Time	Open House 7:30 a.m. Presentation 8 a.m.
Attendees	Approx 34
Format	Open House Presentation Discussion
Handouts	• Presentation • Borrow Handout • HSDRRS Status Map
Facilitator	Julie Morgan, public affairs

Jerry Huffman, president of Harvey Canal Industrial Association

Good morning, I am Jerry Huffman president of the Harvey Canal Industrial Association. Thank you for coming this morning and thank you to Brett Toups for allowing us to use the Mi-Swaco location. The Harvey Canal Industrial Association has worked with the Army Corps of Engineers for many years on flood protection projects. We are happy to see the progress on Peters Rd. and in the final analysis we will have flood protection.

Julie Morgan, public affairs

Thank you for coming and I would like to echo the thanks to Mi-Swaco for the venue. My name is Julie Morgan and I work in public affairs department at the Army Corps of Engineers, New Orleans District. We appreciate you coming to this meeting so early in the morning. Being here shows that you have an interest in our project. This morning we are presenting the status of the project that reduces risk to the Harvey and Algiers canals and meets the National Environmental Policy Act compliance requirements. This is an opportunity to voice your concerns and ask questions. These meeting are taken seriously and our Colonel reads the minutes before making a decision. The Corps has been going around the New Orleans metro area for two years holding meetings and we've held approximately 100 meetings. Tim Connell is giving the presentation on the Gulf Intracoastal Waterway West Closure Complex project. I ask that you hold any questions until the end of the presentation.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

Public Meeting Summary

Tim Connell, project manager

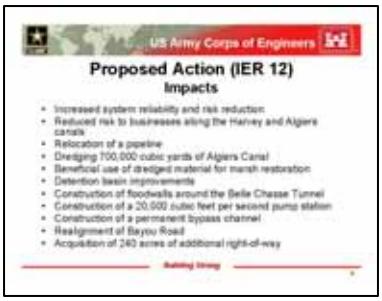
Good morning my name is Tim Connell and I am the project manager for the Gulf Intracoastal Waterway West Closure Complex. Today we are here to discuss the status of improvements we are making and to get your input.

Another reason we are here is to meet the National Environmental Policy Act requirements. NEPA is required of all federal major actions and specifies that we have to analyze the potential impacts to the human and natural environments in proposed alternatives to make a more informed decision. Public involvement is key to the process and we want to hear from you. This project will be between $500 million and $1 billion. The input received gives us your insight on the impacts of the alignments.

The work along Peters Rd. will continue for approximately another year. The final task order for completion along Peters Rd. was awarded in Apr. 2008 and the tie in work along Algiers Canal was awarded at this time [pointing]. The floodgate is near completion and has been used a few times. Additional work ongoing in the area includes the industrial reach where the levees are being raised to elevation 10. This construction is about 34 percent complete. It was supposed to be complete in January but has been pushed to June due to debris that needs to be removed.

The red line [pointing] outlines the Westbank and Vicinity Hurricane Protection Project. Currently it is about 66 miles of levees and floodwalls. This morning we are discussing the plans for this area here [pointing] to decrease the risk for all the area for the Westbank under IER 12.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



This line [pointing] is the full area of IER 12. We have presented several alternatives in this area before and we are preparing to have the recommended plan shortly. The proposed action is called the GIWW West Closure Complex and it consists of placing a structure here [pointing] with a system of floodgates, a large pump station, a floodwall along the Bayou aux Carpes 404(c) area, levee modifications and improvements in the canal for drainage.

The impacts in the area are to increase system reliability and risk reduction. There will be 26 miles of levees and floodwalls along the Harvey and Algiers Canal removed from the role of primary surge protection into a secondary role. Then we will replace them with a compact and robust structure at that [pointing] location. The major advantage is the structure will place businesses between the floodwall and Harvey Canal behind the 100-year protection system. A gas pipeline would have to be relocated in the project and 700,000 cubic yards of the Algiers Canal would be dredged. The dredge material would be used beneficially to enhance marsh in a section of Bayou Segnette. This project would also include construction of the largest pump station in the nation. It will be capable of pumping 20,000 cubic feet per second of water. There will be the fewest impacts to residents but 240 acres of additional right-of-way will need to be acquired.

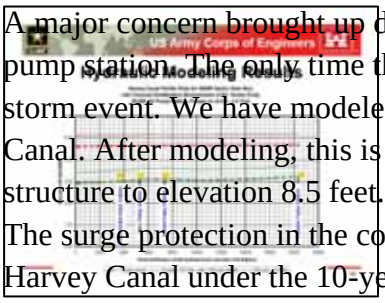
This is a conceptual view of the GIWW West Closure Complex project. The project is centralized in this area here [pointing]. One component is a special floodwall that runs along the environmentally sensitive Bayou aux Carpes 404(c) area. It will be a barge resistant floodwall because a berm will be placed in front of it to prevent barges from getting close to the wall. There will be gates with an opening about 300 to 335 feet, the width configuration has not been determined. A 225 foot main navigation structure and a 110 foot secondary navigation structure are shown in this drawing.

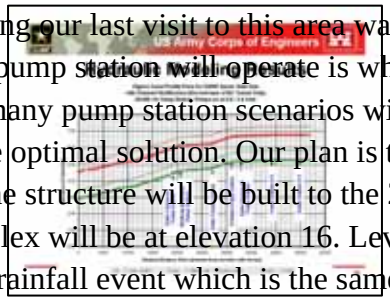
This is the 20,000 cfs pump station configuration. When the structure is closed the storm water pumped in would be maintained in the retention basin. The Bayou aux Carpes 404(c) area is coordinated with the environmental agencies to impact it

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

minimally and develop the freshwater project into the area.

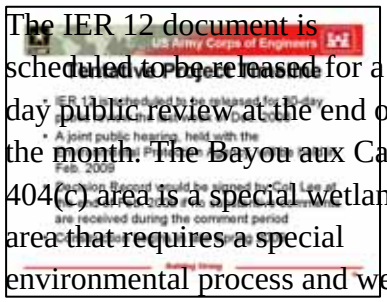
This is the configuration of where we plan to place the project. It may be slid back slightly to limit impacts to the property owner but that is under consideration. The placements of the main gates are under consideration. We may switch the two gates but it is not determined at this time. Once the contractor is assigned we will discuss how to get this done by June 2011. We are working with the navigation industry to optimize this project. This is another view of the structure. Gaps may be cut in these banks to allow water to flow out.





A major concern brought up during our last visit to this area was the hydraulic modeling of the pump station. The only time the pump station will operate is when the gates are closed during a storm event. We have modeled many pump station scenarios without modifying the Algiers Canal. After modeling, this is the optimal solution. Our plan is to build levees behind this structure to elevation 8.5 feet. The structure will be built to the 2057 elevation at 14 plus 2 feet. The surge protection in the complex will be at elevation 16. Levees are up to 8.5 feet in the Harvey Canal under the 10-year rainfall event which is the same as the 100-year storm. The water in the Harvey Canal is not higher than 3.2 ft in our design. At the 100-year rainfall event the elevation would be 4.6 feet. Both Harvey and Algiers canals will feed into the pump station. The water slopes down at the GIWW West Closure Complex. The highest water elevation is at 5.2 feet and the whole system is at 8.5 feet. We have to dredge at the Belle Chasse tunnel to keep the elevations lower because of what is going on in the Algiers Canal.

This residential area is the only location in close proximity of the project that is being affected. The design shows the proposed location with regards to residents. We are looking to reduce residential impacts.



The IER 12 document is scheduled to be released for a 30-day public review at the end of the month. The Bayou aux Carpes 404(c) area is a special wetlands area that requires a special environmental process and we are

working with the EPA on that project. There will be a joint public hearing in February. If everything goes well and there are not any substantive comments with the proposed actions then Col. Lee will sign the decision record on this project. In the case that there are issues to be addressed it would delay construction. Construction could begin late spring 2009 if everything stays on schedule.

These are the location that have been investigated for borrow.

All the borrow needs for the Westbank have been addressed and the material is being obtained. It has been located.

These are the IER's currently available for public review and can be found on www.nolaenvironmental.gov.

There are opportunities for public input at public meetings, submissions on www.nolaenvironmental.gov, or by contacting Gib Owen, our environmental manager, through mail or e-mail.

This is a snap shot of the www.nolaenvironmental.gov Web site where you can find the IER information on all the projects. This is a snap shot of the New Orleans District Web site, it was launched this past fall and is a good resource.

[Clapping]

Julie Morgan, public affairs

Before we begin the comment period I would like to give a few ground rules and introduce some of the specialist here this morning to answer questions.

Gary Brouse	Senior project manager of floodwalls

Maj. Timothy Kurgan	Chief of public affairs
Rueben Mabry	Risk and reliability

The project managers will be available after the meeting to answer any additional questions you may have after the discussion session. We handed out evaluation sheets and would appreciate if you would fill them out because it helps us to conduct better meetings. Please state your name when you have a question or comment and limit your comments to 3 minutes. We look forward to constructive comments and understand people have strong feelings toward the Corps. Please keep the comments constructive to the project.

Question 1. Ray Fuenzalida, Harvey Canal Limited Partnership: Are the locks on the Mississippi River part of the system that will control the volume of water allowed in the canals during a storm?

Response 1. Tim Connell: Unfortunately we have found that the water areas in the canal are high when the river is high. It is manageable if that is available and has been used before but the conditions have to be just right.

Question 2. Jack Warlong, Continental Construction (Not signed in): Is the footprint along the Algiers Canal going to get any longer?

Response 2. Tim Connell: That should be the extent of it. The area is being built to elevation 10 and the design on the inside is being built to elevation 8.5 feet. There are different criteria being evaluated. In the industrial area, with the current enhanced criteria, there might be a small amount of footprint needed in certain areas.

Question 3. Alan Hero, Hero & Son: The existing Harvey Canal, are you saying the water level might go up to 4.2 feet as part of this project to provide protection along the water's edge or not?

Response 3. Tim Connell: The existing water elevation is 3 and it is not part of the federal project [inaudible].

Question 4. Alan Hero: So what happens in this case?

Response 4. Tim Connell: That issue has to be discussed further but currently if you get to elevation 3 in the canals, the water will not come over.

Question 5. Allen Hero: The current West Jefferson Levee District said they might abandon the levee along the canal when this is completed, so then there would be no protection.

Response 5. Tim Connell: This is an issue to discuss with them but at this time it is not part of this project, to federalize the project along the Harvey Canal bank.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

Question 6. Allen Hero: The flood basin would include all the land and floodwalls, since we will not have protection on the water's edge?

Response 6. Tim Connell: I believe your current protection is good to elevation 4.

Question 7. Allen Hero: The West Jefferson Levee District says the protection will be abandoned and you have just said the retention basin will protect to 4.4 feet.

Response 7. Tim Connell: If you look at the design for the 100-year event, the highest elevation is 3.2 feet but water is not going overtop at that elevation. The HESCO baskets are being taken down because the original bank was good at elevation 3. Again, all I can say is currently it is not part of the project.

Comment 8. Allen Hero: The industries along the canal are still not protected.

Response 8. Tim Connell: The whole area is behind the 100-year protection system.

Comment 9. Allen Hero: We are on the flood side of the new floodwalls and there is no protection at the water's edge. This issue needs to be addressed in this forum because the businesses here are going to be affected.

Response 9. Tim Connell: I understand what you are saying but the system does not let the water get higher than 3.2 feet. The existing bank line is not going to flood in this area.

Comment 10. Allen Hero: I agree there is no bank on the waters end.

Response 10a. Tim Connell: That issue would have to be addressed with the West Jefferson Levee District and we will look into it.

Response 10b. Maj. Kurgan: The issue can be addressed with local authorities and council members. The federal project that was authorized is to build the GIWW West Closure Complex to keep storm surge out of the canals. We understand there is industry along the canal but another way to do it is by getting Congress to provide the shore line protection or to get the local levee district to maintain it. Currently it is not part of the federal project so we would have difficulty moving on this issue. It is a concern to all of us here.

Question 11. Brett Toups, Mi-Swaco: The issue gets confused when you say there is going to be 8.5 feet of protection [inaudible].

Response 11. Tim Connell: The 8.5 feet protection elevation is on the federal system. On this side of the canal the floodwalls are being constructed to this height. Before we came here we modeled and configured to come up with solutions. Outside the canal storm surge is 12-14 feet but inside the canal it does not get higher than 3.2.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

Comment 12. Brett Toups: We need someone from the local organization to say they will maintain it. We cannot take a statement and then nobody maintains it in the future. [Inaudible].

Question 13. Max Johnson, Branch Consulting: In south Plaquemines Parish, what are we going to do about the non-federal levees? [Inaudible]

Response 13. Maj. Kurgan: It would depend on the levees. Some of the Plaquemines Parish non-federal levees will be pulled into the federal system. The map shows the Lake Pontchartrain and Westbank Vicinity projects that have an end. There are many non-federal levees and the state maintains them. To bring the levees into the federal system there is a process. If there is a particular area we can discuss what we are doing in that area to reduce risk.

Comment 14. Max Johnson: I guess we need to get with the parish commission to find out what is going on with spending $15 billion dollars and we do not have protection.

Response 14. Maj. Kurgan: The $15 billion dollars is reducing risk for many industries but I cannot reduce risk for the entire state of Louisiana. We are reducing risk but there is residual risk and there always will be risk.

Comment 15. Max Johnson: If we have a breech in the Westbank [levee system] it will negate everything we have built.

Response 15. Maj. Kurgan: That is right. The federal system has a set of standards whether it is a levee or floodwall. Everything is built to specific standards, we're trying to get rid of the weak link. There is [a strict] geotechnical analysis and standard design criteria throughout the system so all our levees are built equally.

Comment 16. Max Johnson: I am not satisfied with this response but I will get with you later.

Response 16. Maj. Kurgan: Some non-federal levees will get adopted into the federal system.

Comment 17. Max Johnson: But some non-federal levees have not been adopted.

Response 17. Maj. Kurgan: There are some levees in Plaquemines Parish that are being adopted but they are not included in the status map. [Inaudible].

Question 18. Mike Mariano, IWS: The impacts of the relocation of Bayou Rd., with the acquisition of 240 acres of right-of-way for borrow [inaudible]. When are they going to refill the borrow areas?

Response 18. Tim Connell: Bayou Rd. goes right here [pointing] currently. In order to build the structure to move the levees, Bayou Rd. has to be relocated from this rendition to by the levee.

by USACE contractors. These notes are intended to provide an overview of the
s and comments, and are not intended to provide a complete or verbatim account
t intended to be a legal document.

Currently there is a structure right here [pointing] and the road is close to it. We are seeing if we can refigure the design away from this property. We think we are going to be able to do this with Bayou Rd. relocating here. Everything inside of this area [pointing] will have to be acquired for construction. There will be a large staging area here [pointing]. In this area [pointing] there is a possible borrow site. Additional right-of-way would need to be acquired here, along this levee of the Harvey Canal on the west side [pointing].

Question 19. Mike Mariano: [Inaudible]. When work starts on Concord Rd., we are concerned about how to mitigate traffic because there are businesses there.

Response 19a. Gary Brouse: The final contract on Concord Rd. was just awarded. The bid for the contract was not low bid but best value contract. Part of the proposal addressed and one key evaluation criteria was the staging area and traffic controls. Before construction starts in the area we will have a detailed traffic plan.

Response 19b. Maj. Kurgan: Currently there is not a plan to backfill government furnished borrow sites. This is a sensitive topic and people are concerned but currently we have not been authorized to spend federal taxpayer dollars to backfill. If we are extracting the material for a project purpose we take borrow to build the levee to provide risk reduction. Borrow sites do not reduce risk and legally we cannot backfill those sites. The borrow pits are designed to prevent seepage or other issues.

Question 20. Mike Mariano: Do you assume you will backfill at some point?

Response 20. Maj. Kurgan: To backfill borrow I would have to dig another pit to backfill and at this point I have to build levees.

Comment 21. Mike Mariano: We are sending a tremendous amount of material to the continental shelf [inaudible].

Response 21. Maj. Kurgan: Right now we are trying to minimize impacts from borrow.

Question 22. Ray Fuenzalida: Since the control structure will be placed here, what will happen to the control structure at Lapalco?

Response 22a. Tim Connell: The one by Lapalco is still operational and a part of the detention basin design. It is a function of the whole system. The Lapalco Cousins pump station pumps water in but the water levels will be lower behind the canal than in front of the structure. The detention basin elevations are based on the structure still being in place. The elevations of the banks behind the structure are lower than the ones from the south.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

Response 22b. Maj. Kurgan: This structure is unique because it has been operated in non-hurricane events based on tidal flows and waves during large rain events. The structure will still be used because of the low levels.

Question 23. Angil Taylor: There are soil boring profiles between Causeway and the new bridge with tabulation of clay near 400 million cubic yards, which exceeds the polymer requirements. Why wouldn't we use the material from Lake Pontchartrain as a resource for borrow? It is suitable clay and a resource to the state that would be an allowance for matching costs. Has that soil been considered?

Response 23. Maj. Kurgan: Soheila Holley is our borrow expert and she is not here this morning. I know the site has been looked at but I am guessing there is an issue with environmental impacts. We have taken borrow from the Bonnet Carre but I can get Soheila's information for you after the meeting.

Question 24. Paul Atkinson, HCIA: What is the estimate on how much the GIWW West Closure Complex will cost?

Response 24. Tim Connell: There is a general estimate kept between $500 and a $1 billion but we will have a more accurate estimate in the future.

Question 25. Paul Atkinson: What is the cost for the floodwall being built now?

Response 25a. Gary Brouse: Around $340 million since we awarded the last contact.

Response 25b. Tim Connell: In the comparison, cost was a factor in selecting the alternatives. This alternative was unique because it provided the most risk reduction at a lower cost for parallel protection for the 26 miles of levees behind it.

Question 26. Paul Atkinson: Have you gotten major companies to work on the pumping station? Weren't you concerned you would not have enough contractors?

Response 26. Tim Connell: It looks like that is not a concern anymore.

Question 27. Emily Posner: Are there any plans for public [inaudible]. Will you have a public hearing with the EPA?

Response 27. Maj. Kurgan: We are discussing IER 12 now and in late December it will be on our www.nolaenvironmental.gov Web site. When IER 12 is released then you will be able to view it and provide your comments on it before Col. Lee signs the document. Today we are here to give an overview of the project and get input before we put it out.

Comment 28. Emily Posner: I feel this is unbalanced, [inaudible].

Response 28. Maj. Kurgan: We are early in the process. There is a defined area for you to comment and give us your impacts or comments.

Question 29. Emily Posner: Were talking about a large amount of money for this whole system. It would be better if we knew there would be wetland impacts. I feel you're only presenting half of the story right now.

Response 29a. Maj. Kurgan: Coastal restoration and the wetlands are important and we try not to impact them while we build this project. There are other projects working toward coastal restoration through LACPR and other projects.

Response 29b. Tim Connell: The impacts within the Bayou aux Carpes 404(c) area will be limited to a band along the edge of the waterway about 100 feet wide. There will be no impacts in the 404(c) greater than 100 feet. We explored one alternative that cut across the 404(c) and then we met with the EPA. We listened to them and came up with an alignment we felt was a workable arrangement and everyone could live with. The details of what is going to happen in that area, no more than 100 feet from the bank, will be documented in the IER.

Response 29c. Julie Morgan: Meet with us afterwards because it does not seem like the information is being conveyed correctly. We are not here to tell half the story but we can work with you on understanding the situation more after the meeting.

Question 30. Joseph Gibson, Sewerage and Water Board of New Orleans: With the pumps we have now, after you reach a certain pressure you cannot pump anymore. Do not cut down the retention area too much because there is a lot of water. Some things need to be put aside to save property and lives. [Inaudible].

Response 30. Tim Connell: In regards to the pump station, public safety and a reliable system is our top priority. This particular station has vertical pumps that will pump over the wall to prevent backflow. It is a solid wall at elevation 16. As far as the retention basin, we try to balance the area for everyone. Minimizing impacts are emphasized. The model for the design is extensive. We understand the concern and will continue to address it.

Comment 31. Melvin Oakman, Goldie Metals: I was near the construction site and let me tell you that at the end of the road any decision the Corps promises you should get it in writing. The contract said they were supposed to remove and replace my sign but they didn't. Instead they took it. My business is behind a wall and customers can't find it. [Inaudible]

Response 31. Gary Brouse: The sign issues along Peters Rd. were a mistake in our contract. We cannot give you betterment on your property but we are working with the WJLD on the sign issue. They have to maintain a maintenance corridor and make sure they can close the gates. There is a limited corridor and we can't encumber it with different signs. One thing we had a

problem with was the numbers on the road and now we put numbers up. We put them on the floodwall to address safety issues so emergency vehicles and delivery trucks can see the signs. During construction the contractor has been putting up temporary signage to aid the businesses, but the final disposition we are working with the West Jefferson Levee District.

Question 32. Melvin Oakman: What is the time table?

Response 32. Gary Brouse: I can get back to you on that.

Question 33. Melvin Oakman: Next door they don't understand the finance [inaudible]. I understand the floodwall is protection for us but I am losing revenue and nobody wants to address the issue. There is something that needs to be done.

Response 33. Gary Brouse: We have a limited corridor and we are working with the levee district on what to put there. We are working with the Department of Transportation and Development about putting signage across from there.

Julie Morgan, public affairs

Please return the questionnaires before you leave. Thank you for coming this morning and have a great day.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

US Army Corps of Engineers

Greater New Orleans Hurricane and Storm Damage Risk Reduction System

Westbank and Vicinity Projects

Individual Environmental Report 12 and borrow

Mr. Tim Connell, Project Manager
Mi-Swaco
December 16, 2008

Building Strong

Why we are here today

To discuss the status of in-progress improvements and recommended plans to reduce risk to communities in the Westbank and Vicinity portion of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System.

National Environmental Policy Act: NEPA

- Required of all major federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement
- Analysis documented in Individual Environmental Reports (IER)

Ongoing Construction

Harvey Floodwalls

- Boomtown Casino to Hero Pump Station awarded Mar. 2007
- Lapalco to Boomtown awarded Feb. 2008
- Hero Pump Station awarded Jul. 2008
- Boomtown Floodwall awarded Jul. 2008
- Final Task Order awarded Dec. 2008

Harvey Floodgate

- Harvey Floodgate operational
- Provides protection across canal to elevation +11

Ongoing Construction

Algiers Canal Levees

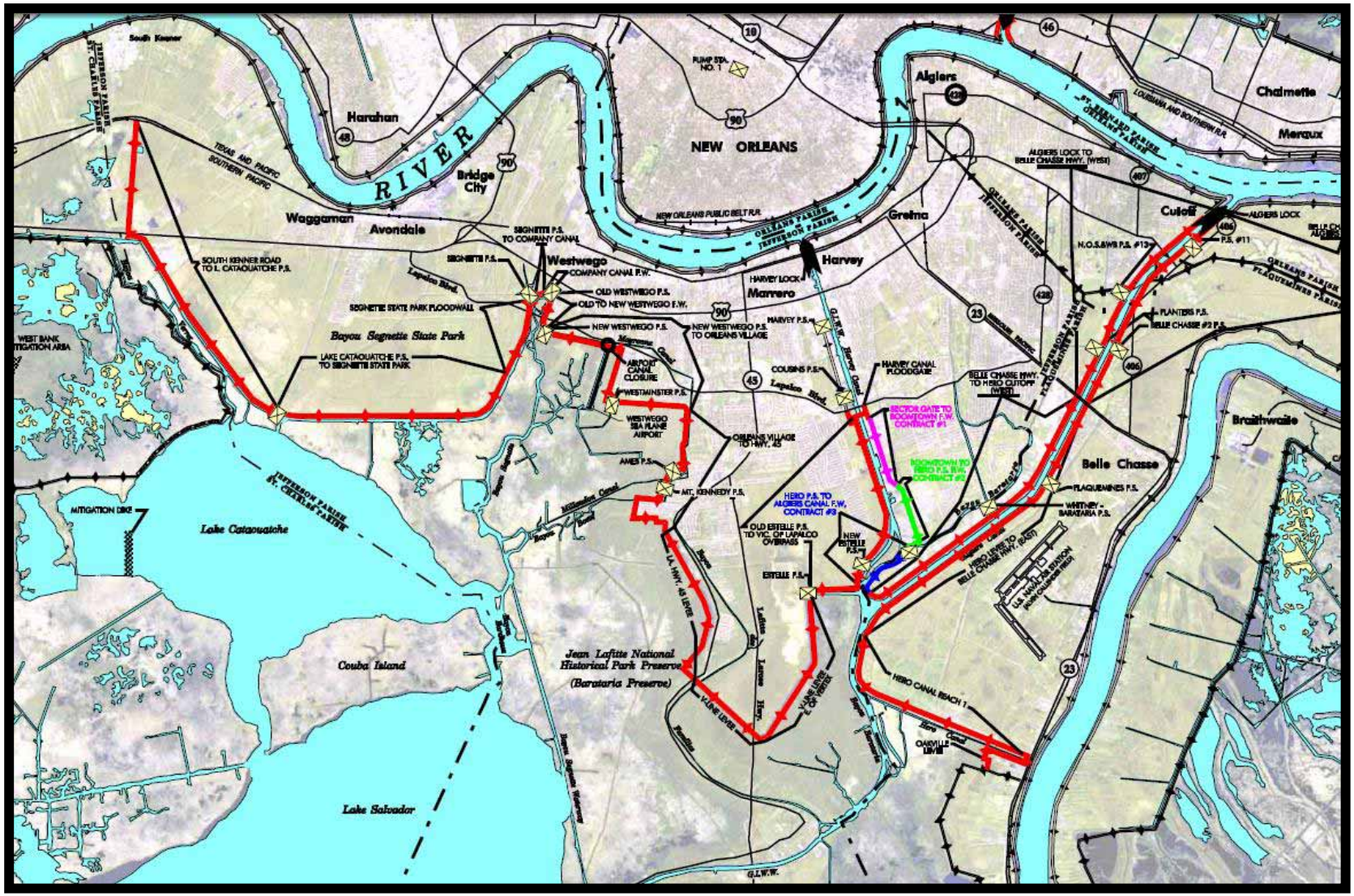
- Contract awarded Jan. 2008 to raise the levee along the west bank of the Algiers Canal from Belle Chasse Hwy to Hero Cutoff to elevation +10.

- Remaining levees on the west bank, and all levees along the east bank of the canal, have been previously improved for hurricane protection.

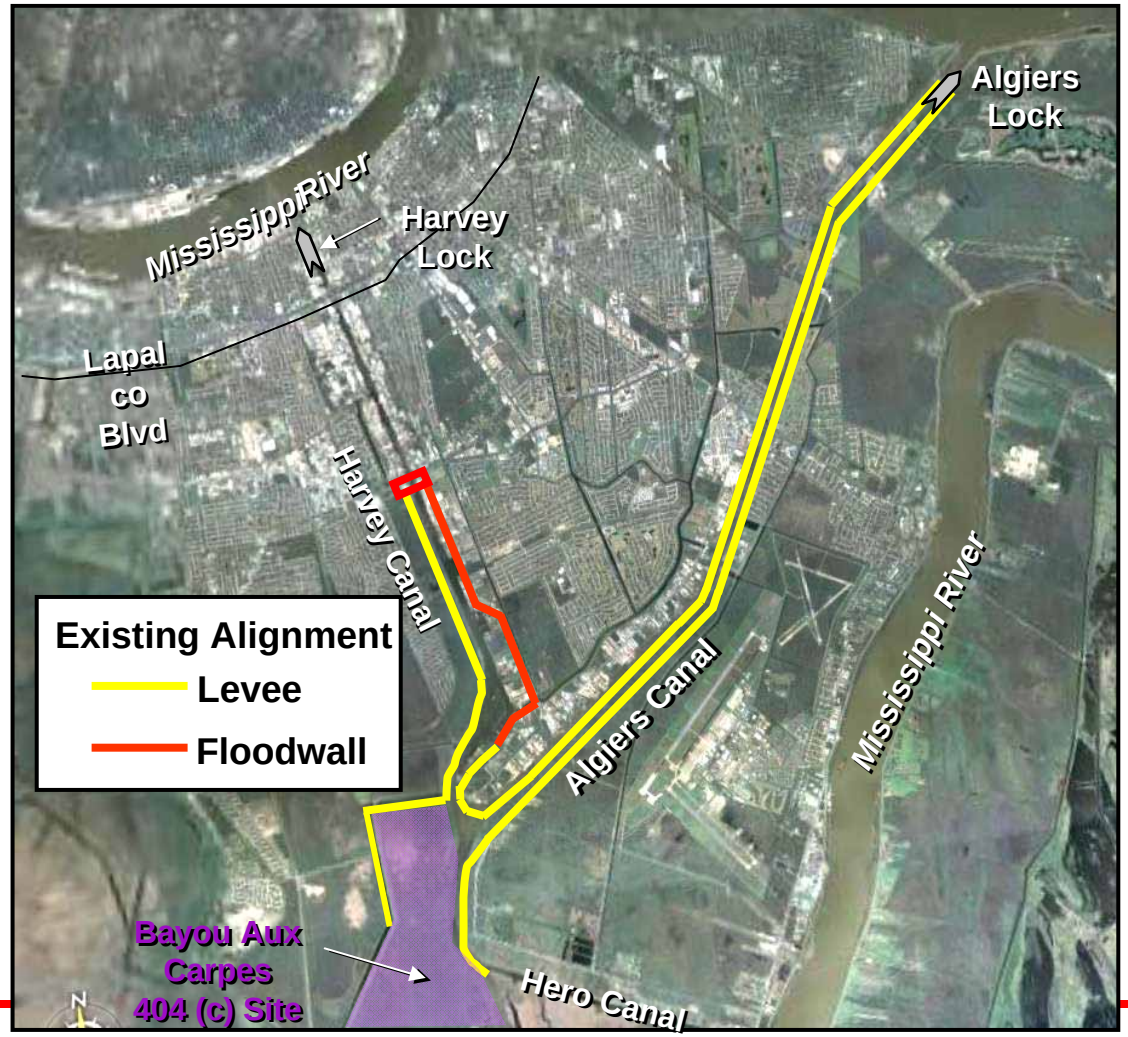
- Contract awarded Apr. 2008 to raise levees along the west bank of the Harvey Canal.

- Construction is 34 percent complete

Westbank and Vicinity Hurricane Protection Project


RIVER
NEW ORLEANS
Harahan
Bridge City
Waggaman
Avondale
Westwego
Harvey
Marrero
Algiers
Gretna
Chalmette
Meraux
Cutoff
Braithwaite
Belle Chasse
Bayou Segnette State Park
Lake Cataouatche
Couba Island
Lake Salvador
Jean Lafitte National Historical Park Preserve
(Barataria Preserve)
SEGNETTE P.S. TO COMPANY CANAL
COMPANY CANAL F.W.
OLD WESTWEGO P.S.
OLD TO NEW WESTWEGO F.W.
NEW WESTWEGO P.S.
NEW WESTWEGO P.S. TO ORLEANS VILLAGE
SEGNETTE STATE PARK FLOODWALL
LAKE CATAOUATCHE P.S. TO SEGNETTE STATE PARK
SOUTH KENNER ROAD TO L. CATAOUATCHE P.S.
AIRPORT CANAL CLOSURE
WESTMINSTER P.S.
WESTWEGO SEA PLANE AIRPORT
AMES P.S.
MT. KENNEDY P.S.
ORLEANS VILLAGE TO HWY. 45
COUSINS P.S.
HARVEY P.S.
HARVEY LOCK
HARVEY CANAL FLOODGATE
SECTOR GATE TO ROOSTOWN F.W. CONTRACT #1
ROOSTOWN TO BELLE CHASSE F.W. CONTRACT #2
HERO P.S. TO ALGIERS CANAL F.W. CONTRACT #3
OLD ESTELLE P.S. TO VIC. OF LAPALCO OVERPASS
NEW ESTELLE P.S.
ESTELLE P.S.
HERO CANAL REACH 1
OAKVILLE LEVEE
BELLE CHASSE HWY. TO HERO CUTOFF (WEST)
ALGIERS LOCK TO BELLE CHASSE HWY. (WEST)
ALGIERS LOCK
N.O.S.&W.R. P.S. #13
P.S. #11
PLANTERS P.S.
BELLE CHASSE #2 P.S.
FLAQUEMINES P.S.
WHITNEY - BARATARIA P.S.
HERO WEST TO BELLE CHASSE HWY. (EAST)
U.S. NAVY - NS SUITCH PLAN CALDERON PASS
MITIGATION DIKE
WEST BANK MITIGATION AREA
TEXAS AND PACIFIC
SOUTHERN PACIFIC
NEW ORLEANS PUBLIC BELT R.R.
LOUISIANA AND SOUTHERN R.R.
ORLEANS PARISH
JEFFERSON PARISH
ST. CHARLES PARISH
ST. BERNARD PARISH
PLAQUEMINES PARISH
G.I.W.W.
L.A. HWY. 45 LEVEE
V-LINE LEVEE
Lafitte Blvd.
Lapalco Blvd.
Barataria Bay
Bayou Barataria Waterway
Bayou Segnette Waterway
Bayou Lafitte
Lafitte Bay
Lafitte Thru
Bayou Barataria
Bayou Rigolets
Bayou Sauvage
Bayou Terre Aux Boeufs
Bayou Bienvenue
Bayou Dupre
Bayou Verret
Bayou Perot
Bayou Rosalie
Bayou Lafourche
Bayou Gentilly
Bayou Metairie
Bayou St. John
Bayou Sarah
Bayou Jacques
Bayou Des Ecores
Bayou Des Allemands
Bayou Des Ecores
Bayou Des Allemands
Bayou Des Ecores
Bayou Des Allemands

Harvey and Algiers Canals (IER 12)



Proposed Action (IER 12)

Floodgate on GIWW and Pump Station GIWW

West Closure Complex

Floodgate and permanent bypass channel in the GIWW below the confluence of the Algiers and Harvey Canals to the 100-yr level of protection

Lapalco Floodgate and Cousins PS Discharge Channel Walls at previously authorized level of protection

Proposed Floodgate and pump station at 100-yr level of protection

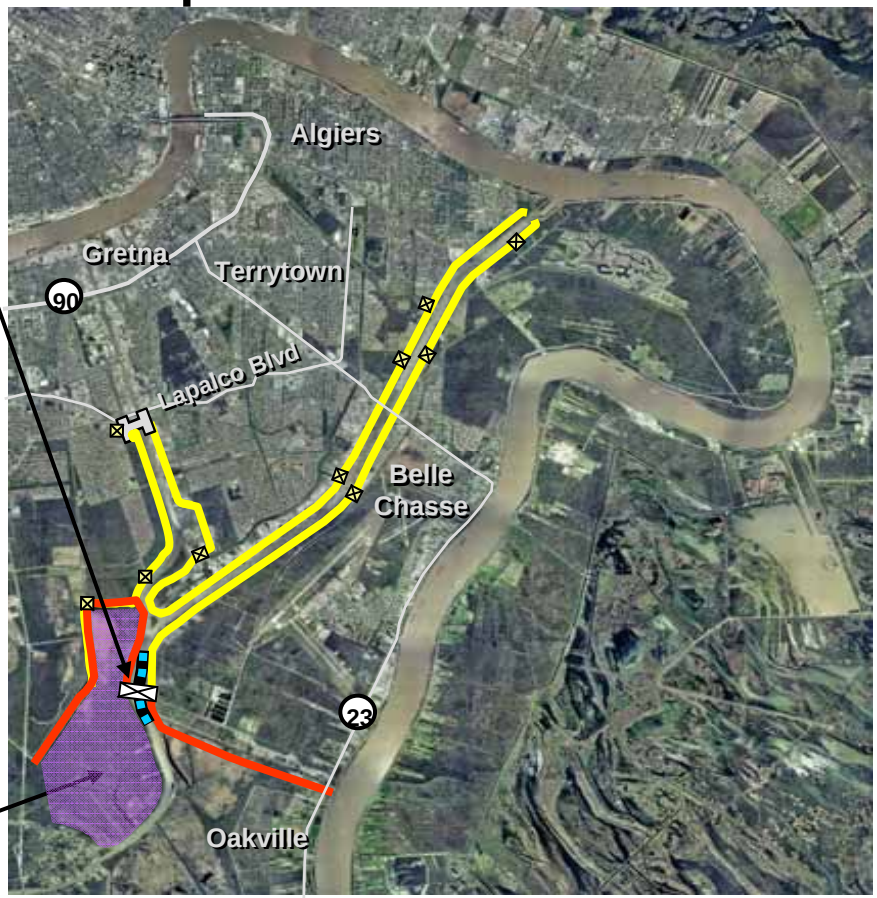
GIWW permanent bypass channel

Levees and Floodwalls to the previously authorized level of protection or greater

Levees and Floodwalls to the 100-yr level of protection

Pump Stations

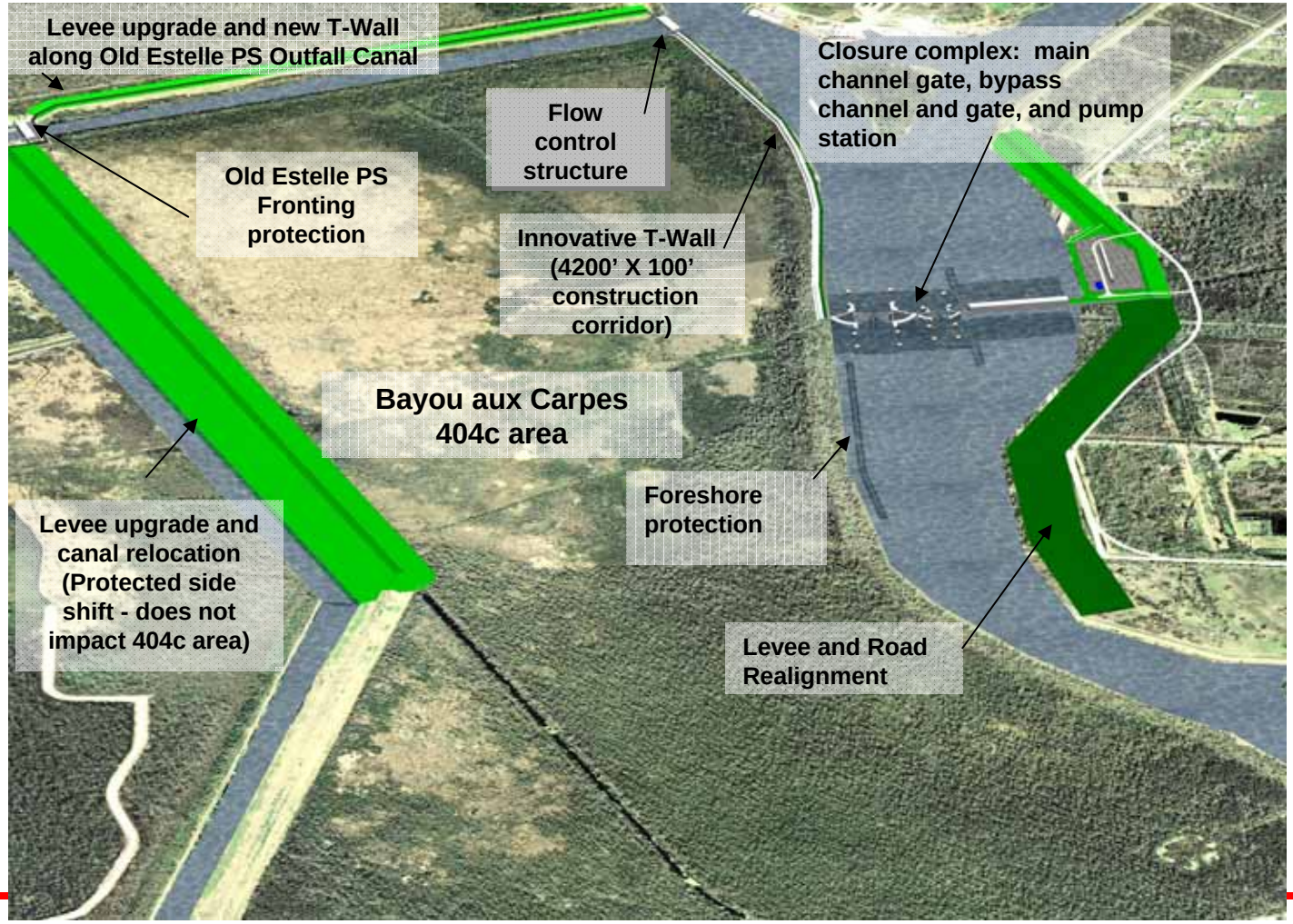
Bayou Aux Carpes 404 (c) site



Proposed Action (IER 12)
Impacts

- Increased system reliability and risk reduction
- Reduced risk to businesses along the Harvey and Algiers canals
- Relocation of a pipeline
- Dredging 700,000 cubic yards of Algiers Canal
- Beneficial use of dredged material for marsh restoration
- Detention basin improvements
- Construction of floodwalls around the Belle Chasse Tunnel
- Construction of a 20,000 cubic feet per second pump station
- Construction of a permanent bypass channel
- Realignment of Bayou Road
- Acquisition of 240 acres of additional right-of-way

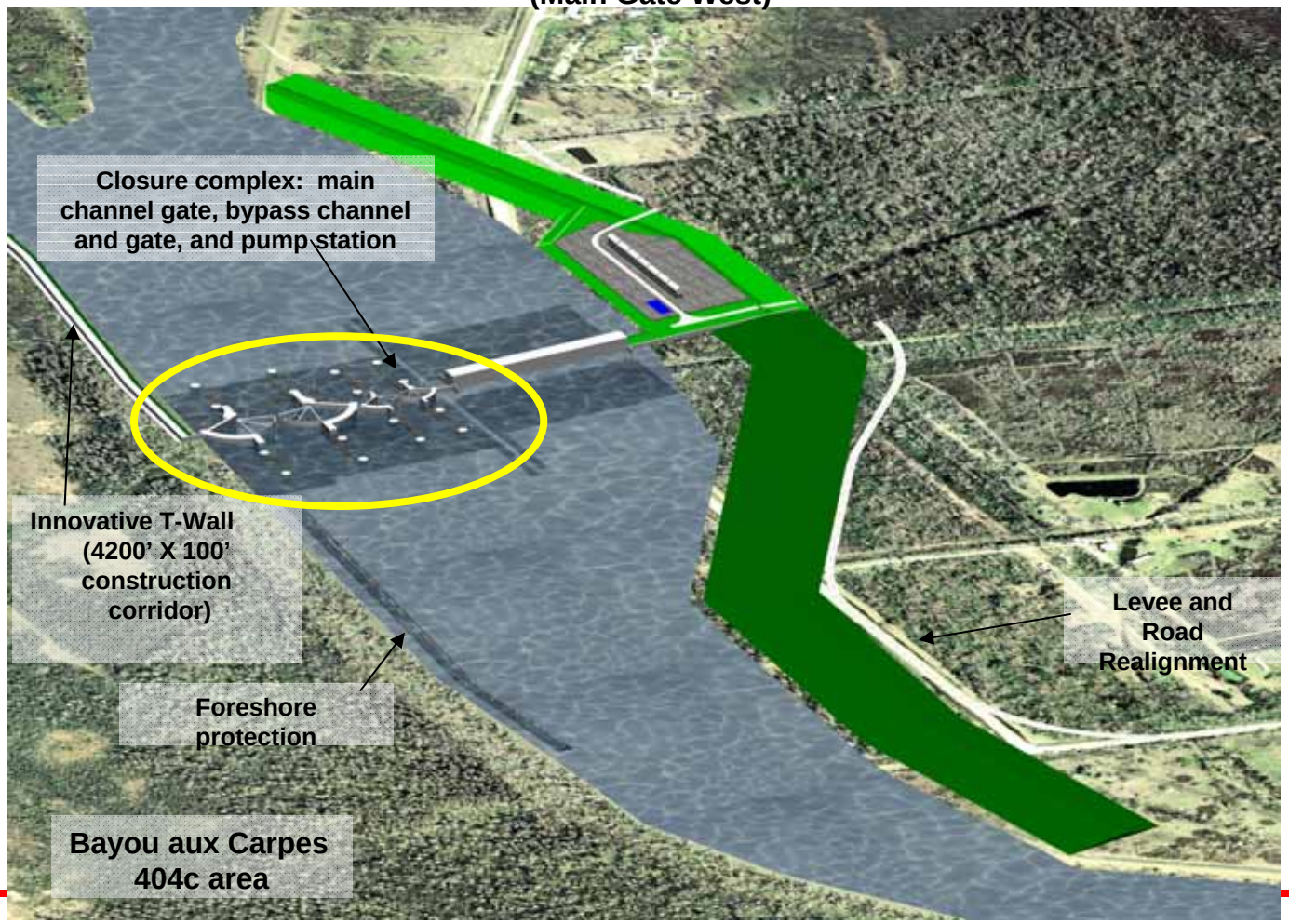
Conceptual Images
West Closure Complex



Conceptual Images

Close up of West Closure Complex

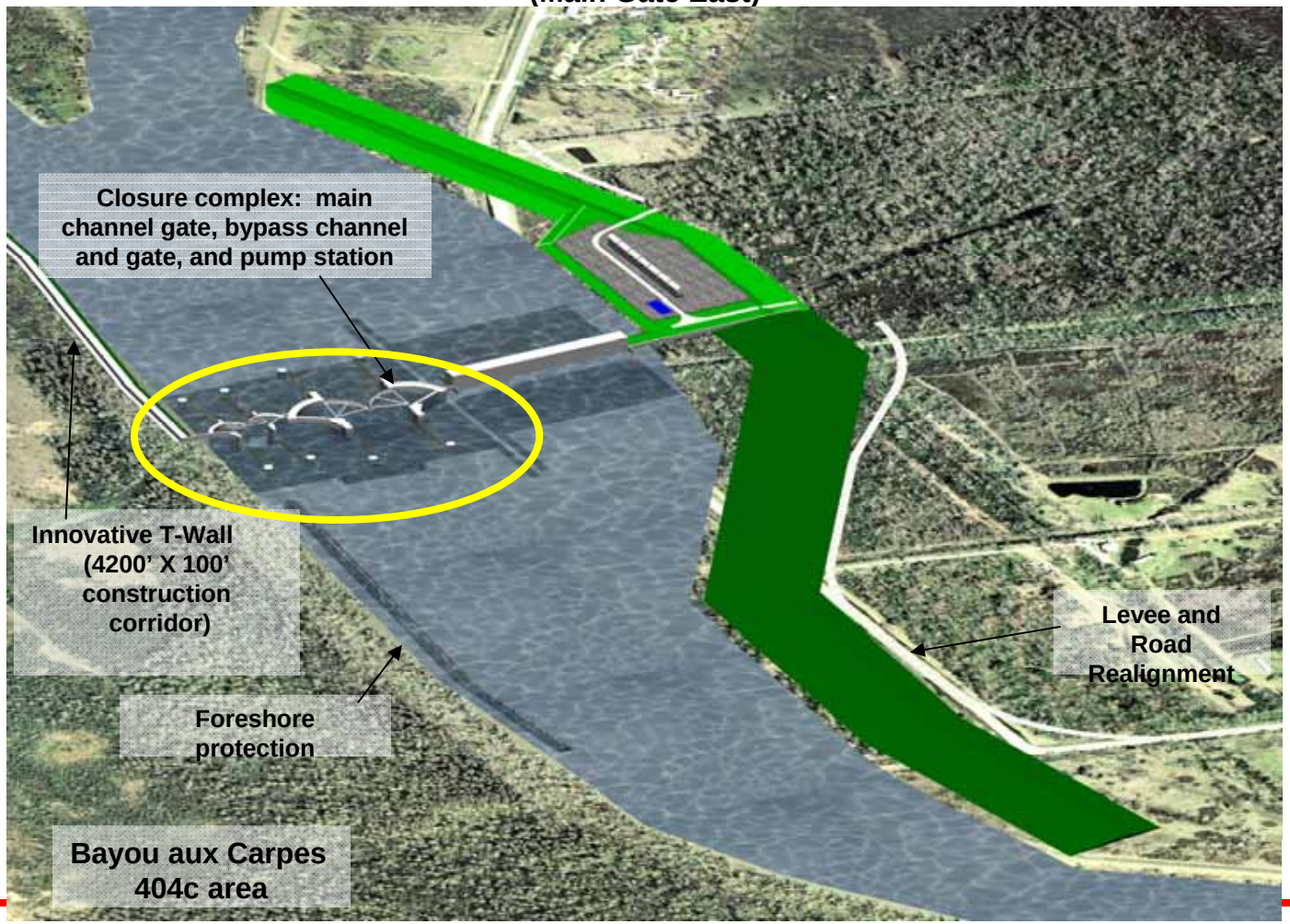
(Main Gate West)



Conceptual Images

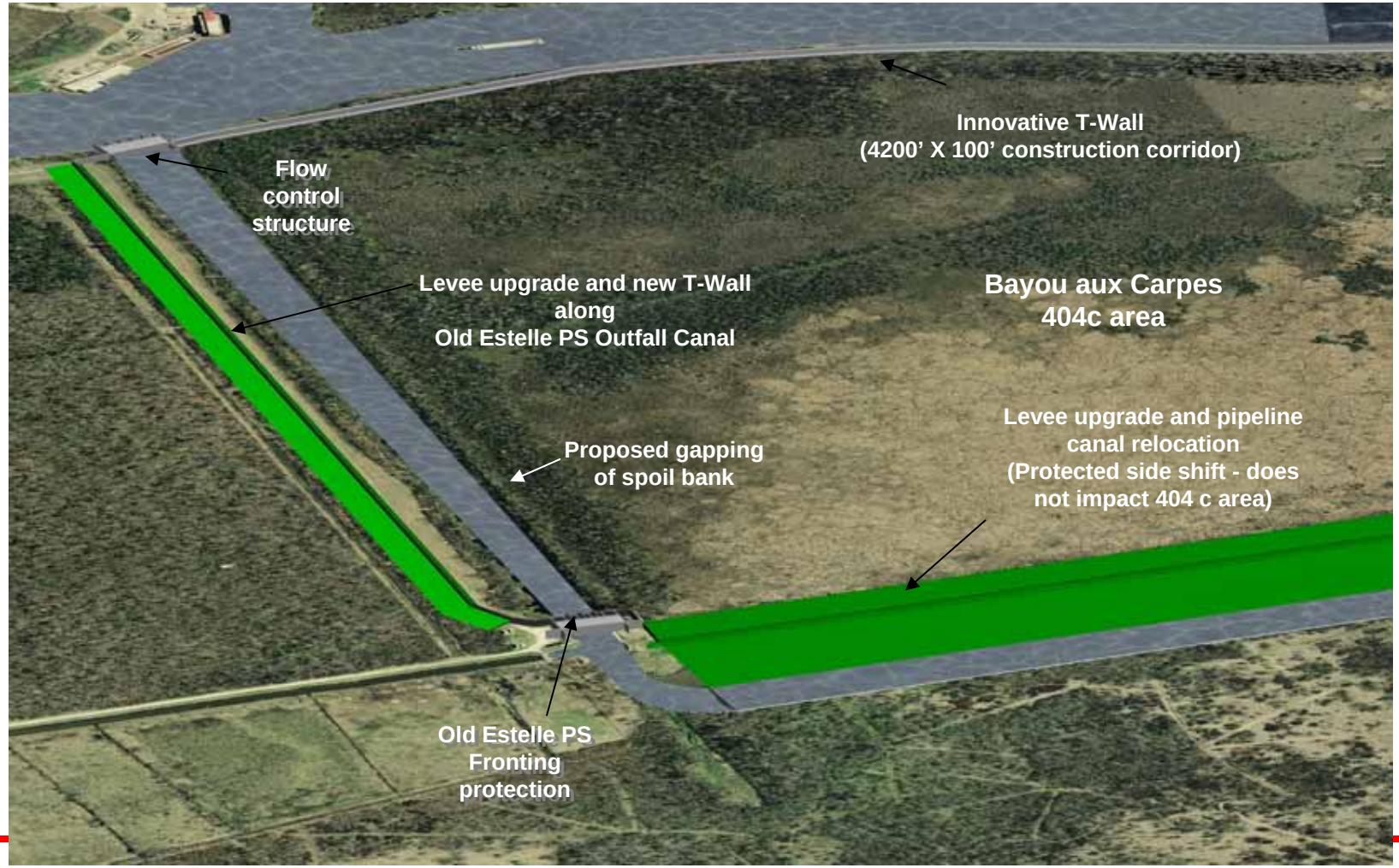
Close up of West Closure Complex

(Main Gate East)

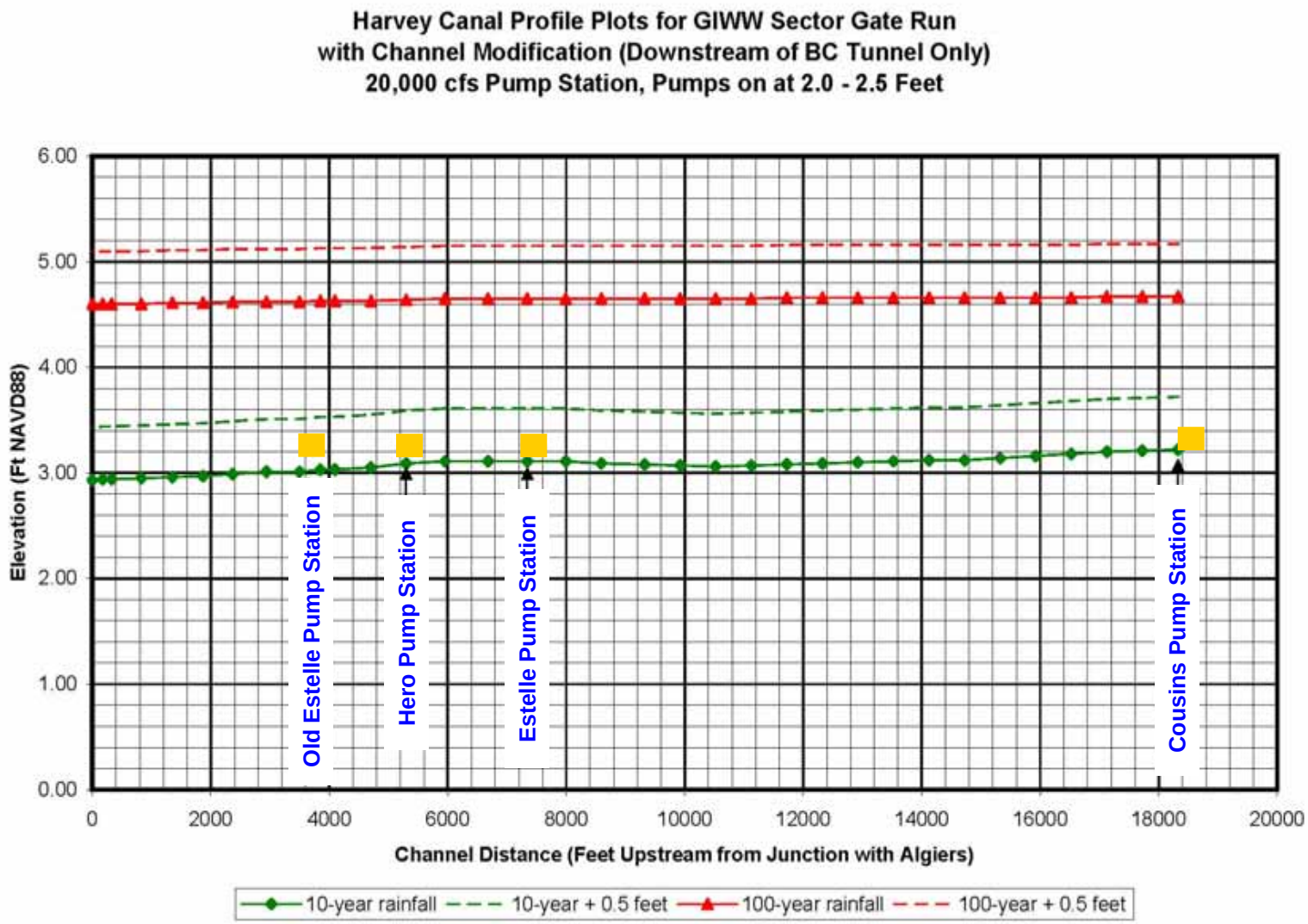


Conceptual Images

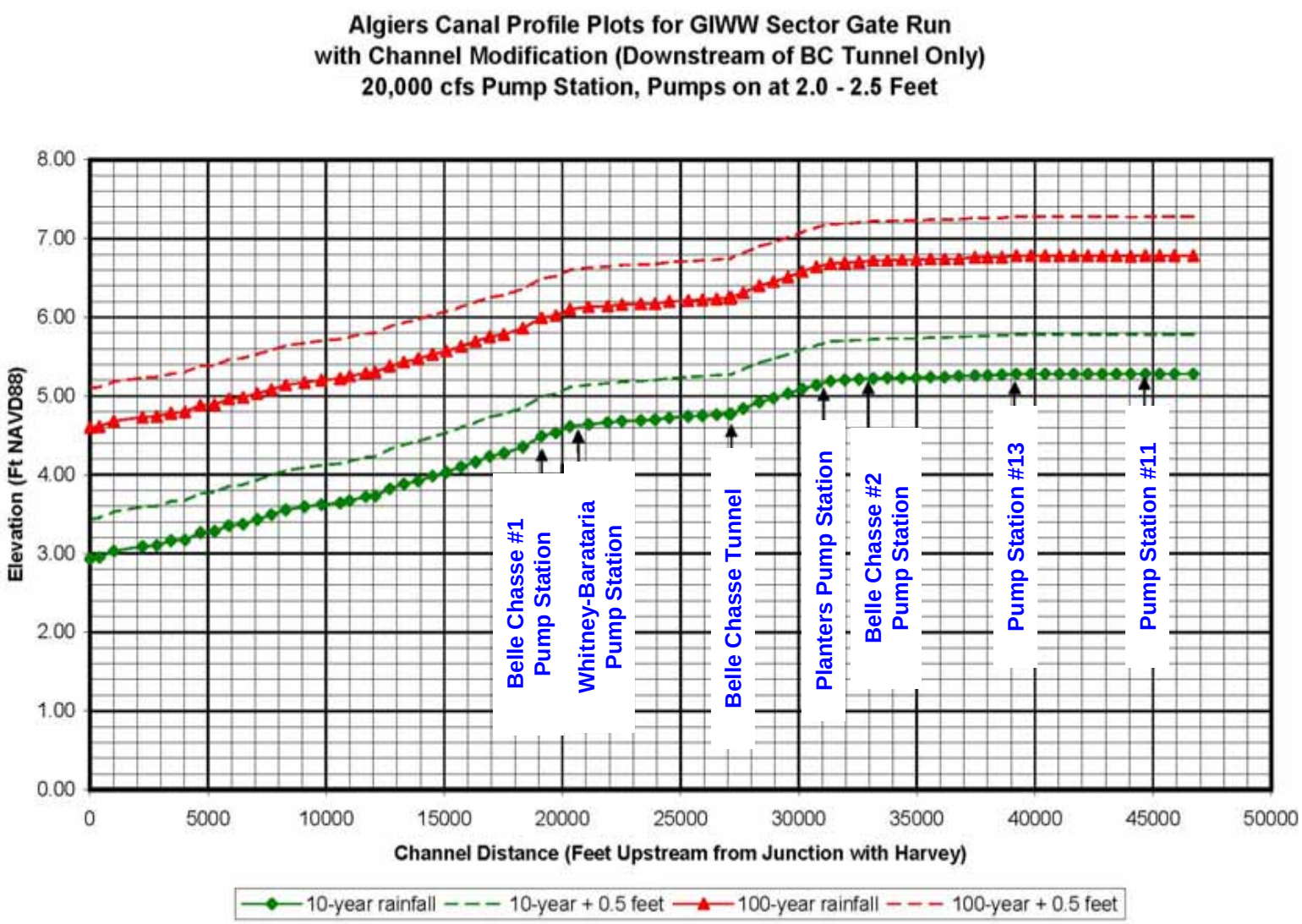
Old Estelle Outfall Canal Flow Control Structure



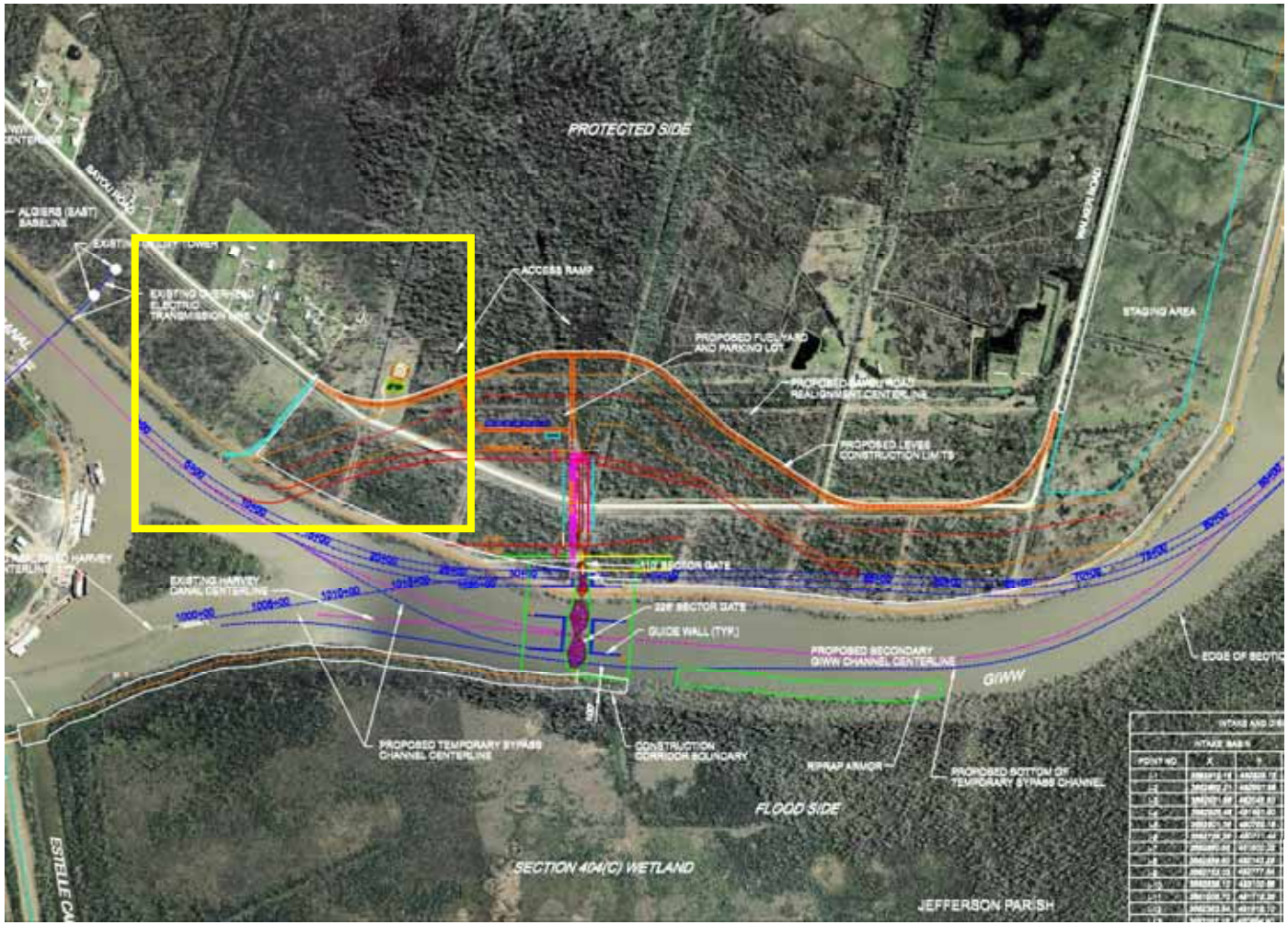
Hydraulic Modeling Results



Hydraulic Modeling Results



Current Project Footprint

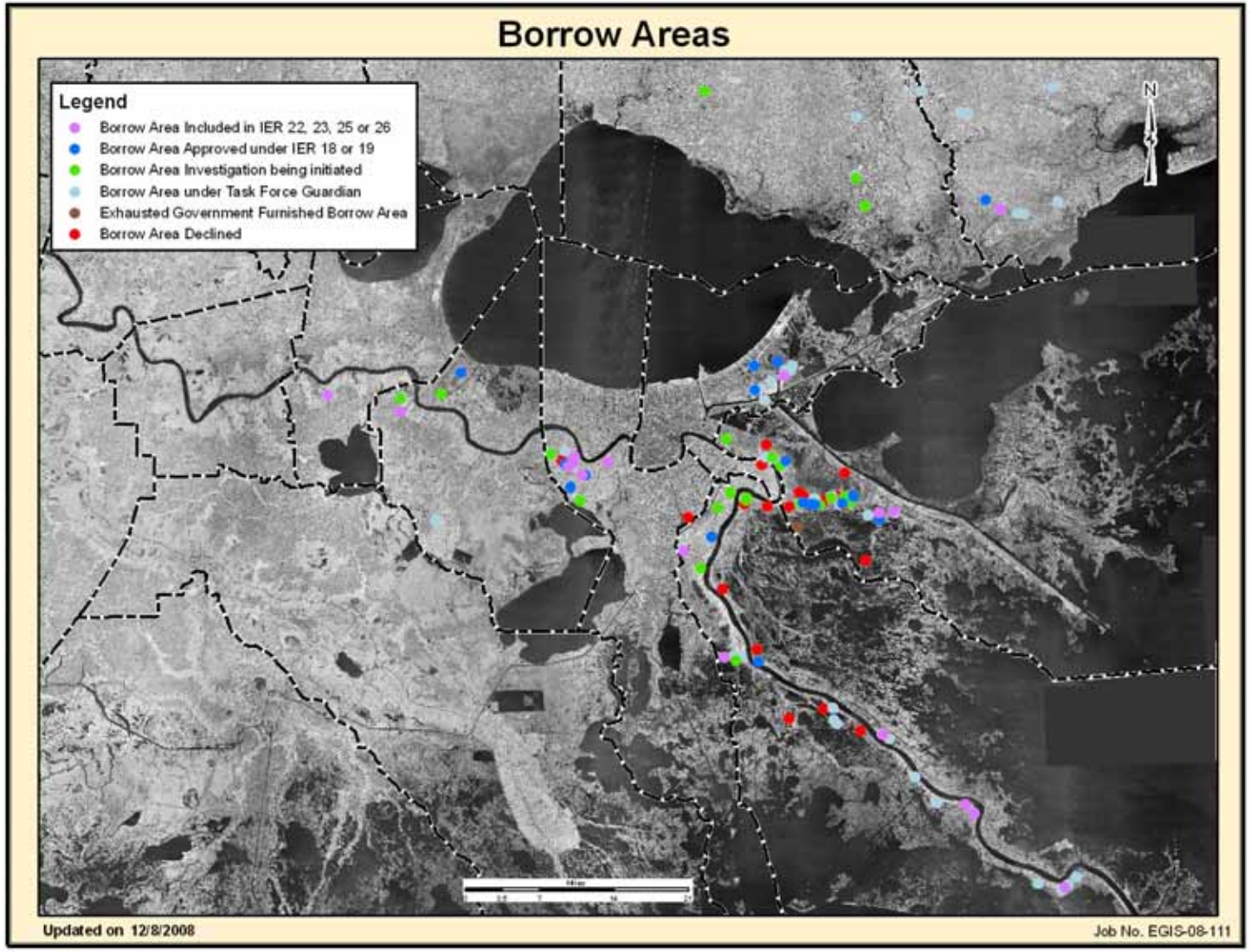


Current Project Footprint

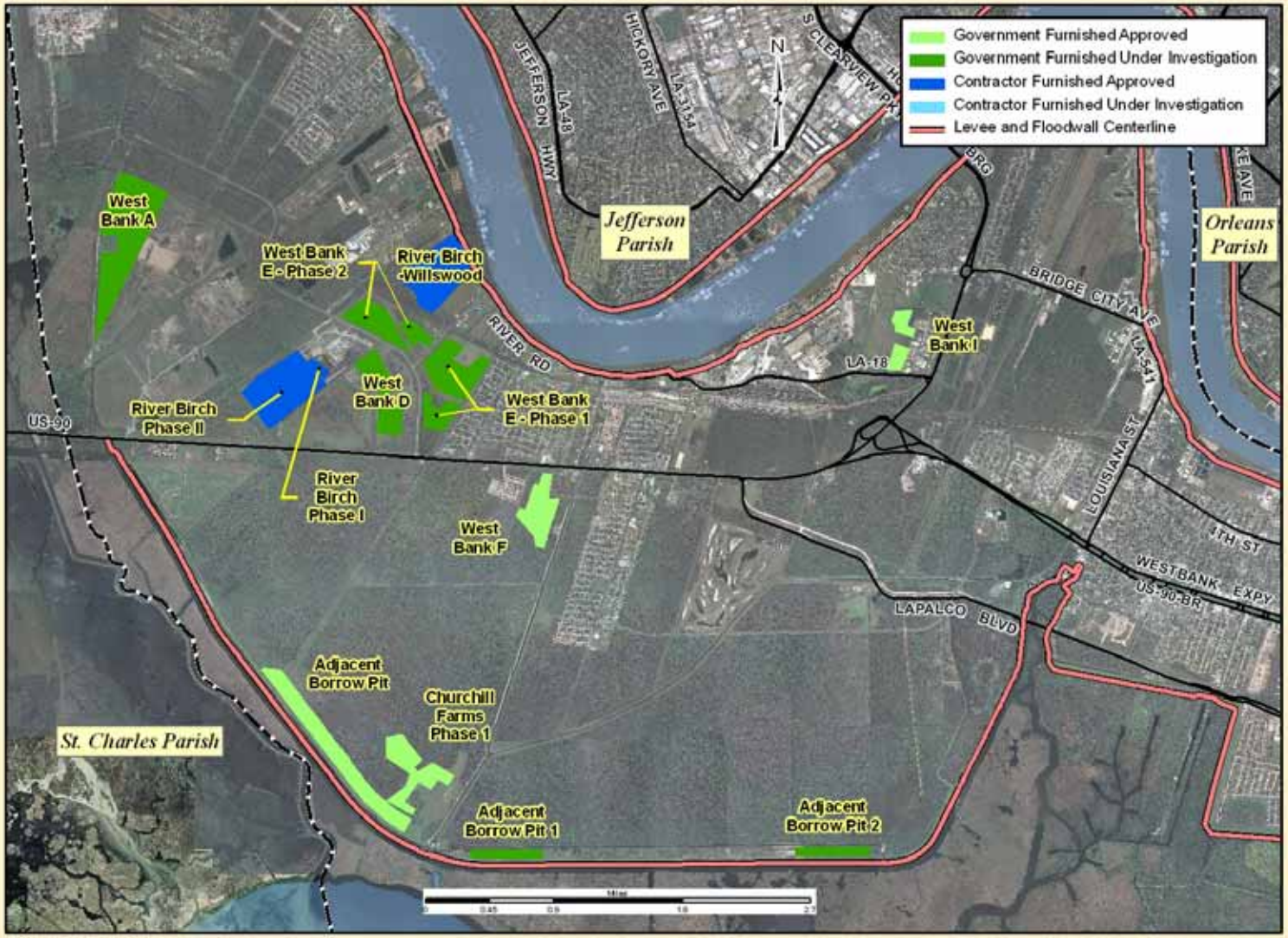
Tentative Project Timeline

- IER 12 is scheduled to be released for 30-day public review the last week of Dec. 2008
- A joint public hearing, held with the Environmental Protection Agency, will be held in Feb. 2009
- Decision Record would be signed by Col. Lee at the end of Feb. 2009 if no substantive comments are received during the comment period
- Construction begins in late Spring 2009

Borrow


Borrow Areas
Legend
Borrow Area Included in IER 22, 23, 25 or 26
Borrow Area Approved under IER 18 or 19
Borrow Area Investigation being initiated
Borrow Area under Task Force Guardian
Exhausted Government Furnished Borrow Area
Borrow Area Declined
N
Updated on 12/8/2008
Job No. EGIS-08-111

WEST BANK - JEFFERSON PARISH



Updated on 12/8/2008

Job No. EGIS-08-111

IER Currently Available for Public Review

IER 25 – Government Furnished Borrow Material #3 Multiple Parishes

- Released for Public Review and Comment: Dec. 8, 2008
- Public Comment Period closes: Jan. 7, 2009

* copies available at www.nolaenvironmental.gov or by request

Opportunities for Public Input

- Regular public meetings throughout New Orleans area
- Comments can be submitted at: www.nolaenvironmental.gov
- Individual Environmental Reports (IER) 30-day Public Review

Questions and comments regarding Greater New Orleans Storm Damage Risk Reduction System projects should be addressed to:

Gib Owen
PM-RS
P.O. Box 60267
New Orleans, LA 70160-0267
Telephone: 504-862-1337
E-mail: mvnenvironmental@usace.army.mil

NOLA Environmental

NEW ORLEANS, LOUISIANA

Environmental Compliance Data Bank

www.nolaenvironmental.gov

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. Learn more...

FEATURED PROJECT

USACE-MVN Emergency Alternative Arrangements
Greater New Orleans
Hurricane and Storm Damage
Risk Reduction System Projects

Announcements

- Draft IER 17 Public Comment Period 11/03 - 12/03 (*News Release*)
- IER 17 - The Clean Water Act Section 404 Public Notice Comment Period 11/03 - 12/02
- The Decision Record for IER 11 Tier 2 Borgne has been signed by the District Commander *(October 21, 2008)*
- IHNC Lock Replacement Project Public Comment Period 10/10 - 1/24

More...

Upcoming

- 12/09/2008 - Public Meeting (IERs 12 14)
- 12/11/2008 - Public Meeting (IERs 8 - 11)

More...

Newly Available

NEW >> *NOLA Environmental Basic Data Viewer*

- Draft IER 25 Government Furnished Borrow Material #3 Multiple Parishes
- 18 November 08 Hurricane Protection System Borrow Handout

More...

U.S. Army Corps of Engineers New Orleans District - Microsoft Internet Explorer provided by USACE, New Orleans District
File Edit View Favorites Tools Help
Back Search Favorites
Address http://www.mvn.usace.army.mil/
Go Links
ABOUT US SERVICES BUSINESS CAREERS REFERENCES PRESS ROOM CONTACT US LINKS
US Army Corps of Engineers
search usace Search
New Orleans District
Floodwalls
Building them bigger, stronger, better
The U.S. Army Corps of Engineers is continuing to work expeditiously to complete the Hurricane and Storm Damage Risk Reduction System (HSDRRS) by 2011. To this end, the Corps is using valuable lessons learned to construct more resilient levees and floodwalls.
See for yourself >>
PUBLIC INFORMATION
Hurricane & Flood Risk Reduction
Learn more about what the Corps is doing to reduce risk here>>
Emergency Information
Road Closures, Disaster Recovery, Parish Information and More>>
Nola Environmental
Did you miss a meeting? No problem! Find presentations, summaries and More>>
NOLA Environmental
TOP HEADLINES
document confirming action on Westwego t Harvey
Corps releases environmental document fo public review
Corps to provide update on Westbank risk reduction projects
Corps Seeks Industry Input on Design and
Scroll: Faster | Slower | Off
RSS (What is RSS?)
ASK THE CORPS
The Corps wants to hear from you!
Q. Do you have information on the closing of Industrial Locks on August 1, 2008 for 60 days?
A. Yes, for information regarding the August 1st closing of the Inner Harbor Navigation Canal Lock, please click here.
Submit questions or comments to askthecorps@usace.army.mil.
FEATURED VIDEOS
West Closure Complex
Learn more about the alternatives under consideration to reduce risk on the Westbank.
Watch >>
Hurricane & Storm Damage Risk Reduction System
From levees to pumping stations, find out more about system features.
9/9/2008 DISCLAIMER PUBLIC INQUIRIES PRIVACY AND SECURITY FOIA INFORMATION QUALITY ACT ACCESSIBILITY
Internet