Public Meeting Summary

Individual Environmental Report 12 and 14 Harvey and Algiers Canal Levee and Floodwall, Jefferson, Orleans, and Plaquemines Parishes and Harvey to Westwego Levee, Jefferson Parish
Tuesday, Dec. 9, 2008

Location	Harvey Fire Station #61 639 Maple Street Harvey, LA
Time	Open House 6 p.m.-7 p.m. Presentation 7 p.m.- 9 p.m.
Attendees	Approx. 28
Format	Open House Presentation Discussion
Handouts	• Presentation • Status Maps • Borrow Handout-Revision Dec. 8, 2008
Facilitator	Julie Morgan, Public Affairs

Welcome

David Heitmeir, Louisiana State Senator District 7

I would like to thank everyone for coming to the presentation tonight. I am state Sen. David Heitmeir and I represent this portion of Jefferson Parish. During the last hurricane, I was very concerned with the Barataria Basin. The Corps of Engineers have been working very diligently these past couple of years and they have done good work. Next year we will be better than we are this year. The complete answer is sector gate south but it is a billion dollar project to keep water out of the Barataria Basin. Now, I would like to turn the meeting over to the Corps. Thank you.

Julie Morgan, public affairs

Thank you Sen. Heitmeir. I would also like to thank the Fire Station #61 for the use of this venue. This is the first time we have been in this area. The Corps has been holding public meetings for the past two years, totaling about 90 meeting on the Westbank and Vicinity and the Lake Pontchartrain and Vicinity projects. We're doing this to keep you informed about where we are in the projects and meeting the environmental compliance required. Our agenda tonight is to listen to the project manager Tim Connell's presentation and then open the floor to discussion. We're glad you're here to show an interest in the project. This is a time for you to voice your concerns and make comments or questions about the project. Public input is important to the

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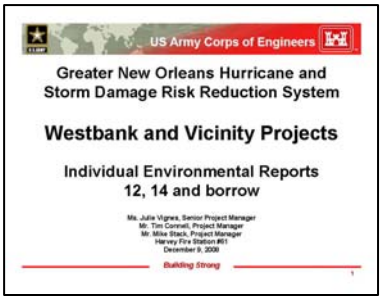
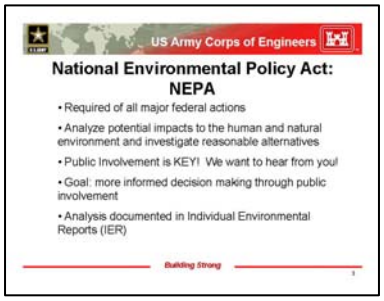
project and some projects have been impacted because of public comments. I would like to introduce Tim Connell the project manager for the West Closure Complex. Please let him give the entire presentation before asking questions because they might be answered.

Tim Connell, project manager West Closure Complex



Good evening, my name is Tim Connell and I am the project manager for the West Closure Complex project, the major topic for tonight's meeting.

We are here to present information, listen and get your comments on what we propose various activities and construction plans in the project area.



National Environmental Protection Act is required of all federal actions. NEPA requires us to inform you of the project and get your feedback. We have to analyze the impact to the human and natural environments. Also, we are here to present the alternatives and impacts of the project and receive your input. Our goal is to gather information to make a better informed decision. All comments are documented in an Individual Environmental Report. Tonight we are discussing IER 12 and 14.

Construction has probably been seen on the east side of the Harvey Canal. This week we awarded the final construction task order on this portion of the floodwalls on the Harvey Canal. The combination of the construction of the sector gates, pump station and floodwalls on the east side of the Harvey Canal by Peters Road can be seen happening at this time.

Other ongoing construction is along the industrial reach of Highway 23 along the levee. The construction contract was awarded almost a year ago and has had challenges during construction. We're moving debris as we come across it. The construction was scheduled to be competed by now but it's looking more like it will be complete June 2009.

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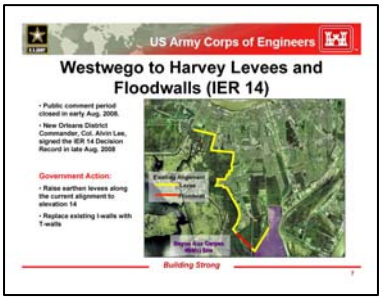
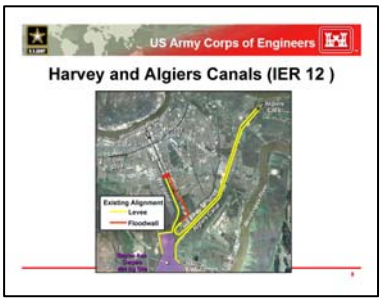


This is the Westbank and Vicinity current project alignment in red. There is about 66 miles of levees and floodwalls at various heights. The area has seen drastic improvements since Katrina.

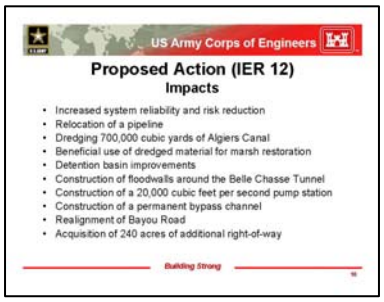
The comment period for IER 14 closed in 2008 and covered this alignment here [pointing]. The levees and floodwalls along the existing alignment are being raised to the 100-year level of protection at elevation 14 feet.



IER 12 covers the Harvey and Algiers Canals. The alignment is defined by the levees in yellow [pointing] and the floodwalls in red [pointing]. The government's recommend plan is a closure complex that will be available for public review in December.

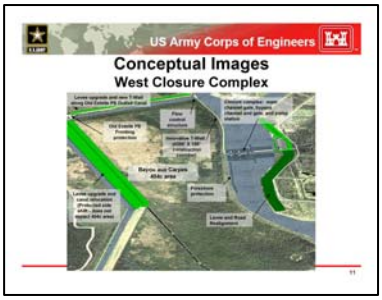
[Video]

The video gave an overview of all the alternatives that we have looked at and the recommend proposed action is the alignment shown here [pointing]. We are building the structure in this area [pointing] and it goes around the 404(c) area. The recommended proposed action will be available for comment at the end of the month. The typical features of the project are the 26 miles of levees and floodwall in yellow. We will take them out of the primary role and put them in a secondary role behind the structure.

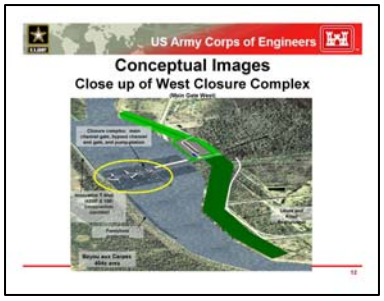


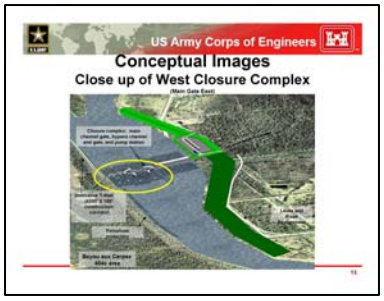
This is a list of some of the impacts of the alignment. The main impact is the increase of the system reliability and reduced risk to the population of the Westbank. The important features of this project are the 26 miles of levees and floodwalls in yellow and placing them behind the structure as a secondary role of protection. The broad impacts are a relocation of a gas pipeline and dredging of the Algiers Canal to move storm water pumped into the canals to a large pump station. The dredged material from the Algiers Canal will be used for beneficial use in Bayou Segnette. A pump station capable of

pumping 20,000 cubic feet per second will be constructed to pump the rain water, being pumped into the Harvey and Algiers canals by 9 pump stations. In the event of a storm, the gates would be closed and the water will need to be pumped out. Other impacts include: Bayou Road being realigned and 240 acres will be acquired for additional right of way associated with construction.

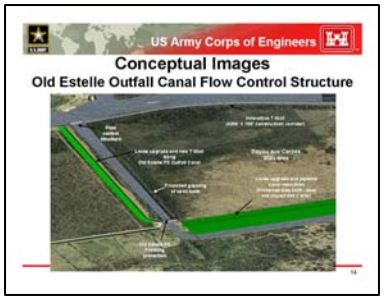


This is the conceptual plans of what we're planning. We're talking about constructing a 20,000 cfs pump station. The GIWW is a busy waterway involved with commercial navigation and we're going to be constructing a 2 gate system. We have water pumped into the system that flows out through the existing channel and our intention is to keep the current velocity as far as the water flow of the canals about the same. The hydrologic modeling requires we have an opening about 300 to 335 feet to keep the navigation velocity safe. Depicted here is a combo of the 225 foot gate with a 110 foot gate next to it. Some of the other features are the 404(c) area, a national significant wetland. We've gone though extraordinary means with the environmental organizations to reduce risk and be sensitive with the environmental requirements for this area. We're going to build a floodwall within 100 feet of the navigation channel and it will have a berm to protect it from barge impacts. Additionally, a flow control structure will possibly provide beneficial use of the storm discharge that goes into the GIWW. The current plan is to put gaps along the spoil bank and when it is beneficial it will flow out over the 404(c) area but that is still under study.





This is a close up of the same thing. I want to bring your attention to the vehicular gates here [pointing]. Although the location of the pump station is fixed to this location, the orientation and size of the gates are not finalized.



This is another possible alternative. The gates will be switched around which is significant to the construction timeline of getting the surge barrier in place by June 2011 and accommodating navigation.

This image focuses on the flow control structure and the Old Estelle discharge pump station.

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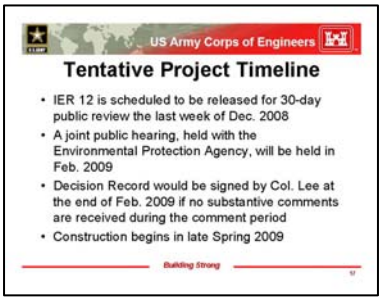
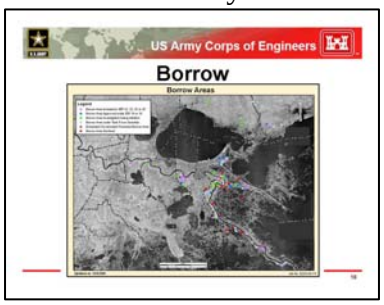
The slide shows the extent of the impacts on this side that are 100 feet by 4,200 feet along the banks of the Bayou aux Carps. This [pointing] is where the proposed impacts on the east side are located. Lexington Avenue will be relocated from this vicinity [pointing] and Bayou Road will be relocated right along here [pointing]. People are interested in what's going to be impacted in regards to their property in these areas, but as you can see with the current alignment is getting finalized. We've had a plan and are working with engineering. It's getting down to this proposed recommendation and we're fortunate that it's very sparsely populated.



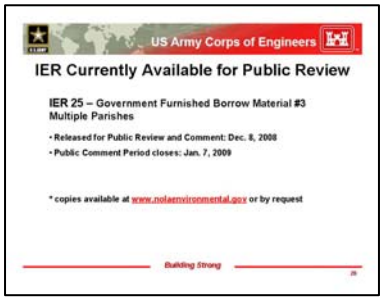
According to this plan, Bayou Road would be located here. The closest house is here [pointing], there's a boat dock here [pointing] and this [pointing] is the tow of the levee. Currently this is how we expect the footprint to be laid out.

IER 12 is scheduled to be available at the end of the month for a 30-day public review and comment period. In Feb. we'll have a joint public hearing with the EPA associated with the necessary permanent actions regarding the 404(c) wetlands. Providing there are no substantive comments and all issues can be worked out during the comment period, the Col. will sign the decision record by the end of Feb. 2009. We're looking to start construction by late spring.



The borrow map shows the areas we are investigating for borrow.

This is the map of the borrow sites in Jefferson Parish.



IER 25 is currently available for public review and the public comment period ends Jan. 7, 2009.

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All the addresses for making comments are located in the packet and the following slides.

Comments related to these can be addressed at nolaenvironmental.gov.

The Corps also has a new Web site design.

Julie Morgan, public affairs

During this discussion session, in addition to Tim Connell, we have additional experts and project managers here to answer your questions. I want to introduce them in case you have a question they could answer.

Gib Owen	Senior Environmental Manager
Julie Vignes	Senior Project Manager
Maj. Tim Kurgan	Chief of Public Affairs
Rueben Mabry	Risk and Reliability
Soheila Holley	Senior Project Manager Borrow
Todd Klock	Real Estate
Gary Brouse	Project Manager of Floodwalls and Armoring

They'll also be available after the meeting if you have any other questions for them.

Question 1. Donald Vallee: Let me compliment you for changing a lot of these designs. I know this was because of the public input. The least amount of impact on Bayou Road is appreciated. You're going to cut off the corner, but if you curve it on the second line that is our entrance way and the square property is where we shoot. We use the area as a buffer zone. When we shoot there its going to impact us and you are going to take another part of the property where there are water wells. We have a lot of structures there you don't know about. The biggest thing we are concerned about is timing, how much

impact on the road, what to do about paving it or rocking it, and what kind of security do you plan to provide with this many workers?

Response 1. Tim Connell: As far as the road surfacing there is discussion because we all know the roads are dusty. There will be significant construction impacts along Walker Road and Bayou Road. We're looking at the possibility of asphalting that road. If we do not do that, then there will be water control and grating to keep it serviceable. The relocation of Bayou Road, we'll evaluate whether or not to put a hard surface road or continue with a rock road. There will be truck impacts but Bayou Road might not be a truck route taken into the site. I can't address that fully but it will be brought up in future discussions.

Question 2. Donald Vallee: What about security, fencing and protection? We don't want to shoot anyone nor do we want anyone to have access.

Response 2. Tim Connell: The fact that you shoot in that area is a problem. We'll have to meet to discuss what to do there.

Question 3. Donald Vallee: We're concerned about traffic down Walker Road, pass the homeowners, do you intend to do anything on the homeowner's side?

Response 3. Tim Connell: The majority of the construction activity will be taking place in this [pointing] vicinity. It may be that we route the traffic into this area and through the existing corridor over here, as opposed to going around into this [pointing] area. We'll have to have more detailed meetings to discuss this because it's going to be an issue.

Question 4. Donald Vallee: Do anticipate working an 8 hour shift or around the clock?

Response 4. Tim Connell: I can see lots of activity with the construction happening 24 hours a day.

Question 5. Donald Vallee: What kind of security will the residents be provided? Are the truckers going to be camped out by us?

Response 5. Tim Connell: I don't know exactly where they will be housed but the concern for security will be noted. As far as securing individual premises, I don't know if that is an option but it will be discussed.

Question 6. Jody Coyne: What will the landscape look like when this project is complete? What trees are you going to be taken out? As part of the remediation part of these contracts, are they going to re-landscape the outdoor surface, not on the canal but the side that we're going to see?

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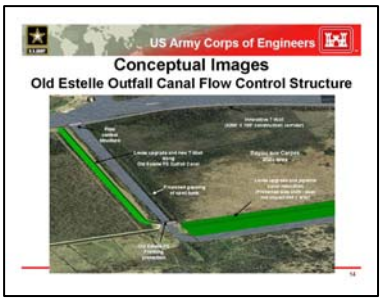

Response 6. Tim Connell: Depending on how much room we have over here, we have to have a clear levee without trees on it with a buffer on the side, but there is the road there that is close to the toe. This is our current site plan slide 14. We're discussing ways to move this back a little bit but this is the general area. If there's room over here, we're not going to take any more trees than we have to. We're not going to scrub any more land unless we have to and we're conscious about that. The landscape afterwards will have everything on the other side of the levee. From this point back will be at about the same elevation as now or a little lower. This levee here will be eventually to elevation 14.

Question 7. Kim Hagety: On this slide, by the road next to the turn and you see the little line, well, that is my brand new house. I am interested in how much of that front property will be at the levee or are you going to consume the whole thing? What is that going to do to our property value, if we have to sell it, because we built it not long after the storm?

Response 7a. Tim Connell: This is the current plan and that issue is being discussed today. We've been successful to place this is an area that has a limited number of residential impacts. If it's not possible to move it back for technical reasons, then this area has to be where it is.

Response 7b. Todd Klock: For whatever property we take for the project we would pay everybody for what we are using. There is a regulation that governs the acquisition of real estate with for federal funded government project. It's called the Uniform Relocation Act of 1970 and it established guidelines we have to follow to acquire real estate. We'll appraise your property and the portions we're taking. Then we'll evaluate if we diminish the value of the property and compensate you for that prior to or during the construction of project. We'll look at that and compensate you.

Question 8. Kim Hagety: When we built the house there was nothing to compare it with to get the property value because we are back there by ourselves. Part of that house has an SBA loan on it. If I have to move and get a new house will I get an SBA loan or would I get a higher interest rate loan. The SBA loan is how we got the house and how we got there.

Response 8. Todd Klock: Part of the Uniform Relocation Act there are considerations for everything. It takes into consideration mortgage differential, if the market requires you to have a higher mortgage rate; you get compensation for the interest between the two rates. We'll try to put you in the same position you are presently if we have to move you.

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Question 9. Kim Hagety: Who decides how much land to take? Because if you go to my pond there and I feel you should take the whole thing, then who decides how much land to take? I don't want the road to be at my front door.

Response 9. Todd Klock: We'll hire a certified independent appraiser to appraise the property and make a determination as to whether the remainder of your property is an economic remnant which we could acquire the whole property. If he makes the determination that it is still usable then we'd acquire the other portion of the property. By law you can provide him any information you want and he'll consider it.

Question 10. Kim Hagety: When we moved on the property it was all wooded property and we put in mud, cut down trees and did all that work, is it worked into the compensation?

Response 10. Todd Klock: Yes, he'll consider those.

Question 11. Kim Hagety: The long road right next to it is the service to the canal and I see that it comes across a small corner section of my mother in law's property.

Response 11. Todd Klock: It doesn't matter if we are taking property, even a small corner, we'll pay them for it.

Question 12. Kim Hagety: Even if there are cattle, it would have to be relocated?

Response 12. Todd Klock: If it was part of the project, yes.

Question 13. Kim Hagety: When is this project going to start?

Response 13. Tim Connell: We're moving as quickly as we can. Hopefully construction will start with pile testing and optimistically we are looking at Apr. or May of 2009.

Question 14. Kim Hagety: At what point do you tell us, if we have to go or what you're taking from us?

Response 14a. Tim Connell: We're looking at everything we can to minimize the impacts and we'll probably have a final map showing that particular aspect by the end of this month. We're working hard to nail down the exact location of the real estate necessary. The details on the inside will be ongoing.

Response 14b. Todd Klock: We have a local sponsor we're working with and it will be the Corps or the sponsor that would contact you if they do acquire your property. If you have to move the Uniform Act requires us to give you a 90-day notice and assistance benefits. We're not going to tell you to get out in a month.

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Question 15. Kim Hagety: Belle Chasse isn't the cheapest place to live. We have 2 ½ acres and you can't find 2 ½ acres to buy unless you go further down the road and then you can't afford insurance anymore.

Response 15. Todd Klock: The Uniform Relocation Act requires does provide relocation assistance whether we have to higher a real estate person to help you look for a resident. We have to help you find a comparable living situation.

Question 16. Jody Coyne: I understand you will be dredging the Gulf Intracoastal Waterway. We've had environment concerns with sandblasting and barging. All of that material, on normal circumstance, is drifting onto the shoreline by our property. You said you've done sampling and haven't seen anything to raise an eyebrow, yet. When you go to dredge is the sediment and everything is it going to be filtered or is it going downstream?

Response 16. Tim Connell: It will go from this location [pointing] to the Belle Chasse channel. It's a 100 foot section in the middle of the channel. The dredging material will be tested and is being tested now. The material that is suitable will be placed in the crib in Bayou Segnette will be used to rebuild marsh in that area. Material deemed not suitable will be picked up and taken to a landfill that meets the legal requirements to receive that type of material. Preliminary results show that almost all the material is good. There is one site we're conducting more testing on to finalize the results and if that material is not suitable it would be placed where it has to be placed according to the regulations.

Question 17. Donald Vallee: Why wouldn't you bring the material on the other side of the Hero Canal and build that marsh to protect the levee we have here rather than in Bayou Segnette?

Response 17. Tim Connell: In coordination with the National Park Service and the EPA they suggested those areas as the most critical areas. [Inaudible]

Question 18. Donald Vallee: The state makes that decision?

Response 18a. Tim Connell: No, we've all been working together.

Response 18b. Gib Owen: We looked at some of those types of areas but we need at least 60 acres of open water. The area you're suggesting wasn't big enough for us to get in there. [Inaudible]

Question 19. Donald Valle: [Inaudible]

Response 19. Gib Owen: Nothing in the size that we need. The crib on the other side of the National Park, there's a big area of open water [inaudible]. There is no easy way to get in the Hero Canal area with the size that we need. The material has been tested extensively [inaudible].

Question 20. Donald Valle: When you start digging the borrow pits on Walker Road? You're going to acquire that whole strip, as I understand, from Mr. Hero.

Response 20. Tim Connell: We will begin digging the borrow pits on Walker Road this year. Site N will be acquired for borrow but it will be used as a staging area. Additional right of way will be acquired for the levee and the borrow pit is in the area. We'll need this as a staging area in order not to tear up wetlands or impact other areas. This land that's already impacted and it seems to be the best place.

Question 21. Donald Valle: How do you interpret a staging area and why is it important to us?

Response 21. Tim Connell: It may be land used to mix concrete. There is going to be materials, equipment, and anything associated with constructing the project placed in this area.

Question 22. Donald Valle: How many vehicles per day do you anticipate?

Response 22. Tim Connell: I don't have that with me but we'll look in to it. This is a substantial project and there's going to be an increase of activity in this area.

Comment 22. Donald Valle: I think we all understand but we want you to try to minimize it as much as possible. Particular with the traffic with the construction and borrow pits, especially on Bayou Road.

Question 23. Kim Hagety: When you put in the new East Bayou Road will it be two lanes? Right now there is one lane and a car or truck can't pass.

Response 23. Tim Connell: I believe it will be a 24 x 20 foot roadway. That is something we will have to look into and we'll have to address that.

Question 24. Mark Magee: Years ago we used to dredge for clam shells from Lake Pontchartrain for road service. That's been stopped because of environmental issues in the lake, etc. Now the government has decided they want to pick up on this crushed granite. While we're living back here on these road that I would like to call arrowheads because it ruins tires. Someone might know what the material is that when drilled is getting into children's lungs.

Response 24. Gary Brouse: It would be siliceous.

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Comment 25. Mark Magee: We are dealing with that now. When we go down those roads now we have dust and getting in our lungs, that might be something to be considered in the environmental issue.

Comment 26. Corrie Coyne: When you put in the new roads, please put speed bumps because every teenager in the city will be flying down the road. The second thing is there has been a fight we're not winning, is there anyone who can get something done about the material in the road.

Question 27. Mark Magee: I understand there is an issue with the borrow pits. I heard through the grapevine, they were talking about somehow getting these borrow pits backfilled.

Response 27. Tim Connell: I can give you input about the Walker Road pits. Some of the material we're digging out of the canal, we may fill some of those pits. There may not be a substantial amount of material to backfill every pit. But, some material taken out of these areas may end up in the Walker Road pits.

Question 28. Mark Magee: I know there is an issue pertaining to all of Plaquemines Parish on the rive side.

Response 28. Soheila Holley: In general, we're not authorized to backfill. In a special case that Tim mentioned, there may be some backfill but in general we're not authorized to backfill any pits. There is an ordinance in the case of contractor furnished that any landowner who participates has to comply with local regulations.

Question 29. Matt Rota: I noticed both comment periods for these IERs go over Christmas, This is not the first thing on everyone's mind. I'm suggesting that you extend the comment period.

Response 30. Gib Owen: We are looking at that on a case by case decision but it will depend on the schedule. Right now IER 25, we didn't feel the need to extend it. Based on the comments received on the other borrow IERs there doesn't seem to be a need to extend it. We have received only two or three comments on them.

Question 31. Donald Vallee: Who will operate the pumping station? Also, bring us up to date on the bridge and the state's situation.

Response 31. Tim Connell: As far as the operation and maintenance of pump station and gates, currently it stands that the local sponsor will be responsible once the project is completed. There is an effort to get the federal government to do it, but right now it's the local sponsor's responsibility.

Question 32. Donald Vallee: Who is the local sponsor at this time?

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Response 32. Julie Vignes: It's the state of Louisiana's Coastal Protection and Restoration Authority, the governing body of the local levee authority.

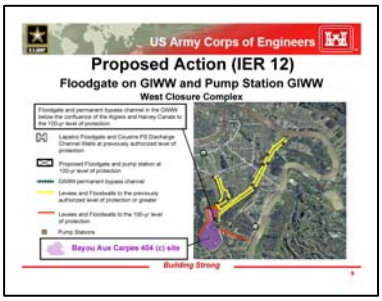
Question 32. Donald Vallee: So it's the Westbank Levee District?

Response 32. Julie Vignes: I would assume the CPRA would delegate that to the West Jefferson Levee District. There is discussion that they may enter into an agreement with Plaquemines Parish, Jefferson Parish or the Sewage and Water Board for the operation of the pump station because those entities have the expertise to operate them. It will drain 3 different parishes; with Jefferson Parish having the majority of the capacity.

Question 33. Donald Vallee: Who is going to pay for it?

Response 33. Julie Vignes: The operation and maintenance cost is the state of Louisiana responsibility.

Question 34. Donald Vallee: And, the bridge? [Referring to question 31]



Response 34. Tim Connell: As far as the Walker Road Bridge and the Peters Road extension in this location, we will not interact with bridge during construction. Eventually, the Peters Road extension plan is to have a bridge across the Harvey Canal but we're not going to be interacting with that.

Question 35. Donald Vallee: The reason I ask is because I went to a Westbank meeting when the secretary of transportation was there. They said they only have money for the turn around on the ramp side of Peters Road in phase 1. Then in phase 2, the access on my side, there was no money for it or the bridge.

Response 35. Tim Connell: We really have in this location and in Algiers location there may have been interaction but in this location there is no interaction.

Question 36. Mark Magee: The pumping station on the canal, it's easy to assume it's just going to drain the Harvey and Algiers canal. Is it possible there might be a finger coming off of it that would pump some rain water out of East Bayou Road?

Response 36. Tim Connell: It's designed with the input of all these pump stations in the system. The plan expansion of some of the pump station has 30,000 cfs is the design input. If anything is not already in there, as far as plans are concerned, I see future pumping going out into the Hero Canal. I don't see it going to existing pump because it's an increase on the pump station capacity.

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.

If there are no more further comments, thank you for coming and have a good night.

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.

Greater New Orleans Hurricane and Storm Damage Risk Reduction System

Westbank and Vicinity Projects

Individual Environmental Reports 12, 14 and borrow

Ms. Julie Vignes, Senior Project Manager
Mr. Tim Connell, Project Manager
Mr. Mike Stack, Project Manager
Harvey Fire Station #61
December 9, 2008

Why we are here tonight

To discuss the status of in-progress improvements, recommended plans and government actions that will 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

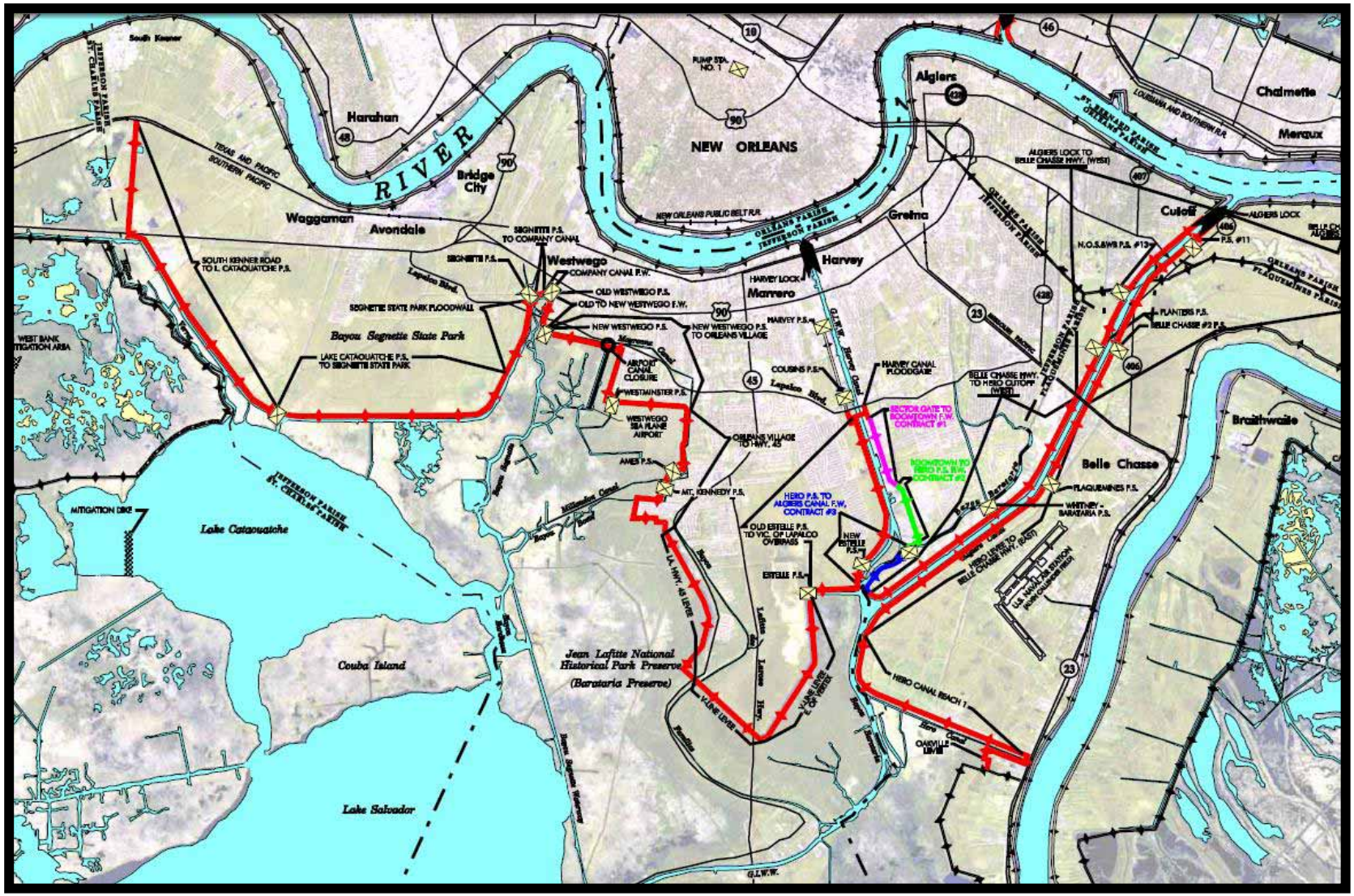
- Contract awarded Jan. 2008 to raise the levee along the west bank of the Algiers Canal from Belle Chasse Hwy to Hero Cutoff to elevation +10.

- 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

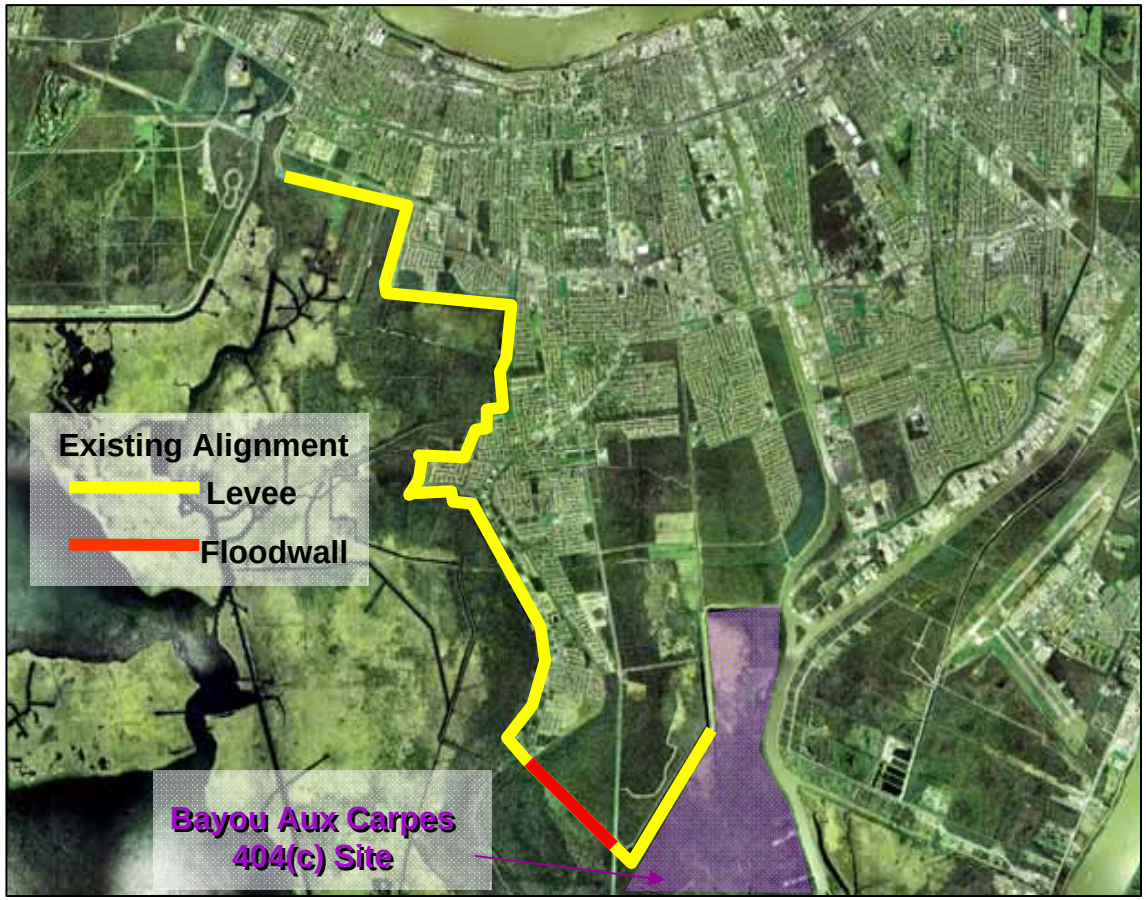

RIVER
NEW ORLEANS
Harahan
Bridge City
Waggaman
Avondale
Westwego
Harvey
Marrero
Algiers
Gretna
Chalmette
Meraux
Cutoff
Braithwaite
Belle Chasse
Bayou Segnette State Park
Lake Cataouatche
Couba Island
Lake Salvador
Jean Lafitte National Historical Park Preserve
(Barataria Preserve)
SEGNETTE P.S. TO COMPANY 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

Westwego to Harvey Levees and Floodwalls (IER 14)

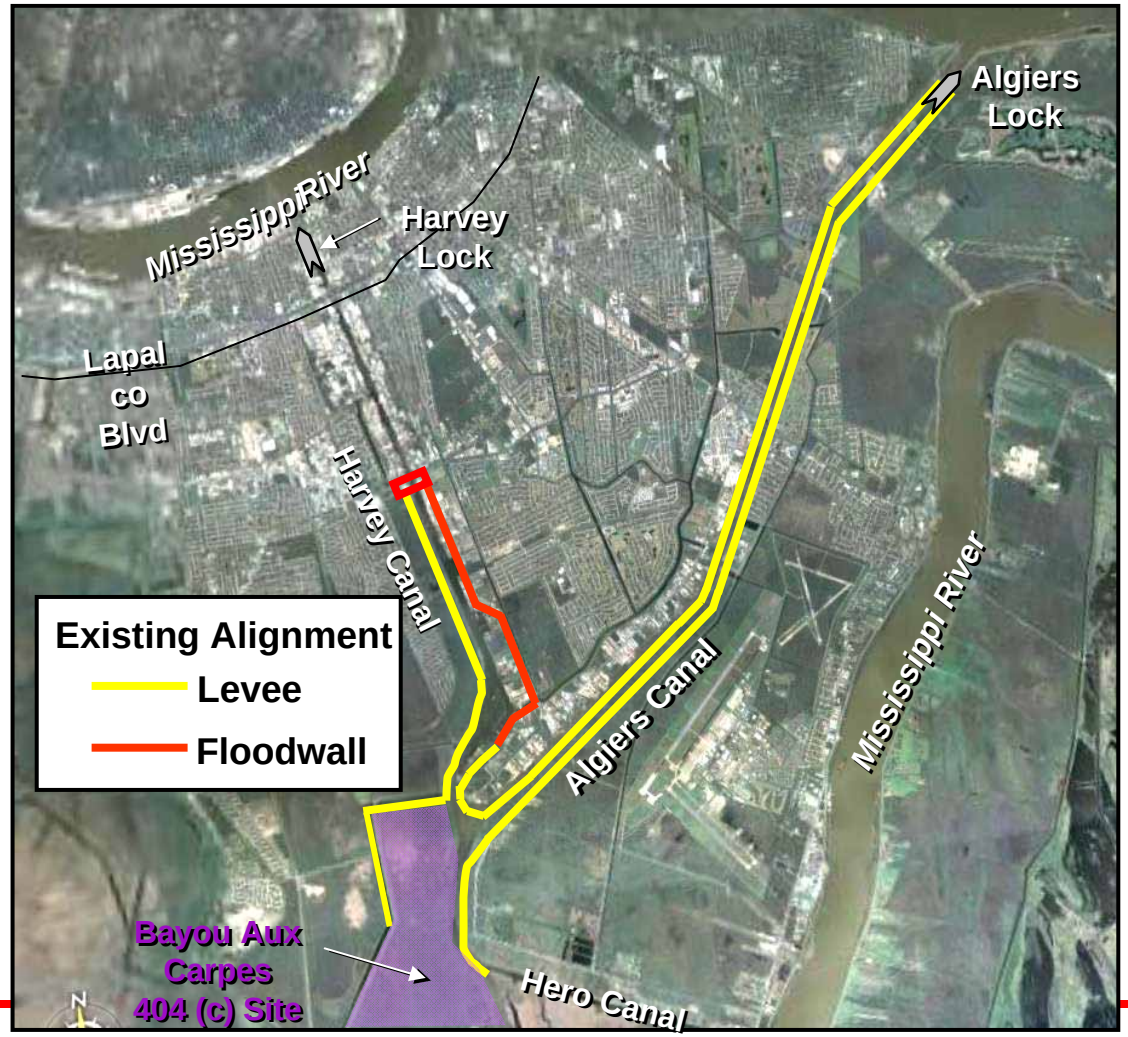
- Public comment period closed in early Aug. 2008.
- New Orleans District Commander, Col. Alvin Lee, signed the IER 14 Decision Record in late Aug. 2008

Government Action:

- Raise earthen levees along the current alignment to elevation 14
- Replace existing I-walls with T-walls



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

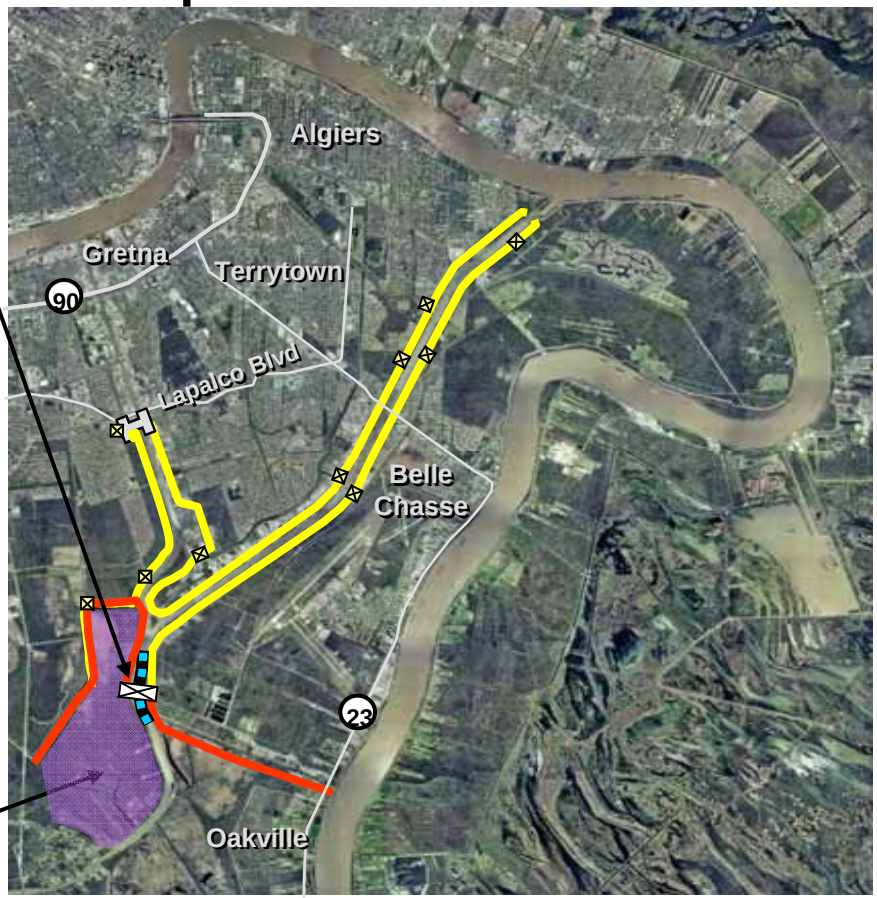
GIWW permanent bypass channel

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

Levees and Floodwalls to the 100-yr level of protection

Pump Stations

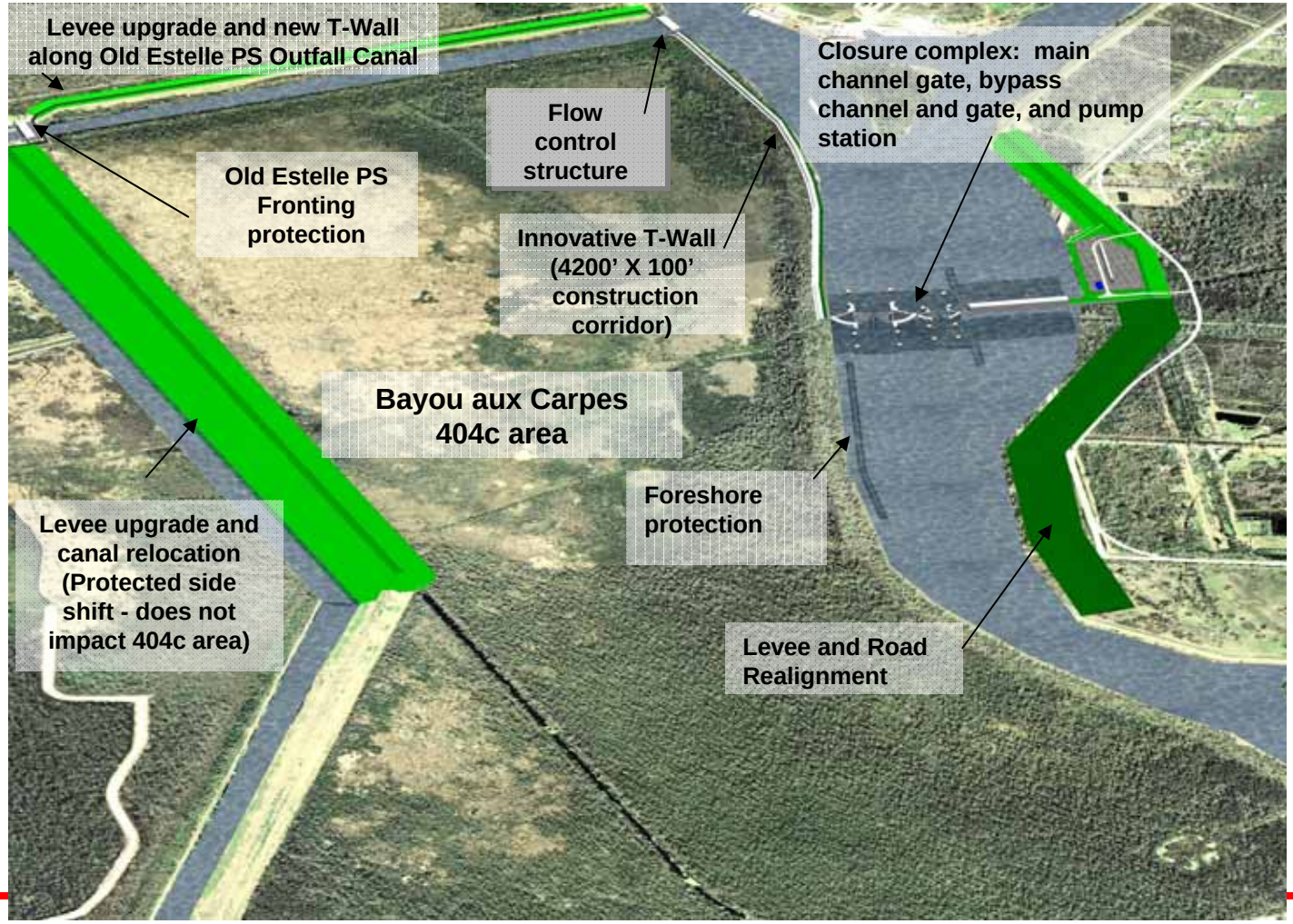
Bayou Aux Carpes 404 (c) site



Proposed Action (IER 12)
Impacts

- Increased system reliability and risk reduction
- 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

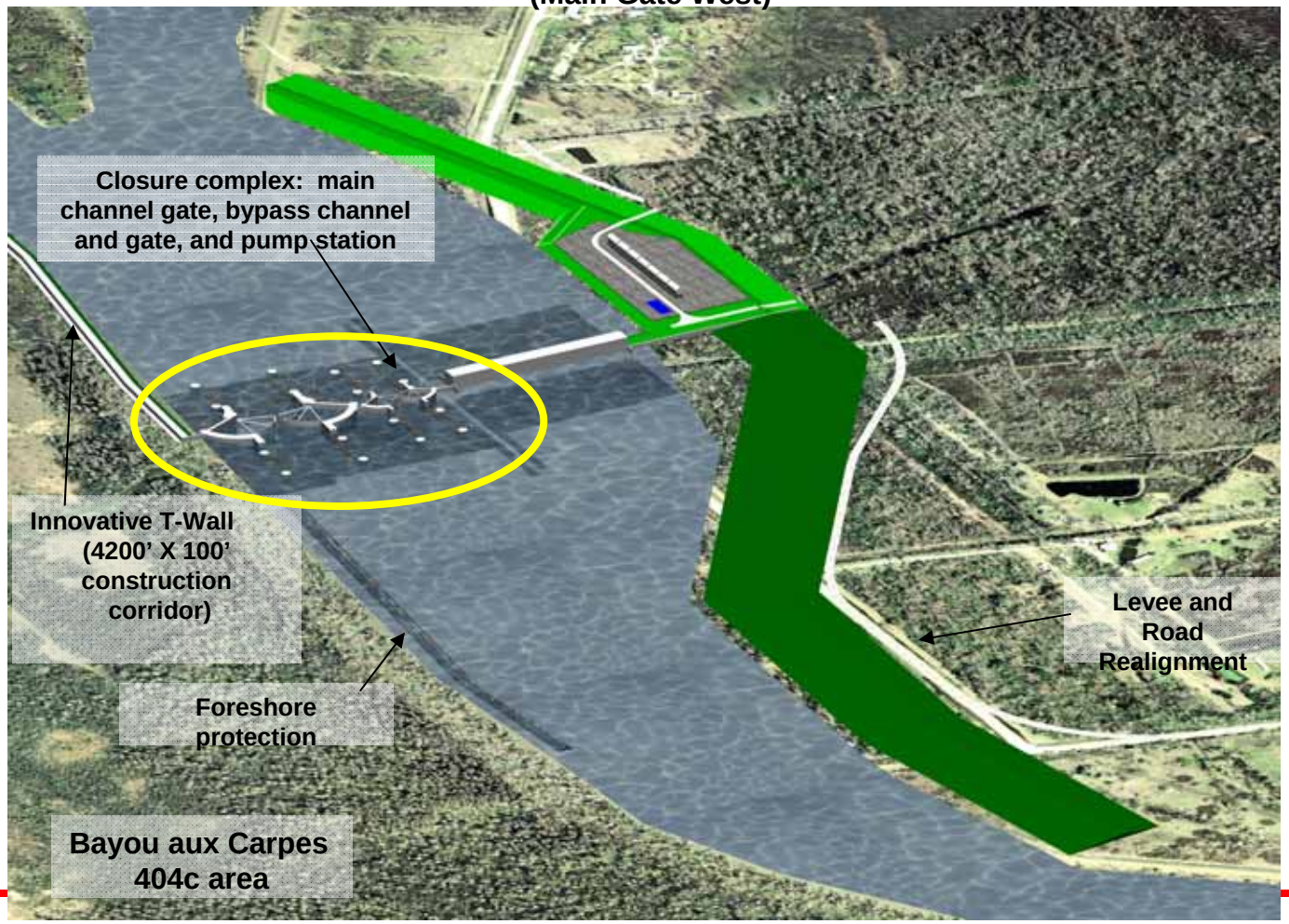
Conceptual Images
West Closure Complex



Conceptual Images

Close up of West Closure Complex

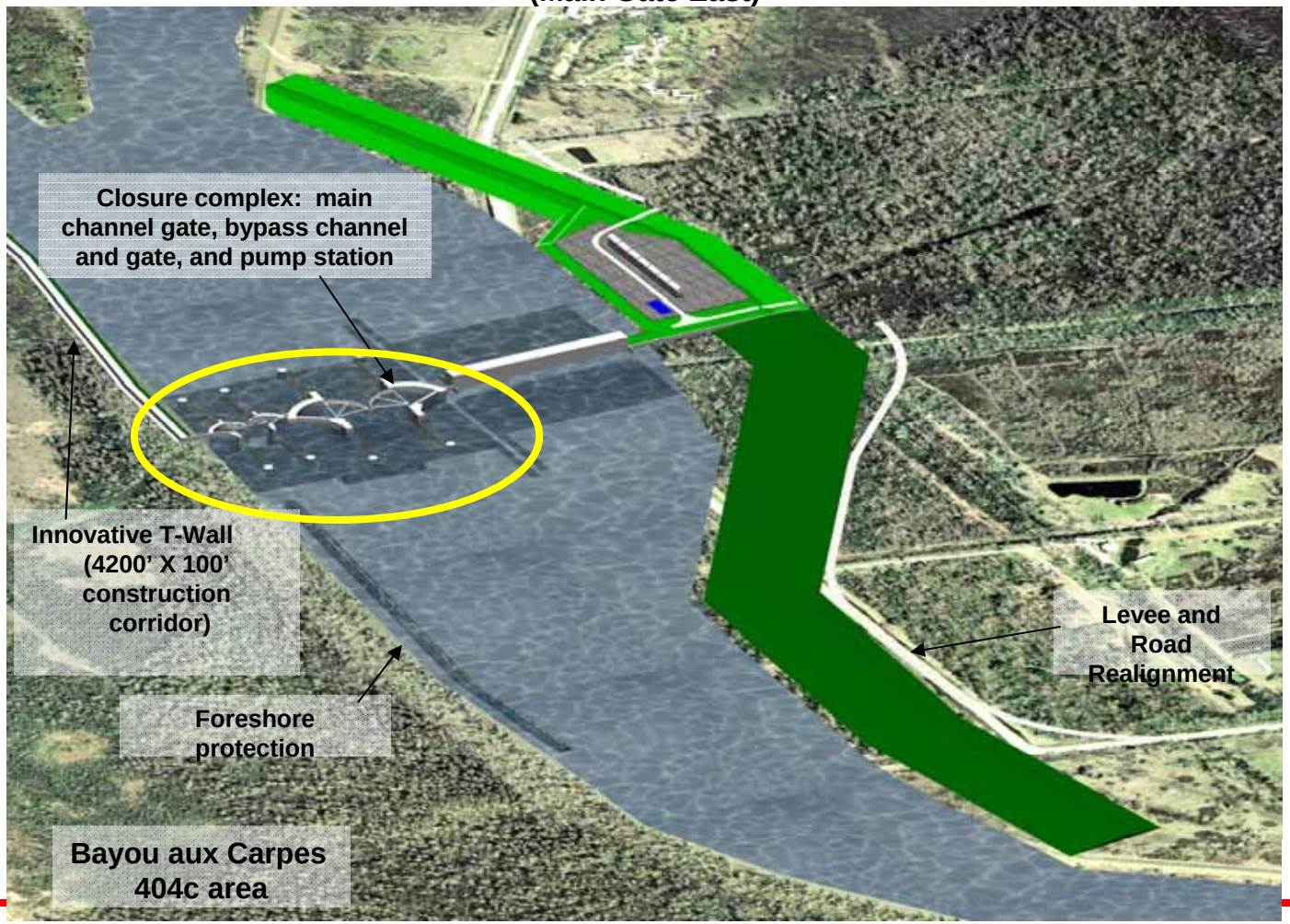
(Main Gate West)



Conceptual Images

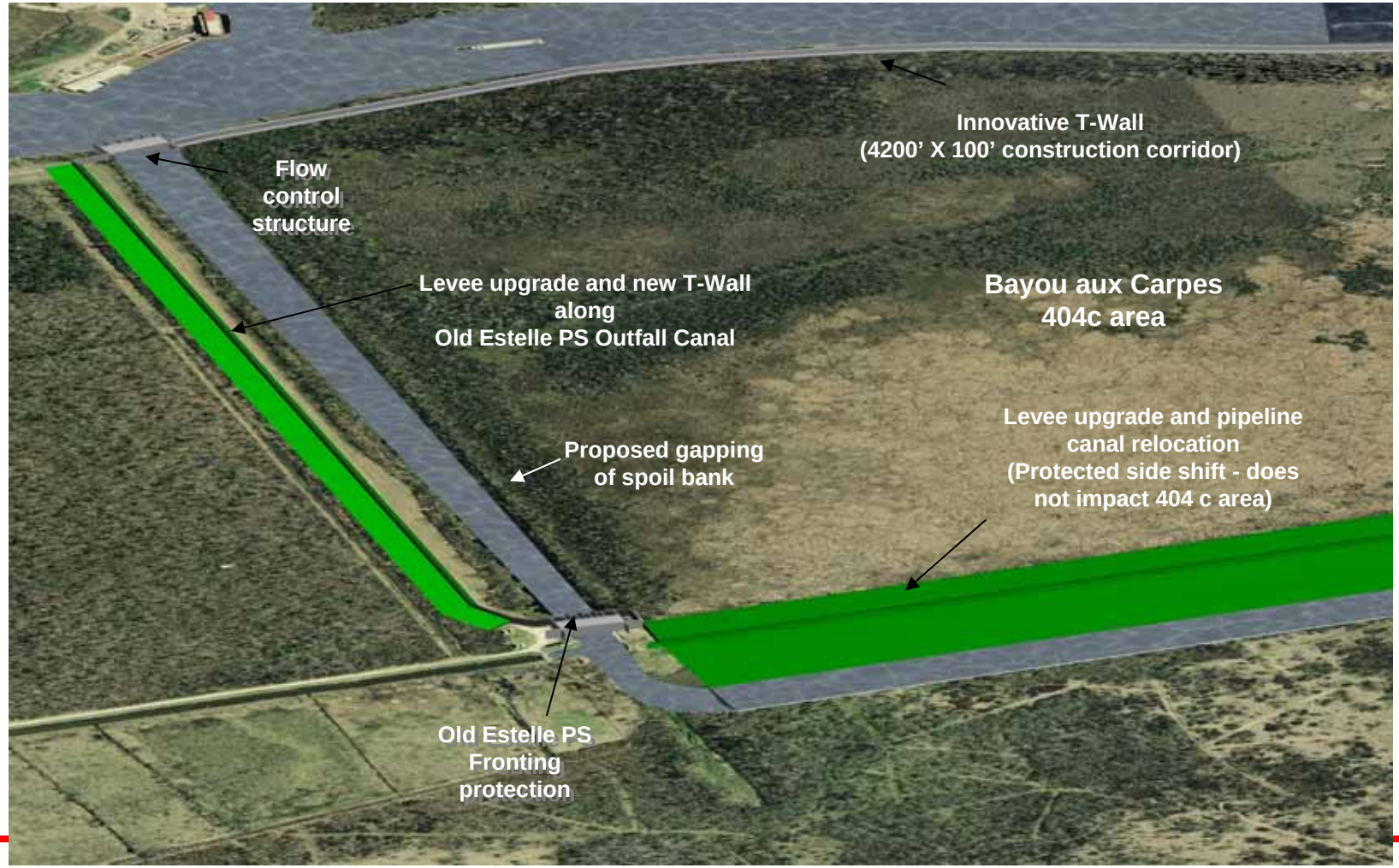
Close up of West Closure Complex

(Main Gate East)

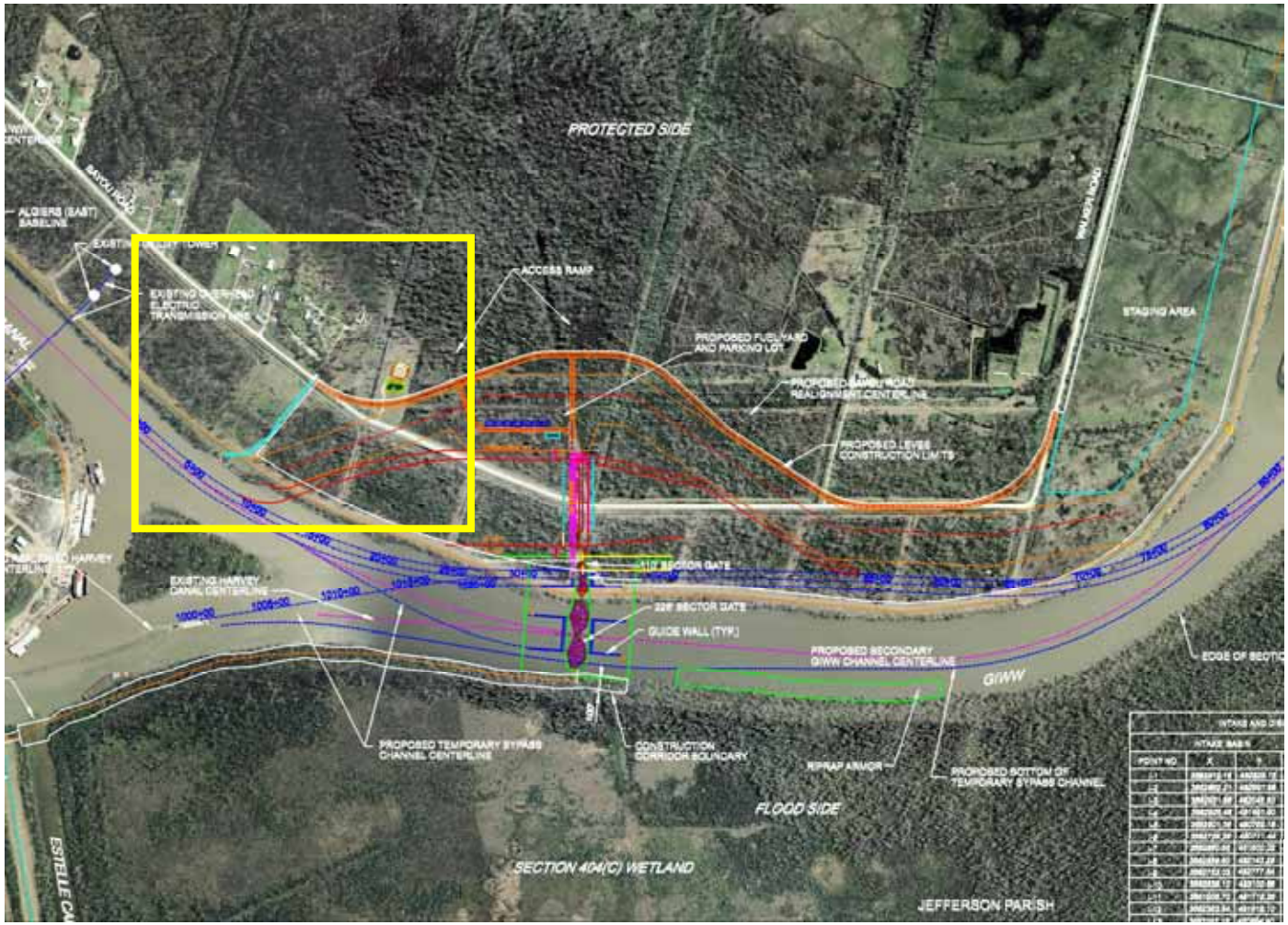


Conceptual Images

Old Estelle Outfall Canal Flow Control Structure



Current Project Footprint

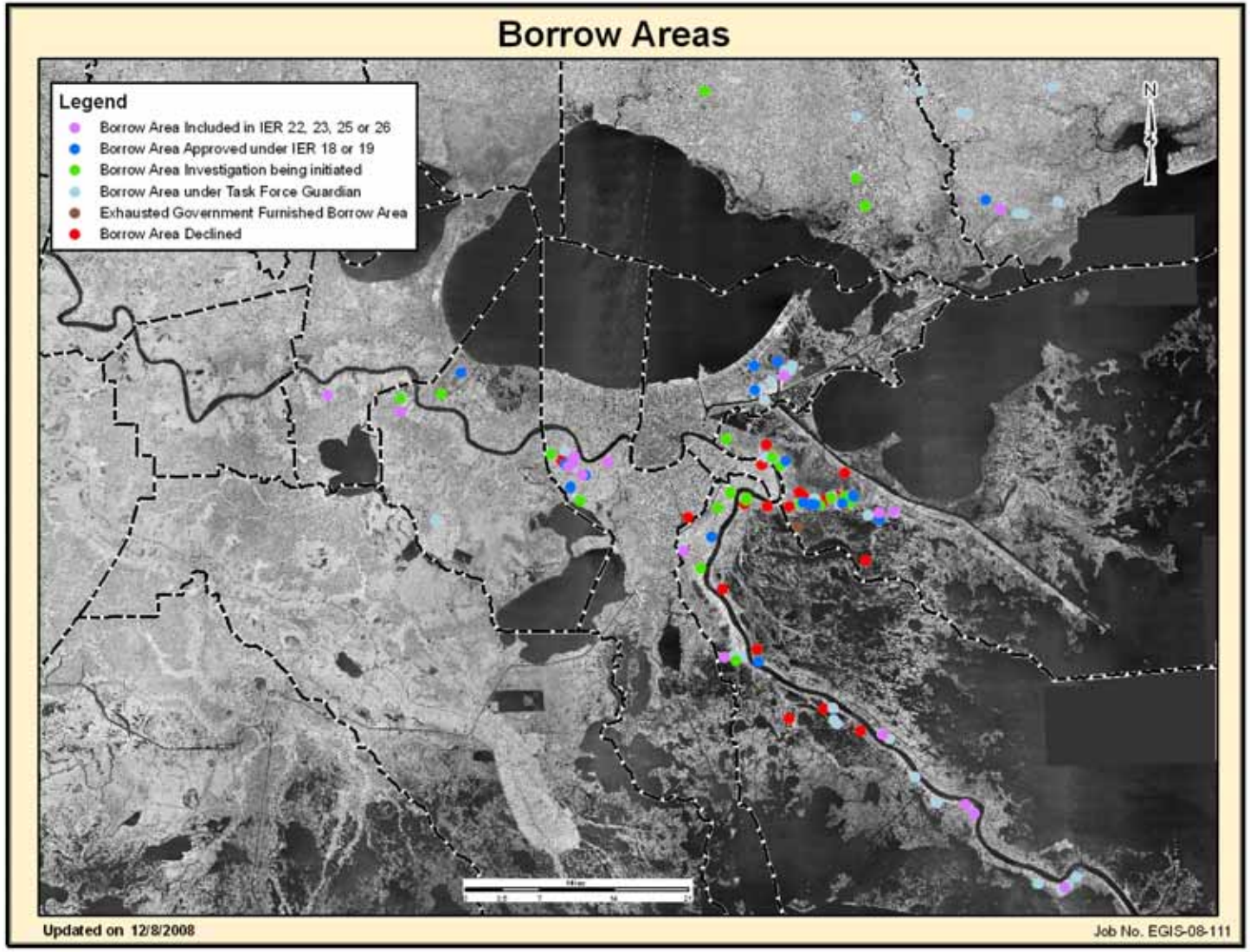


Current Project Footprint

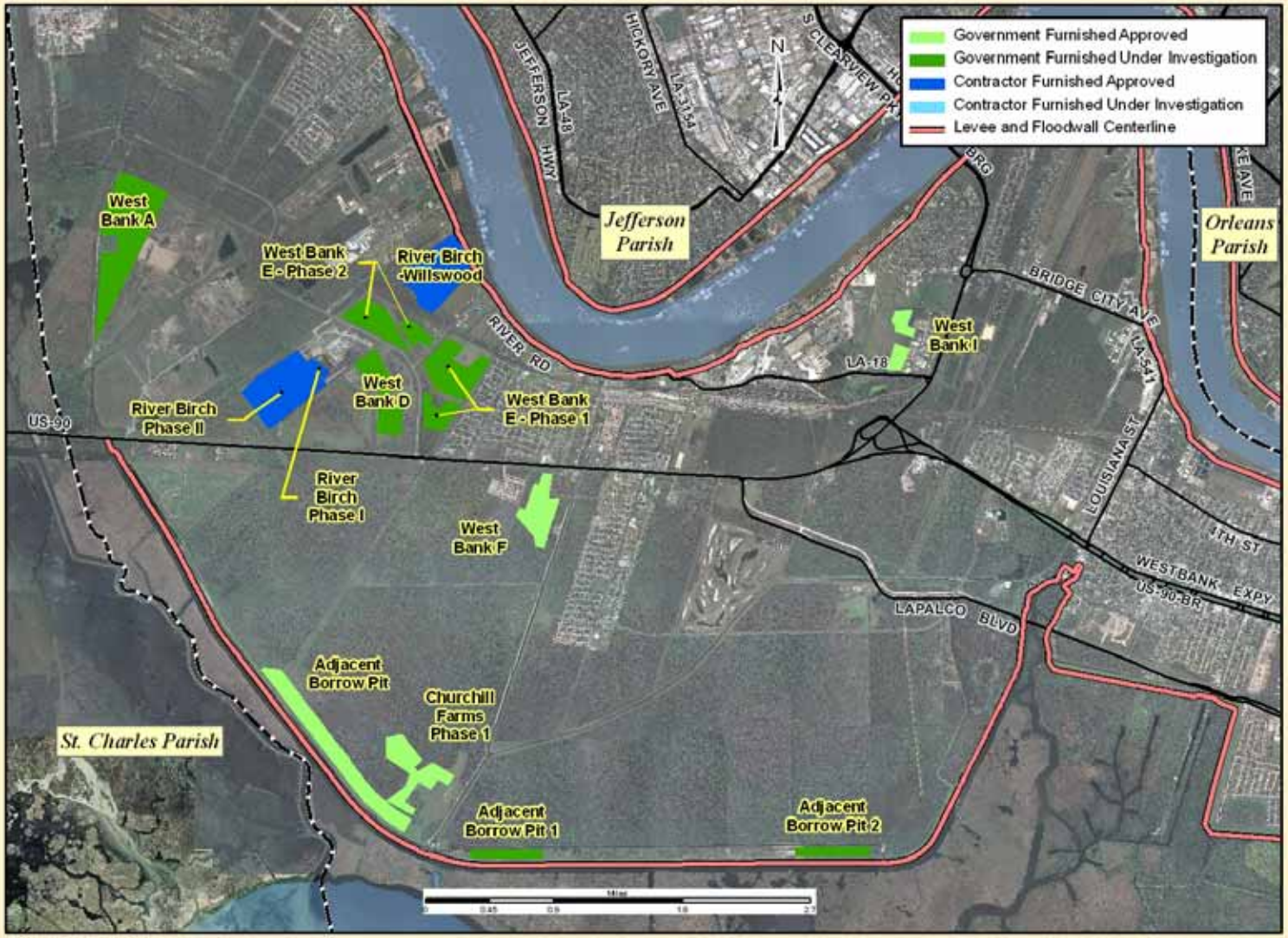
Tentative Project Timeline

- 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

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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...

US Army Corps of Engineers