Public Meeting Summary

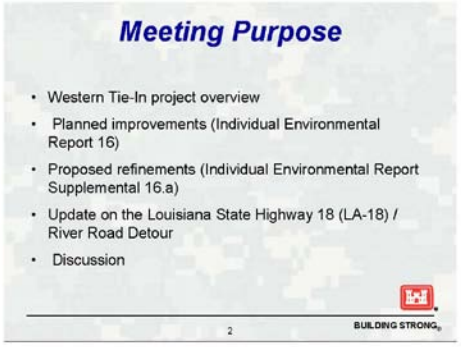
US Army Corps of Engineers
New Orleans District

Western Tie-In Traffic Impacts LA 18 Detour Public Meeting
June 29, 2010

Location	Cytec Industries 10800 River Road, Tom Call Pavilion Waggaman, LA 70094
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx. 26
Format	Open House Presentation
Handouts	• Presentation • Approval Process Brochure • 2009 Status map
Facilitator	Rene Poche, Public Affairs

Dennis Nuss, public affairs manager with Cytec, starts with brief welcome and emergency exit procedures.

Rene Poche: Thank you and good evening folks. Thanks for coming out in such horrible weather tonight. This just shows your commitment and you wanting to be involved in what we are doing here and we really appreciate that you are here tonight. Before we get started, we have a couple of elected officials here we would like to recognize. Representative Billiot is over there. Parish President of St. Charles, V.J. St. Pierre, Councilmember Dennis Nuss, Councilmember Shelley Tastet, Councilmember Terry Authement, and from Senator Vitter's office, Melissa Stelly and from Councilmember John Young's office, Royce Blanchard in the back there. We are now well over 160 public meetings that we've done across the system in the last two years and we're glad you are here tonight.



These are the things we are going to talk about. The project overview again on the Western Tie-In, the planned improvements under the Individual Environmental Report 16, some of the refinements to the Supplemental 16a, will give you an update on the LA 18 detour and then we will open it up for discussion.

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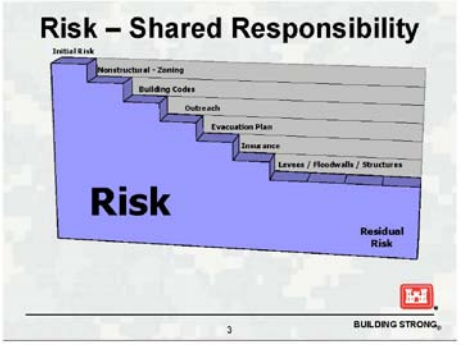

Again, if you have been to any of our meetings, you have seen this slide about risk being a shared responsibility. We start with the initial risks, and through a variety of ways: zoning, codes, outreach, and having that individual plan and insurance and then levees, floodwalls and structures, things we are doing in the system here. I will stress again, like I do at all of these meetings, please listen to your elected officials and if they ask you to evacuate, please do so.

The NEPA, the National Environmental Policy Act is required for all major federal actions. We look at the potential impacts to the human and natural environment and look at reasonable alternatives. We've made the arrangements with the Council of Environmental Quality to expedite the compliance and the impacts are documented in the Individual Environmental Reports as well. Public involvement again is important. Without that, we really don't know what is going on in the community so it's real important that you let us know. I know folks in here are not shy about letting us know what they are thinking. We appreciate that; that's what we need because we can make a better and more informed decision through that involvement.

This is just the whole system map and the project we are talking about tonight is in this area here.

The Westbank and Vicinity System as well, you can see the outline there in yellow. There is the Western Tie-In in the upper left hand corner there. I'm going to turn it over to the project manager now, Jeff Williams, and he is going to talk to you about the Western Tie-In project.

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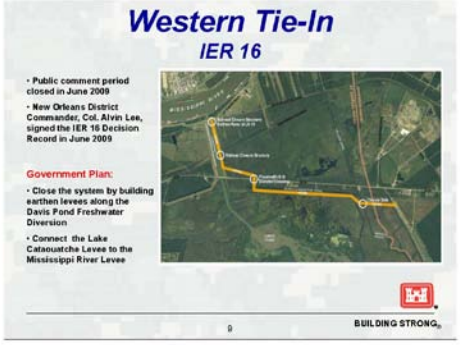
Jeff Williams: Again, I would just like to thank everyone for coming out tonight. We appreciate your involvement in this project. My name is Jeff Williams and I am one of the project managers here on the Western Tie-In and like we always do we are going to go over all the features of the project and talk about the changes or some of the refinements in our proposed action, which we are here to talk about tonight on the IER 16 Supplement.

As you see here the project features in the Western Tie-In consists of levees, sector gates, floodwalls, highway crossing and currently three rolling gates and a highway bridge, which is on Highway 90. Here again in the Western Tie-In, this area we see here consists of seven WBV 70 -76, seven different construction projects. The original IER 16 was signed by the Colonel in June of last year and the government plan was to close the system building the earthen levees along Davis Pond Canal and area here out to Cataouatche and Davis Pond Diversion to connect to the Lake Cataouatche, which is here all the way to the Mississippi River. So this is the whole system that we are talking about tonight.

Specifically what we are here to talk about tonight are the refinements described in IER 16, which we are calling the IER Supplemental 16.a.



Through the course of the past year, since June 2009, as we got further along in the design of the entire project, we had some changes. There are some things we want to do differently than what was described in the original IER and so we need to let folks know what we are doing differently.

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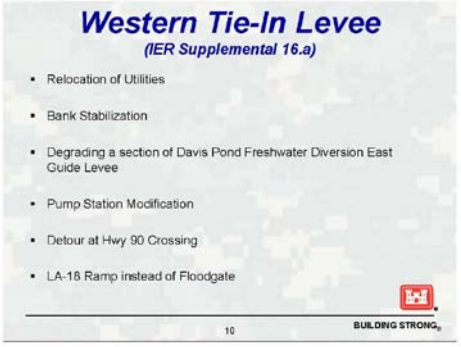
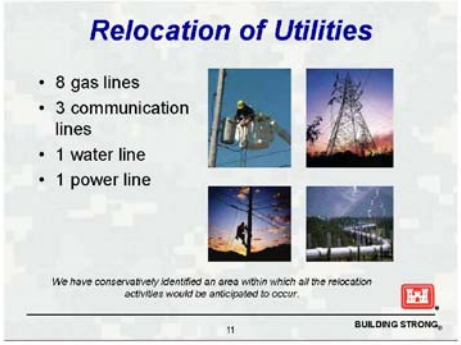
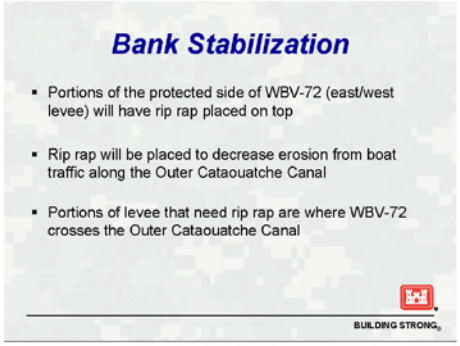


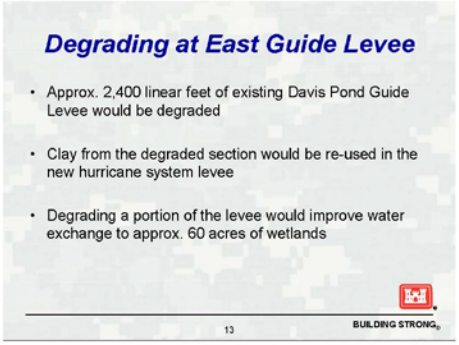
Specifically what is in IER Supplemental 16.a, we are going to talk about the relocation of utilities that are along the whole project, that includes different pipelines and what not, bank stabilization, degrading of a section of Davis Pond Freshwater Diversion east of the Guide Levee, pump station modifications [for a station] which is actually in Jefferson Parish, the detour of the Highway 90 Crossing and a bridge where the floodwall is crossing Highway 90 as well as going from a floodgate, which is the proposed action right now at LA 18 to the ramp. A lot of folks here are interested in talking about that.



The first item in IERS 16 is the relocation of the utilities. Early on in the project, we were not really sure where the utilities were going to be moved, or how many there were. Now that we are to the point of getting close and have identified all the relocations, we now need to describe the work and where they are going to go and what they will be doing. That's what these relocations are. There are eight gas lines, three communication lines, one water line, a St. Charles Parish water line actually, and one power line. So those are all the relocations that we are describing in what we are going to do here across the entire system.



The second item in IER 16 is bank stabilization of this particular area, what we are talking about there is that we are adding rip rap, WBV-72, which is the levee that runs parallel to Highway 90, south of Highway 90, where it crosses the Outer Cataouatche Canal. Now rip rap will decrease the erosion from boat traffic along the Outer Cataouatche Canal as well as the portion where it crosses Bayou Verret. Basically, through the design process from input from non-federal sponsors and team members, this action wasn't described in the original IER so that's what that is all about.



The third item that we specifically discuss in the Supplemental is the Degrading of the East Guide Levee, which is approximately 2,400 feet of the existing Davis Pond Guide Levee what you see there today. When we do that, we are going to use that same material; it will be reused to build parts of WBV-72, which is ongoing right now. The reason why we are doing that, the degraded portion of the levee will improve the water exchange of about 60 acres of wetlands that are west of the Davis Pond Guide Levee. Basically, what we are saying there, when we build the levee you shut off the [water exchange] so we degrade the levee to allow the water to flow back and forth in its natural state.

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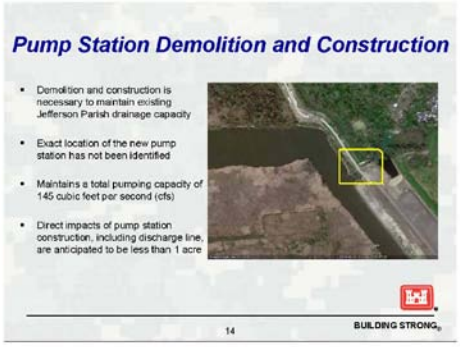
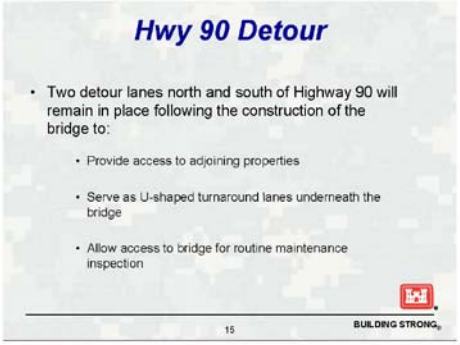
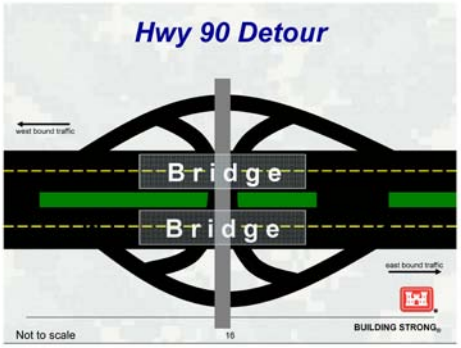


Next item is the Pump Station Demolition and Construction, which is actually in Jefferson Parish. In this area right here is where it exists. What we are doing here is demolishing and constructing a new pump here in Jefferson Parish. The important thing that I want to say here is that we are maintaining the total pumping capacity of what exists today of 145 cubic feet per second. The reason why we are doing this is when we build the Western Tie-In we are enclosing this pump inside the system. Basically, we have a levee and these pumps would be pumping against themselves so we need to get the discharge pipes outside the system over the levee. The reason we are doing the new levees, if we only extended the discharge pipe, the existing pumps would not be able to maintain the capacity, which means we would be taking capacity away from Jefferson Parish. In order to do that, we need to replace those pumps but keep the same capacity. We are moving that location, it's not determined yet, but initially right now, probably somewhere 500 to a 1,000 feet south of here to be able to shorten the distance of the discharge pipe that will save the project some money and allow us some better access to maintain the levees. When we are talking about constructing it here and demo it here, it's not a new levee, we are not doing anything that will increase capacity; we are just keeping everything the same, which is the capacity of 145 cubic feet. Again, that is over in Jefferson Parish over here.



The next item is the Highway 90 Detour. If you are familiar with the project of where the floodwall crosses Highway 90, we are building a bridge over the floodwall. In that action what we are doing is putting two detour lanes, one north and one south of Highway 90 so we won't restrict the flow of traffic during construction. This was described but we weren't planning on removing them I should say. After construction, we were planning on removing the detour lanes but we are now going to keep those detour lanes, which were not described in the original IER. The reason we are doing that is once we put the floodwall there, we need to continue to have folks there have access to their property for future development as well as to serve as a turn around underneath the bridge and you will see on the next slide what that is going to look like and it will allow access for routine inspection for DOTD on the bridge.



This next slide shows you what we are talking about. You see here we are building the detour road first, which hopefully is soon. Then we will build a portion of the floodwall and then we build the bridge going west bound and east bound. Then we open the bridge up and then we continue the floodwall there. Essentially, this is what you are looking at. Property owners over here will still have access to their properties and they wont' be blocked in by the floodwall that we built.

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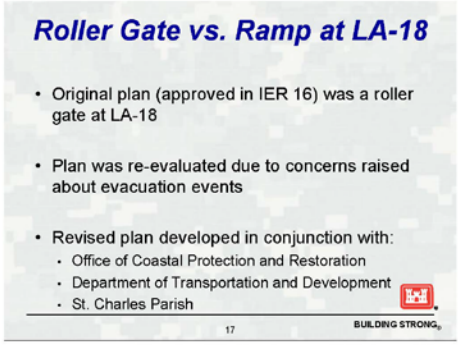
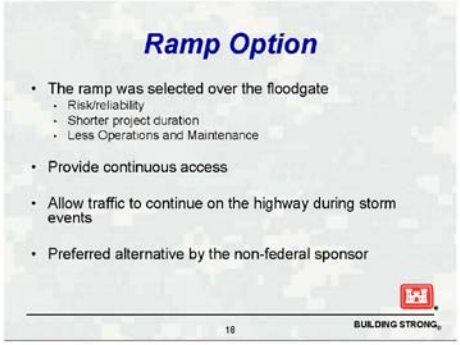
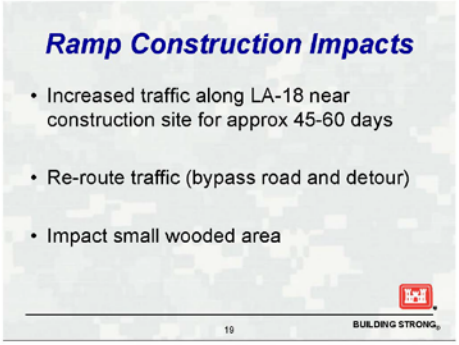


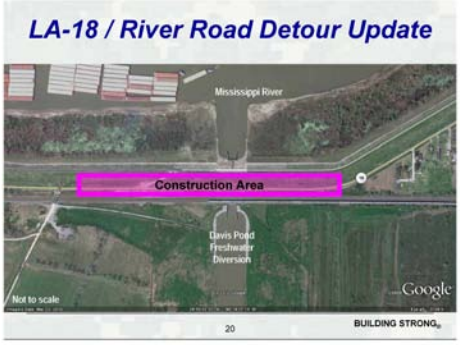
Of course the thing a lot of you are here to talk about is the roller gate versus the ramp. Like I said in previous meetings, the previous plan was to have a roller gate at LA 18. After re-evaluation due to concerns raised the plan was revised to do a ramp and that was done through the OCPR, Department of Transportation, St. Charles Parish and the Corps of course.



The ramp option was selected for its lesser risk, greater reliability, shorter project duration, less operation and maintenance and the fact that it provides continuous access during an evacuation storm event. It is definitely the preferred alternative by the non-federal sponsor.



Construction impacts –we talked about this before in previous meetings, we are going to increase traffic along LA 18 for approximately 45 to 60 days for that particular portion of work. The traffic will be re-routed through bypass or a detour. This will also impact a small wooded area environmentally.



This is the area that we are talking about if you are familiar with the area. Here is the Davis Pond Freshwater Diversion Structure and the construction area is approximately in this area here, west and east of that area.

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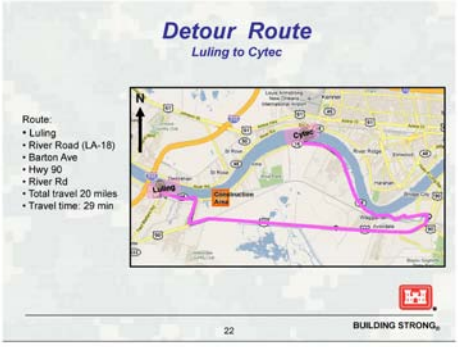
In some of the current conditions that we are looking at here, this is for the officially detour route if someone decides not to take the bypass. Right now we are looking at a seven mile travel distance with a travel time of 12 minutes going from Luling to Cytec, where we are here and you can see the construction area.



A detour route traveling that same location will increase your travel time to 29 minutes and your travel route 20 miles.

The same here, going from Hahnville to Avondale Shipyards, the current condition as it stands today is minutes, which is pretty much the same in that instance.

Specifically, that was the detour. There was a lot of concern last time over the actual bypass alternatives. There were several alternatives that we talked about.

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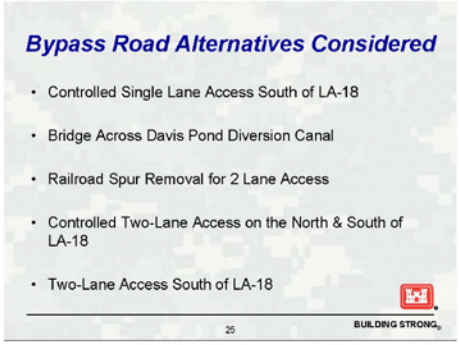
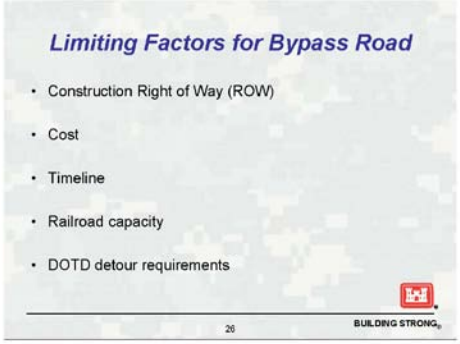


One is the control single lane access out to LA 18, that is what I presented at the last public meeting and what is described in the IER Supplement as it stands today. Bridge access Davis Pond. Removal of the railroad spur for two-lane access south of LA 18 and the controlled two-lane access north, one north and one south of LA 18 as it exists today. Last time when I was here, there was another option brought to the table that I said we were going to explore to allow a two-lane access south of LA 18, which we've done and we will get into that shortly. We have evaluated that alternative.



The limiting factors are a really tough area to work. If you are familiar with the area, we have a lot of utilities, the construction of the right-of-way, the costs, timeline, the railroad is right there, the capacity of that railroad and of course, pretty stringent DOTD requirements for building a new detour route.

So what you see right here at LA 18, the Bypass Road, is a controlled single lane access. Like I said that is what is described in the IER 16 now. If you see this package, this is what is being described, which we described the last time we met. There is a single lane access, which would be controlled by St. Charles Sheriff's Deputies on either end allowing traffic to go in both directions. That's what is described in the IER Supplement.

Right here is, the controlled construction area. It's another view on an aerial map. That is the controlled single lane access that is described in the IER 16 Supplemental.

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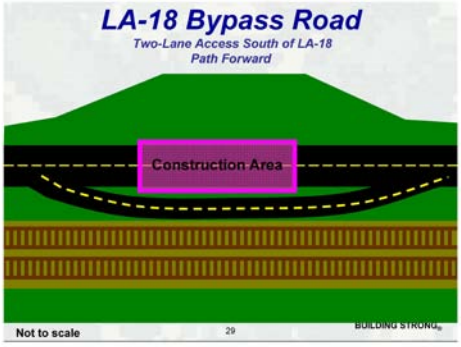
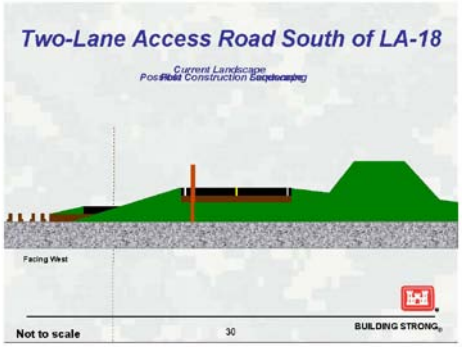
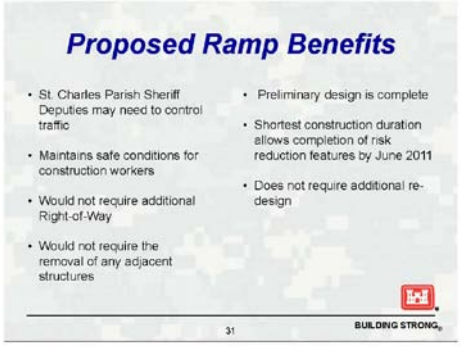


This is a two-lane access south of LA 18 and that is the path forward. This is where your input and your councilmen and parish president, levee district, LA/DOTD [helped develop this option]. This option that we talked about a month ago is very much doable. I'm proud to say with cooperation with LA/DOTD and OCPR, that they approved us going forward with this particular option, which will allow us to have, now, a two-lane bypass south of LA 18 by changing the construction sequencing and doing some additional shoring.



Essentially, this is what it looks like today. If you look here, standing on River Road facing west with the Mississippi River Levee here, this is the railroad tracks, this is the center line today. The proposed action is to drive the sheet pile here, build a two-lane road right here. The sheet piles were originally going in this area and we weren't sure that if we moved this over we were going to be able to stabilize the ramp area here, but we were able to do that, so we are going to build this as a two-lane instead of one-lane that was originally proposed and then build up the ramp and come back here and build a two-lane section. We will then move traffic to this side once this is built, get rid of the temporary bypass lane we talked about, remove the sheet pile there or it may stay there, we still need to get into the technical part of that and then continue to build this section bringing it back to what we have today. We've worked really hard, engineering and DOTD, to get this option out and I would like to thank everybody and I think everybody will be happy with the path forward. I just want to say again, if you read the IER 16 Supplement, what you are going to see described is the one-lane bypass lane controlled by the Sheriff because we just prepared it a few weeks ago, but we just got that approval to put that path forward today so you won't see that [in the IER Supplemental]. We don't want you to say that Jeff said this at the meeting, but it's described this way, so, it will be described that way in [the draft] IER Supplement. But this is a much better option with less impact so we are going with the path forward with a better alternative. [The final IER Supplement will have the description of the two-lane bypass road.]



We will build this two-lane road and there still are a lot of benefits [to the ramp]. It may need to still be controlled by Sheriff's Deputies, we haven't really determined exactly what that need is going to be and we will continue to work with the Sheriff Department here and the rest of the parish officials to see if that is necessary. We are definitely going to maintain a safe work condition for our workers and the traveling public. This is not going to require any additional right-of-way, and no removal of adjacent structures. We need to go forward with detail design now and still it does not lengthen our construction duration to go down this path. We are just changing the sequencing in order to achieve [the two-lane bypass road]. This is not a re-design, this is an additional design.

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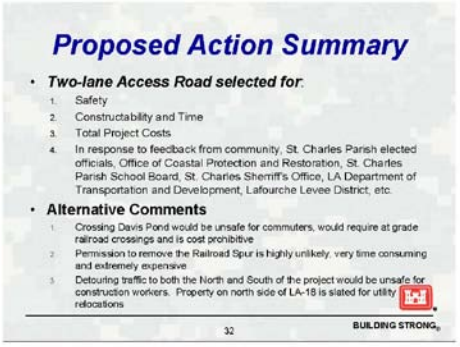
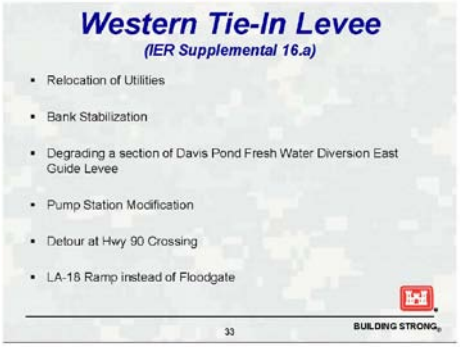


Just to summarize our Proposed Action; a two-lane access road was selected for safety, constructability, time, and project cost. In response to your community, St. Charles Parish elected officials, OCPR, DOTD, the Sheriff's Office as well as the Lafourche Levee Board, all that feedback and all that input and different ideas that came about, it has worked out for everybody. This is just some of the things that we talked about and why some of the other options weren't as good as the option we have here, the two-lane bypass.



The Western Tie-In Levee, IER Supplement, just to recap, what you are going to see described there if you haven't seen the document already, is the relocation of utilities, the bank stabilization on WBV-72, degrading of Davis Pond Diversion of the East Guide Levee, which is part of the WBV-72 contract, pump station modification, which is WBV-76, the detour leading into those detour roads that we talked about and the demo of them, Highway 90 crossing and of course, going from a floodgate to a ramp at LA 18.

Rene Poche: We will continue to have public meetings on the different projects in the system. Please make sure that you sign in tonight, and leave your e-mail address or mailing address or whatever way you want to be contacted. That way we can let you know of future meetings and let you know what is going on across the system as the system progresses.

An important phone number is the construction hotline number that rings into the public affairs office. There is a person dedicated to answering that phone if you have any issues, we can go ahead and take that information and get it to the appropriate project manager and get an answer back to you. Comments can be submitted anytime at www.nolaenvironmental.gov. The phone number there is 504-862-2201 is the main public affairs number. If you are calling about this project it will get routed to me because I'm the PA person for this project. You can always email at askthecorps@usace.army.mil. Again, it will go into a mailbox and be forwarded to me if it's about this particular project.

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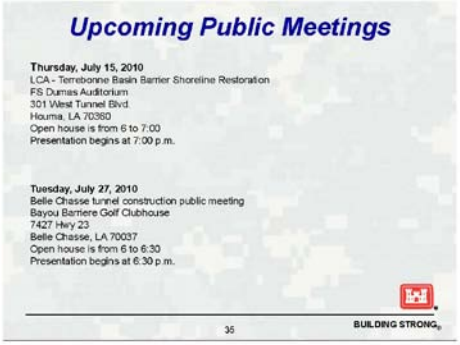
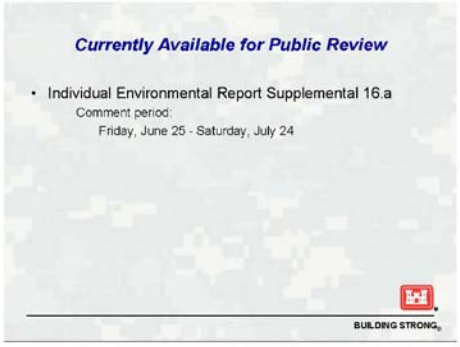
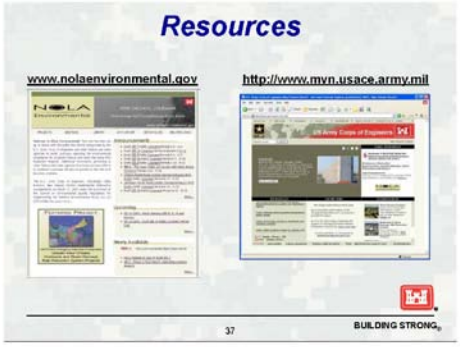


Some other meetings coming up, we will be down in Houma in a couple of weeks looking at some Louisiana Coastal Area projects. Then on July 27th, we will be in Belle Chasse looking at construction around the Belle Chasse Tunnel as well.



There is the comment period for this supplement.



We have a variety of resources. We talked about nolaenvironmental.gov and you can go there to find out a lot about the IER process. You can also go to our public website to get information about any of the projects, about what stage they are in and just general information. This is a really good resource to find out what is going on with the Corps of Engineers here in metro New Orleans.

If you are inclined to the whole social media thing, you can find us on Twitter, although we don't tweet too much. We hold that more for emergency operations if we have to, hurricane events. If you want to look at some pictures of the different projects, you can go to Flickr and you see the address there. And if you are into Facebook, go ahead and find us and become our friend and you will get notified anytime we post any significant information.

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.

And there are all the different ways you can find that information.

We are gong to open it up now for discussion, but first, to go over a few things. I think we had some speaker request cards in the back and we will go in the order that they are received. We will give you three minutes to speak; we have some lights over here. You can't yield that time if you have any unused time to someone else. We ask that you hold off on a second go round until everyone has had a chance to at least speak once. Everything that you say or write, becomes part of the official record for this IER and everything is considered equally, written, verbal and again if you don't get to do it tonight, you can write comments at nolaenvironmental.gov. We will leave that up there and the folks pass around the cards. We will come to you tonight as we have a wireless mic and we will come to you to ask your question or make your comment.

Lawrence Landry: How long is this going to be on River Road, which area are you covering for the raising?

Male Speaker: Do you know off the top of your head? That's the designer.

Male Engineer: [Inaudible]

Lawrence Landry: That's going to go past the other side of the Freshwater Diversion. The purple area - how long is that going to be?

Jeff Williams: Well, that's not to scale that's just…

Lawrence Landry: What I'm getting at is, what about the western side of the Freshwater Diversion? You are talking about the eastern side, the eastern side is this side of the Diversion, so what about the other side of the Diversion? You aren't going to build anything on that side?

Jeff Williams: No, what's happening is that it's tying into the Mississippi River Levee, that's where the system terminates.

Lawrence Landry: Right, but as it stands right now today, the levees on each side of the Freshwater Diversion do not tie into anything. They do not tie into the concrete walls that come out and they do not tie into the railroad tracks.

So if you build something on the east side of the Freshwater Diversion, the water is going to go through the Luling side?

Jeff Williams: What's happening, is that it's tying into the system on the east side, but the elevation of that whole system and that ramp, is tying into that system so you get into the protection on the east side…

Lawrence Landry: The reason why I have this question is that I don't want to have to come back later for this to do the other side of the levee of the Freshwater Diversion. Maybe if you go to the rest of St. Charles Parish …

Jeff Williams: No, that's not what is happening. Right now you still have the exact same protection that you have now, but it's at a higher elevation that you have…

Lawrence Landry: So you are going to put a railroad gate on both sides of the Freshwater Diversion?

Jeff Williams: No, it's only on the …

Male Engineer: The gates ……

Lawrence Landry: See, you don't know what I'm talking about.

Male Speaker: What he is getting at, is that if the St. Charles …if we get a permit to do the rest of St. Charles Parish it's not going to tie in at the River Road by the Diversion, it's going to tie in more on the back side, it's not going to come…there won't be two levees at the Diversion, one for the West Bank and for the east side. You can only have one.

Julie Vignes: What Jeff is describing tonight this is the western most portion of what we are authorized to provide hurricane protection for. There is no currently approved project to provide any hurricane protection beyond that. We are not doing anything to modify the guide levees on the west side [of the Davis Pond Freshwater Diversion] or the Luling side of the structure. The [Donaldsonville to the Gulf] study that is looking at a potential project …

Lawrence Landry: What I'm saying is that is in the future we won't have the same problem with blocking off the River Road to finish it up…

Julie Vignes: Depending on the outcome of that study, we have to see if a hurricane protection project is authorized and then what alignment they choose so these same issues may come up; issues that close the system. But that currently isn't an authorized project for construction. It will go through the same NEPA process and through the planning stage and the design phase if it's authorized. The good thing is that if you are going through it again, it's more protection being provided…

Lawrence Landry: What I'm saying is why not do all the work around the Freshwater Diversion right now at the River Road so we don't have the impact once

again? That's the same way when y'all built the Freshwater Diversion you should have done all of this back then, but everybody tells me it wasn't in the plan.

Julie Vignes: We are limited to by authority from Congress. It doesn't always make common sense, but it is what our limitations are.

Rene Poche: There's a pretty good brochure in the back called The Corps Approval Process, you might want to take a look at that as it explains how a project goes through the process of being authorized and funded and all that. Believe me the Corps doesn't just throw darts at the wall and say we are going to do it here. I know folks would like to think that, but believe me it's not the case…Mr. Roux.

Jeff Roux: Two things. The first is that in the IER 16.a Supplement you're only raising the road to 12 feet in 2011. Fifteen years later, in 2027 or whatever it is, you are raising it another three feet. Is the road that is the two-lane bypass construction now and the road that they are going to put in is it going to be wide enough such that in 2027, when we raise the road again the three feet, we can have enough room such that we can have a single lane detour? If we get down to a single lane…I figure it's 40 feet that you are going to make the new road wide. It's two 12 foot and two eight foot shoulders, so will you have enough room when you raise the second life on the road such that, we can have at least a single lane detour. The second question is, that I still think the pump station back on Highway 90 needs to take a suction on the Inter Cataouatche Canal to help possible flooding back of Ama once you close the sector gates on Bayou Verret.

Jeff Williams: To answer your first question, I can not say that DOTD has looked at the bypass. We know we have enough room to fit what is needed. We haven't considered what the bypass lane and how…obviously we are constricted in what we have today so did they think far enough to know if we are going to have to build a bypass road when they do another lift, no, that has not been considered so I can't answer that question. Some of our technical folks can answer that question, but I can't. To answer your second question there, and I wanted to make that clear in the presentation, as far as the Highway 90 pump station is concerned, it is a project feature so to speak, it is not a betterment; we are not authorized to do a betterment. I don't know if you were privy to this information, but we actually had to do a hydraulic study and some of your elected officials here brought the same issue up, and we have had several meeting to show where the hydraulics of the sector gate would not induce flooding, therefore, any pumps that would go beyond 145 cfs would be considered a betterment, which we are not authorized to do. The only reason why we are doing this, because simply stated, if we just kept it there and extended the discharge pipe outside of the system, we would not have the same capacity and that would be depriving Jefferson Parish drainage of what they have and we would be taking away from what they have. So we simply are giving them what they have. Anything

beyond that we are not authorized to do for this project and that is why we are not doing it.

Jeff Roux: I don't buy it. In your comment your initial logic was that you were causing a problem by creating a levee because you are blocking off where the pump station now discharges. Well, Sellers Canal has the same problem. Sellers Canal can't pump out once you close the sector gates and all I'm asking is, there needs to be something that if the water…if we get into a bowl just like Ormond is in a bowl, and eventually or if a situation arises that we may need to get rid of that water. In the documents, the sector gate is not opened again until after emergency measures are finished. Now what that means, I don't know, but it needs to be open sooner than that. I realize it has sluice gates in the document, the sluice gates are opened midway during the storm, that's what the design criteria are. The sector gate is not a hard site, there isn't going to be anyone back there midway during a storm. The protocol needs to be looked at.

Jeff Williams: There are a couple of things and I will address that Mr. Roux. First, I can tell you that your elected officials have pushed this very same issue months ago. We did a hydraulic study to address the same situation that says essentially even when the gates are closed, you are not going to induce any flooding behind the sector gate. Secondly, in the operations and maintenance plan, like you said, it is a little vague. The reason that we are going to include parish officials, drainage department along with West Jeff Levee District, or whoever may be operating it, to design and go through the protocol and help design the manual to operate this. I can assure you that when you close the sector gate even after a storm event that you are not getting anything different than you have today.

Jeff Roux: I'm not saying we wanted to get anything different because we get flooding in the back [Inaudible] when water gets back by [Inaudible]

Jeff Williams: And I agree and unfortunately, that is an interior drainage issue. This is a hurricane storm project and we are not authorized to do it, even if we wanted to. I totally understand what you are saying, but we are not authorized because that is a different situation.

Beverly Naquin: Tonight I brought a map of concern for the Corps of Engineers to see the streets we spoke of last time when we were at this meeting. We are discussing that if the Jefferson Parish Police Department is going to increase their staffing on Highway 90 and main streets like South Kenner, Dandelion where children will be getting out of school and to the playground, I hope we have representation tonight, because we didn't have any at the last meeting, which I noticed that a police officer is here to try and answer my questions and I appreciate that. I understand fully that this construction is a must to build the levees for protection. I totally agree with the project at hand, but I want it accessed by both parishes if wish to travel through Highway 90 because as I stated at the last meeting, it is the number one highway for deaths due to large trucks that travel to the landfill and now additional truck lines will be using it as well during

the diversion. I want to thank St. Charles Parish president for emailing me about my concerns and trying to help us trying to get results we are trying to seek out. I truly appreciate the time he has taken upon himself to listen in a kindly manner. Here is the map that I want to present to you because I understand you went to Google because you are not familiar with our streets, but if you get on GPS it's going to show you a shorter route, which takes it straight through Waggaman, which is a neighborhood we are very proud of and we want to make sure that we are under the same concerns from our Jefferson Parish Police Department that St. Charles has taken. We want to see if Jefferson Parish Police officers can be supplemented and increased because in the past, and the police officers can agree to, they are very short handed. In our neighborhood, there is only one police officer at most times that covers not only Waggaman but Avondale too. I need to see if you can help us help them get more police officers in our subdivision because they will be going through Waggaman on Dandelion and South Kenner to get to Cytec, to get to Ama, to get to anywhere they need to go.

Jeff Williams: We will take that and to answer your question real quick, what we are doing here….

Beverly Naquin: This is your construction site, this is Cytec, you are on the River Road. You've got South Kenner, Rivet, Dandelion, which takes you to the back road that is Live Oak to Highway 90. This is where you Googled it to Huey P. Long Bridge going to Avondale Shipyards, but they are not going to take that route, they are going to go through the neighborhood.

Jeff Williams: No, we certainly understand that, but now to address your issues, the path forward there are two lanes so most likely there won't be a need for any, we don't know for sue, but most likely there won't be a need from St. Charles Parish or Jefferson Parish because we are proving the two-lane detour. That is the path forward so it is essential the same thing that you have today and folks shouldn't be traveling any differently than they normally do now.

Sgt Bedwell: I can provide a phone number or just call 911 and ask to be transferred to the traffic division. Our reserve section handles all our enforcement complaints now and just let us know what you have. We will handle any enforcement complaint on the parish roadway. Highway 90 is handled by the Louisiana State Police so if you have an issue on Highway 90 you have to contact them. As far as Dandelion, Avondale Garden Road, South Kenner Road, we handle all of that. You just have to contact our traffic division, let the secretary know. We know the project doesn't start until December so that will be no problem.

Beverly Naquin: I just know that the police officers that I spoke to say they are short handed …

Sgt Bedwell: Yes we are, but we do have a reserve section and that is all they handle in enforcement compliance and we will take care of that.

Dennis Nuss: Just a follow-up question to that. The original plan was for the one lane was for certain types of vehicles. Has that changed for the two-lane?

Jeff Williams: Right now the plan, and that is in consultation with DOTD, is that is to maintain, there may be a lower speed limit, but we will allow trucks and the same thing that you have today. So it will be full access.

Dennis Nuss: So that has changed. Originally with the single lane we were not going to allow the heavier trucks. So that might help alleviate some of the concerns that the Waggaman residents have, particularly the Cytec trucks. We do have a large number of trucks coming in and out the facility everyday so that should not add any extra truck traffic to those roads. I can't imagine may other trucks need to come into this area unless they are coming to the site …

Jeff Williams: It should be the same today with slower speeds. If you imagine today with a lower speed limit because we are reducing speed in a construction area so you shouldn't see any difference in traffic going through streets probably just the speed itself.

V.J. St. Pierre: First of all, I would like to thank Julie and her staff and her team members, Jeff, Alex and Rene for working with the parish. I can assure you that our councilmen sitting in here tonight Shelly, Terry and Dennis, we've attended every meeting and addressed a lot of problems that Jeff said that we encountered. They are human beings just like us and they are assigned to work on a certain process, they can't deviate from that process. Like Jeff said, we are very concerned and we brought up the issue about the pumping station at Sellers Canal and you can be assured that when the team is put together to develop that operations maintenance plan that is one of the issues we are going to address. In the meantime once this levee is constructed and before we have a pumping station, we do have plans to put hydraulic pumps there incase of emergencies to pump that water out. During Gustav and Ike that water was about 18 inches from coming over that railroad track so we know there is a serious problem there and I assure you we are on top of it. I would like to especially thank you for getting that two-lane detour road as it will make our life a lot easier.

Rene Poche: Alright last call folks. Okay, well that will wrap up this evening. Thank you again for coming out and please be careful driving home. There's a lot of standing water out on River Road tonight.

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 & Storm Damage Risk Reduction System

Western Tie-In

IER Supplemental 16.a

June 29, 2010

Cytec

US Army Corps of Engineers
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Meeting Purpose

- Western Tie-In project overview
- Planned improvements (Individual Environmental Report 16)
- Proposed refinements (Individual Environmental Report Supplemental 16.a)
- Update on the Louisiana State Highway 18 (LA-18) / River Road Detour
- Discussion

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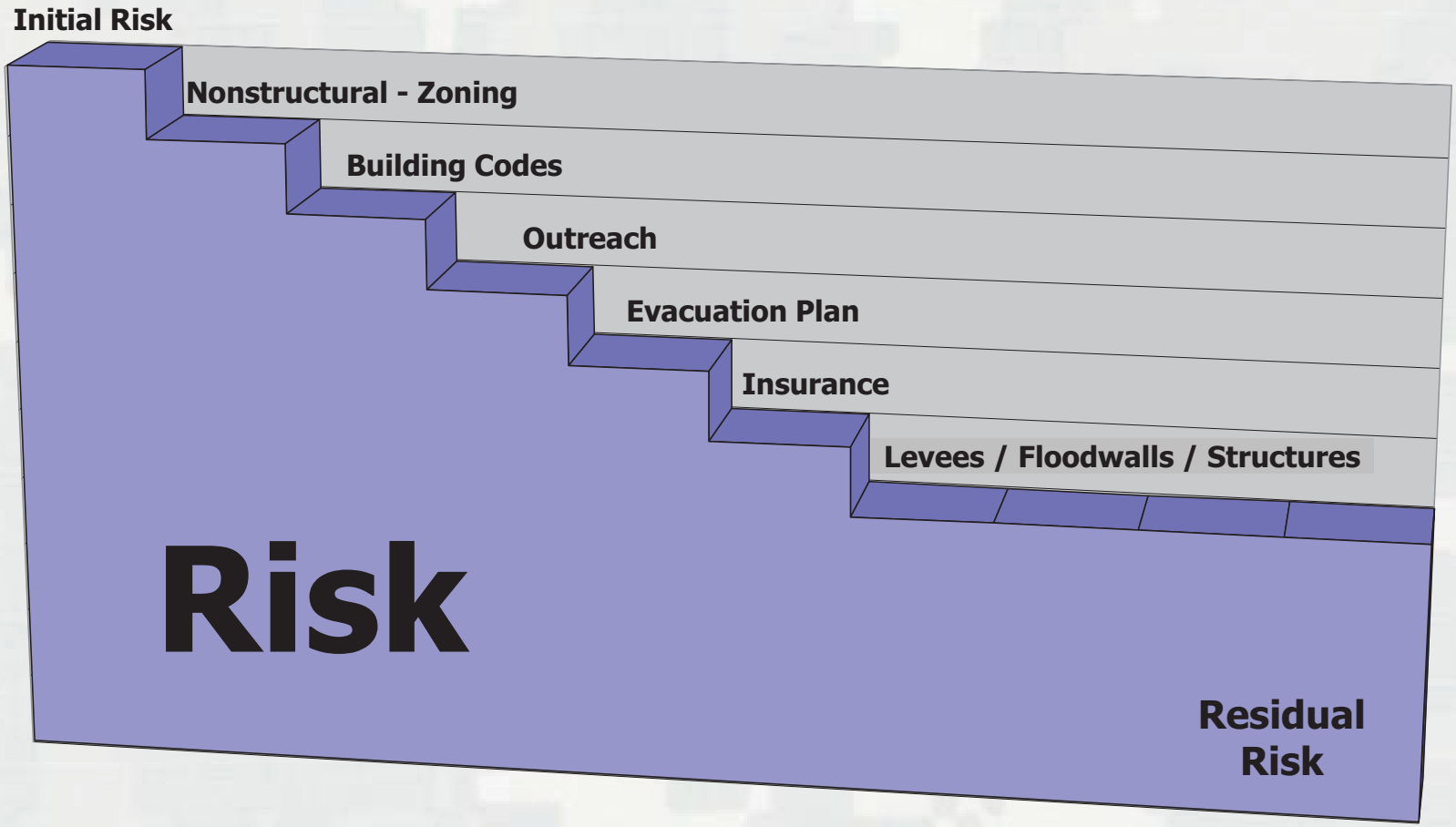
Risk – Shared Responsibility



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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 Council on Environmental Quality to expedite NEPA compliance
- Project impacts are documented in Individual Environmental Reports
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement

GREATER NEW ORLEANS HURRICANE AND STORM DAMAGE RISK REDUCTION SYSTEM (HSDRRS)
Status - June 2010

US Army Corps of Engineers

Lake Pontchartrain

Orleans Metro - Orleans Marina Floodwall
Under Construction

Orleans Metro - Bayou St. John Tie-in Levee / Floodwall
Under Construction

Seabrook Floodgate Complex
Under construction to elevation 16.0
(The 100 year requirement for the GIWW-IHNC area will be met by construction of the Seabrook and IHNC Surge Barriers.)

I - 10
Ramp Under Construction

Jefferson Lakefront Levee Reaches 1 - 4
Under Construction

Jefferson Lakefront Pump Stations 1 - 4 Fronting Protection
Under Construction

West Return Floodwall
Under construction

Orleans East Lakefront - Airport Floodwall
Under Construction

St. Charles - Bayou Trepanier Complex
Under construction

St. Charles - Airport Runway Levee
Current elevation at 14.0

Levees / Floodwalls and Drainage Structures
Under construction

Lake Borgne

IHNC Surge Reduction Barrier
Under construction to elevation 25.0
(The 100 year requirement for the GIWW-IHNC area will be met by construction of the Seabrook and IHNC Surge Barriers.)

Outfall Canal Closure Structures
Interim gates - pumps provide risk reduction

Bayou Bienvenue to Bayou Dupree
Under Construction

Bayou Dupre Floodgate
Under Construction

St. Charles - I-310 Floodwall
Under Construction

Bayou Dupree to Hwy 46
Under Construction

Interim Barge Gate Closure in Company Canal
Current elevation is 9.0

Western Tie-In
Minimal risk reduction
Under Construction to elevation 11.0

Bayou Segnette Complex
Under Construction

Harvey Canal Floodgate
Current elevation is 11.0

Lake Cataouatche Pump Station
Under construction to elevation 15.0

Lake Cataouatche Levee
Under construction to elevation 11.0

Westwego to Harvey Pump Stations Fronting Protection
Under Construction

Westwego to Harvey Levee / Floodwalls
Under Construction

Algiers Canal Pump Stations Fronting Protection
Under Construction

Verret to Caernarvon
Under Construction

Caernarvon Floodwall
Planned Construction to elevation 24.0

Hero Pump Station
Under construction

GIWW West Closure Complex
Under Construction to elevation 16.0
(The 100 year requirement for the Harvey Canal and Intracoastal Waterway areas will be met by construction of the GIWW West Closure Complex.)

Hero Canal to Oakville Levees / Structures (Eastern Tie-In)
Under Construction

N

Assessment Guide

- 100-yr Risk Reduction Established
- Does Not Meet 100yr Risk Reduction Criteria
- More Vulnerable Areas
- 100-yr Risk Reduction Requirement
- Current Elevation
- Pre-Katrina

Note:
- Concrete structures are built to a higher elevation to accommodate future subsidence
- Levees will require future lifts to accommodate subsidence

Key to Map Features

- New Alignments
- Levee Centerline (Non-HSDRRS)
- Mississippi River Levee (Non-HSDRRS)
- Outfall Canals - Ongoing Analysis
- Locks
- Pump Station
- Designates different sections of Levee/Floodwall
- Under Evaluation
- Temporary 100-yr Risk Reduction Established

ALL ELEVATIONS ARE NAVD 88 (2004.65)

Date: 22-JUN-2010
Edition 13 - EDIS May D No. 10-002

Map produced by the U.S. Army Corps of Engineers - New Orleans
http://www.mvn.usace.army.mil/hps2/pdf/RedStatusMap.pdf

Key Accomplishments:
1) Largest Civil Works project ever - more than $14 billion
2) Using more stringent materials and design standards, and innovative construction techniques
3) Awarded more than 200 construction contracts so far for $8.8 billion
4) 100 contracts currently under construction worth more than $5.7 billion
5) Construction started on Gulf Intracoastal Waterway - West Closure Complex, to include largest drainage pump station in the world
6) Construction at half-way mark on Inner Harbor Navigation Canal Surge Barrier at Lake Borgne, largest Civil Works design-build project in Corps history
7) When the System is completed, the New Orleans area will have the best perimeter defense in its history

Westbank and Vicinity System

Western Tie-In

Western Tie-In

- Project Features:
  - Levees
  - Sector gate
  - Floodwall
  - Highway crossing
  - 3 rolling gates
  - Highway bridge

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Western Tie-In

IER 16

- Public comment period closed in June 2009
- New Orleans District Commander, Col. Alvin Lee, signed the IER 16 Decision Record in June 2009

Government Plan:

- Close the system by building earthen levees along the Davis Pond Freshwater Diversion
- Connect the Lake Cataouatche Levee to the Mississippi River Levee

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Western Tie-In Levee

(IER Supplemental 16.a)

- Relocation of Utilities
- Bank Stabilization
- Degrading a section of Davis Pond Freshwater Diversion East Guide Levee
- Pump Station Modification
- Detour at Hwy 90 Crossing
- LA-18 Ramp instead of Floodgate

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Relocation of Utilities

- 8 gas lines
- 3 communication lines
- 1 water line
- 1 power line

We have conservatively identified an area within which all the relocation activities would be anticipated to occur.

Bank Stabilization

- Portions of the protected side of WBV-72 (east/west levee) will have rip rap placed on top
- Rip rap will be placed to decrease erosion from boat traffic along the Outer Cataouatche Canal
- Portions of levee that need rip rap are where WBV-72 crosses the Outer Cataouatche Canal

Degrading at East Guide Levee

- Approx. 2,400 linear feet of existing Davis Pond Guide Levee would be degraded
- Clay from the degraded section would be re-used in the new hurricane system levee
- Degrading a portion of the levee would improve water exchange to approx. 60 acres of wetlands

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Pump Station Demolition and Construction

- Demolition and construction is necessary to maintain existing Jefferson Parish drainage capacity
- Exact location of the new pump station has not been identified
- Maintains a total pumping capacity of 145 cubic feet per second (cfs)
- Direct impacts of pump station construction, including discharge line, are anticipated to be less than 1 acre

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Hwy 90 Detour

- Two detour lanes north and south of Highway 90 will remain in place following the construction of the bridge to:
  - Provide access to adjoining properties
  - Serve as U-shaped turnaround lanes underneath the bridge
  - Allow access to bridge for routine maintenance inspection

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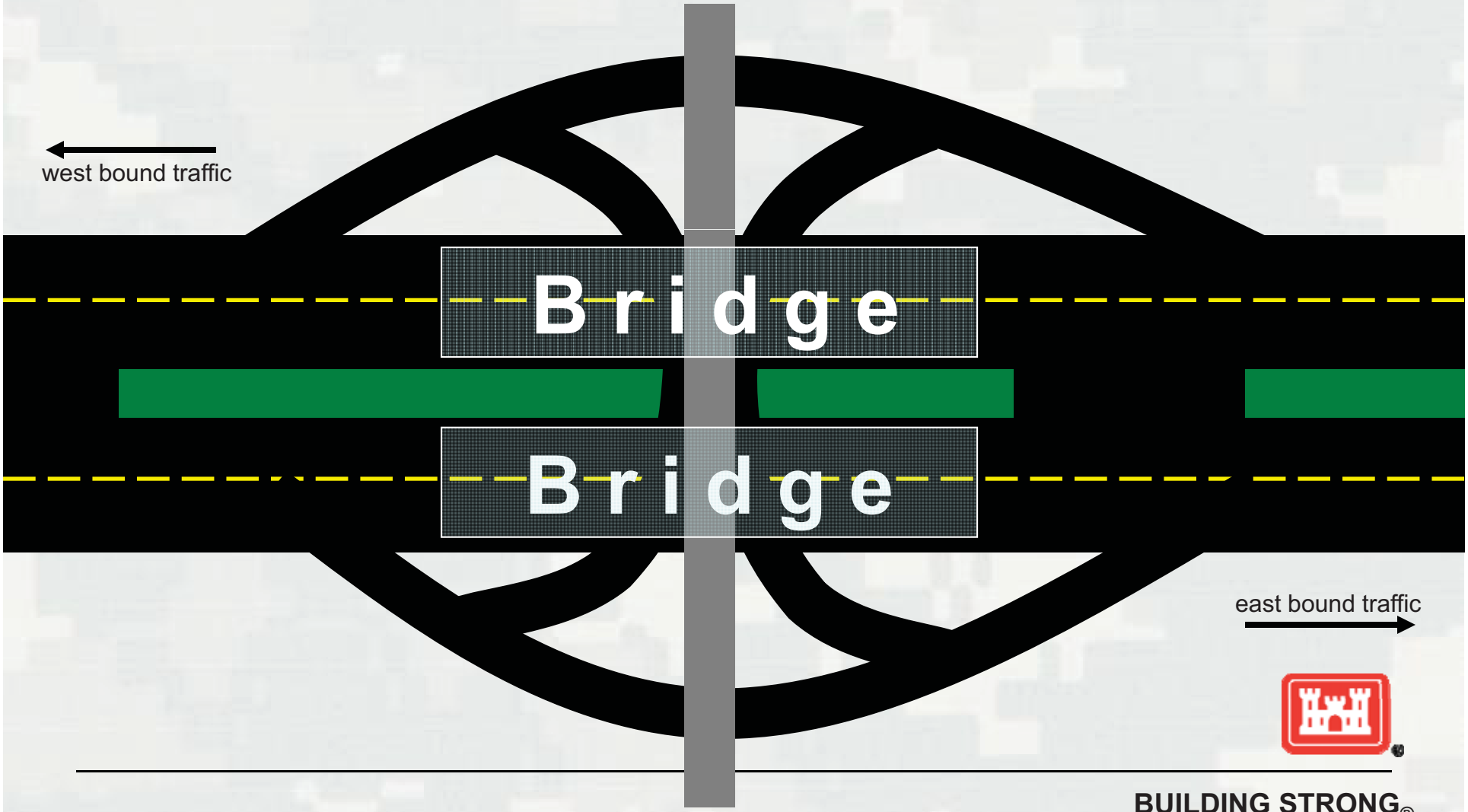
Hwy 90 Detour



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Roller Gate vs. Ramp at LA-18

- Original plan (approved in IER 16) was a roller gate at LA-18
- Plan was re-evaluated due to concerns raised about evacuation events
- Revised plan developed in conjunction with:
  - Office of Coastal Protection and Restoration
  - Department of Transportation and Development
  - St. Charles Parish

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Ramp Option

- The ramp was selected over the floodgate
  - Risk/reliability
  - Shorter project duration
  - Less Operations and Maintenance
- Provide continuous access
- Allow traffic to continue on the highway during storm events
- Preferred alternative by the non-federal sponsor

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Ramp Construction Impacts

- Increased traffic along LA-18 near construction site for approx 45-60 days
- Re-route traffic (bypass road and detour)
- Impact small wooded area

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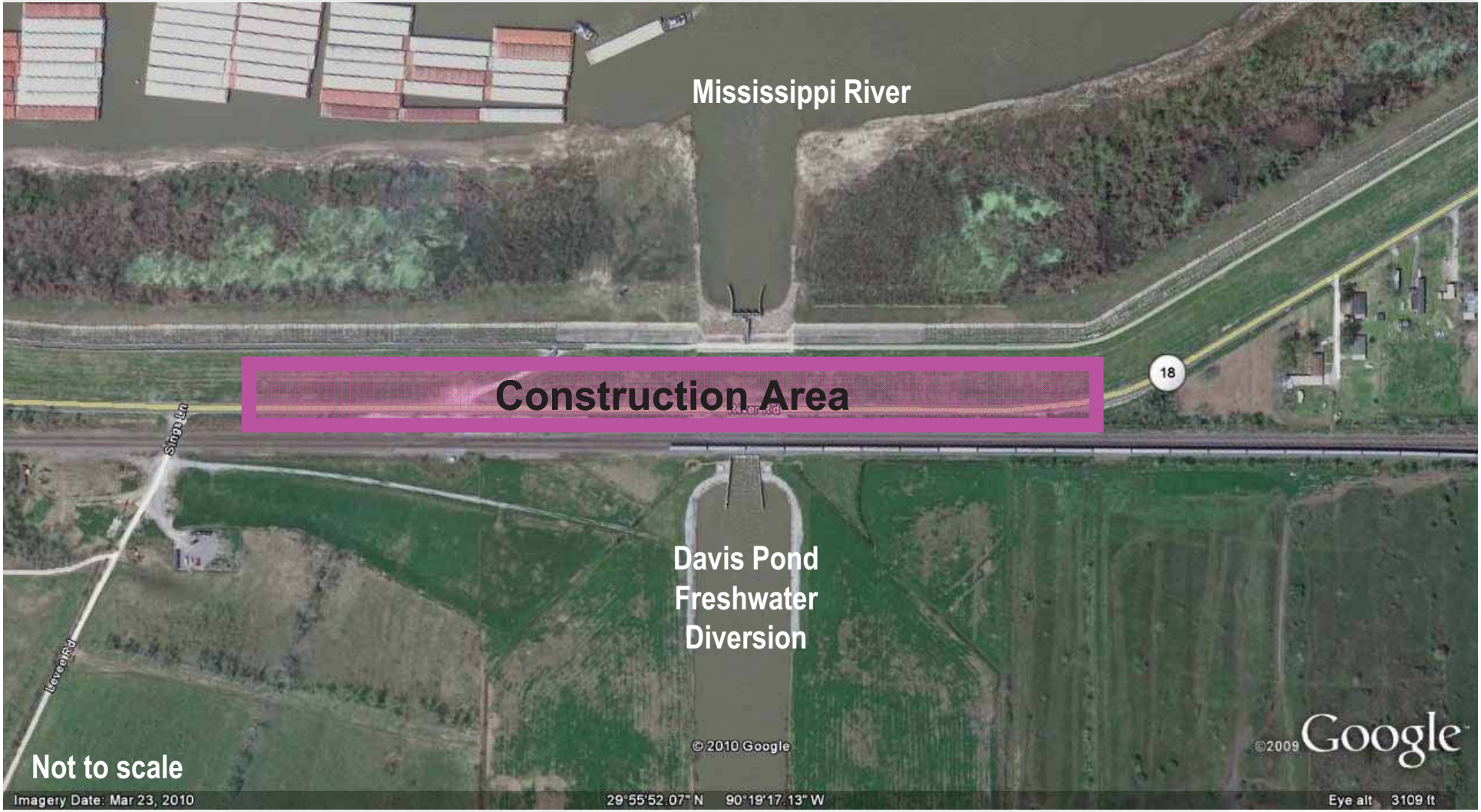
LA-18 / River Road Detour Update



Current Conditions

Luling to Cytec

Route:

- Luling
- River Road (LA-18)
- Total travel 7.3 miles
- Travel time: 12min

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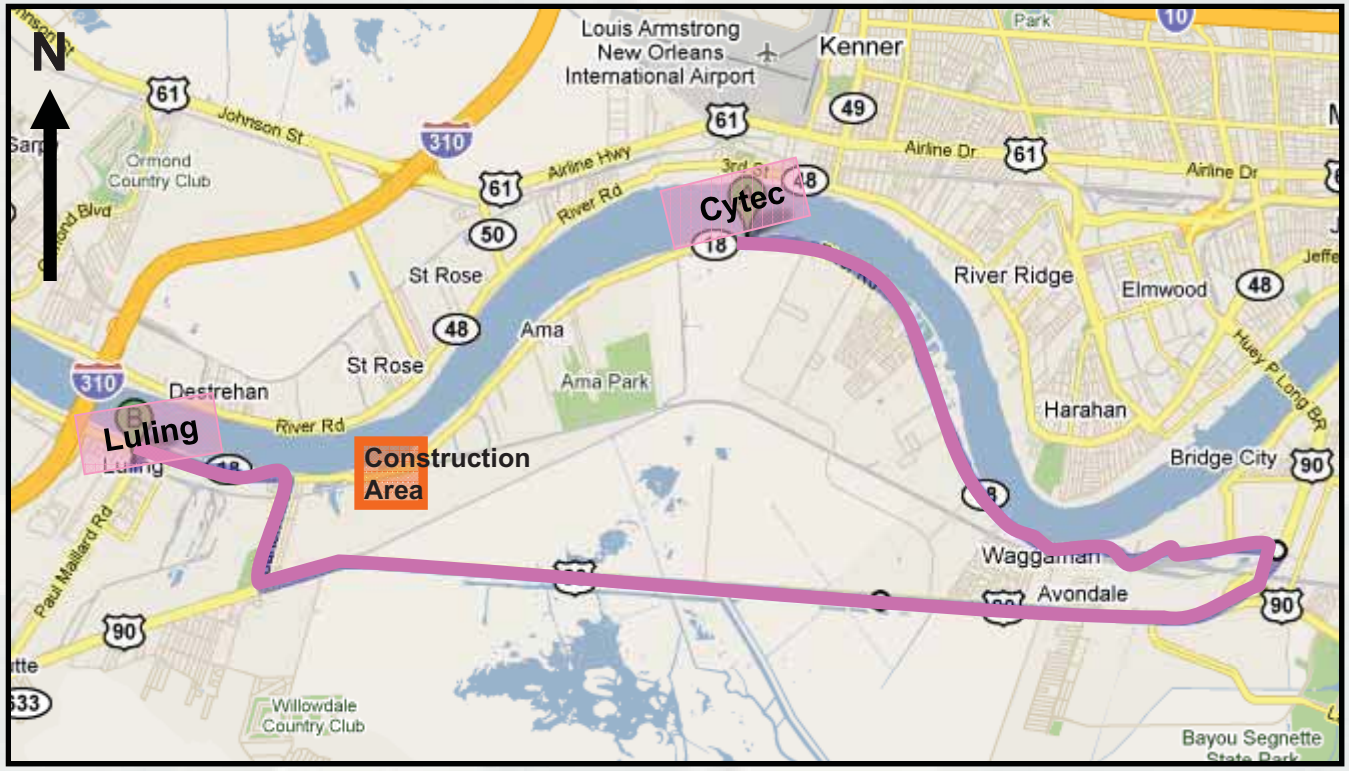
Detour Route

Luling to Cytec

Route:

- Luling
- River Road (LA-18)
- Barton Ave
- Hwy 90
- River Rd
- Total travel 20 miles
- Travel time: 29 min



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Current Conditions

Hahnville to Avondale Shipyards

Route:

- Hahnville
- River Road (LA-18)
  Total travel 17.5 miles
- Travel time: 28 min

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Detour Route

Hahnville to Avondale Shipyards

Route:

- Hahnville
- River Road (LA-18)
- Barton Ave
- Highway 90
- Avondale Garden Rd
- Total travel 17 miles
- Travel time: 29 min

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Bypass Road Alternatives Considered

- Controlled Single Lane Access South of LA-18
- Bridge Across Davis Pond Diversion Canal
- Railroad Spur Removal for 2 Lane Access
- Controlled Two-Lane Access on the North & South of LA-18
- Two-Lane Access South of LA-18

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Limiting Factors for Bypass Road

- Construction Right of Way (ROW)
- Cost
- Timeline
- Railroad capacity
- DOTD detour requirements

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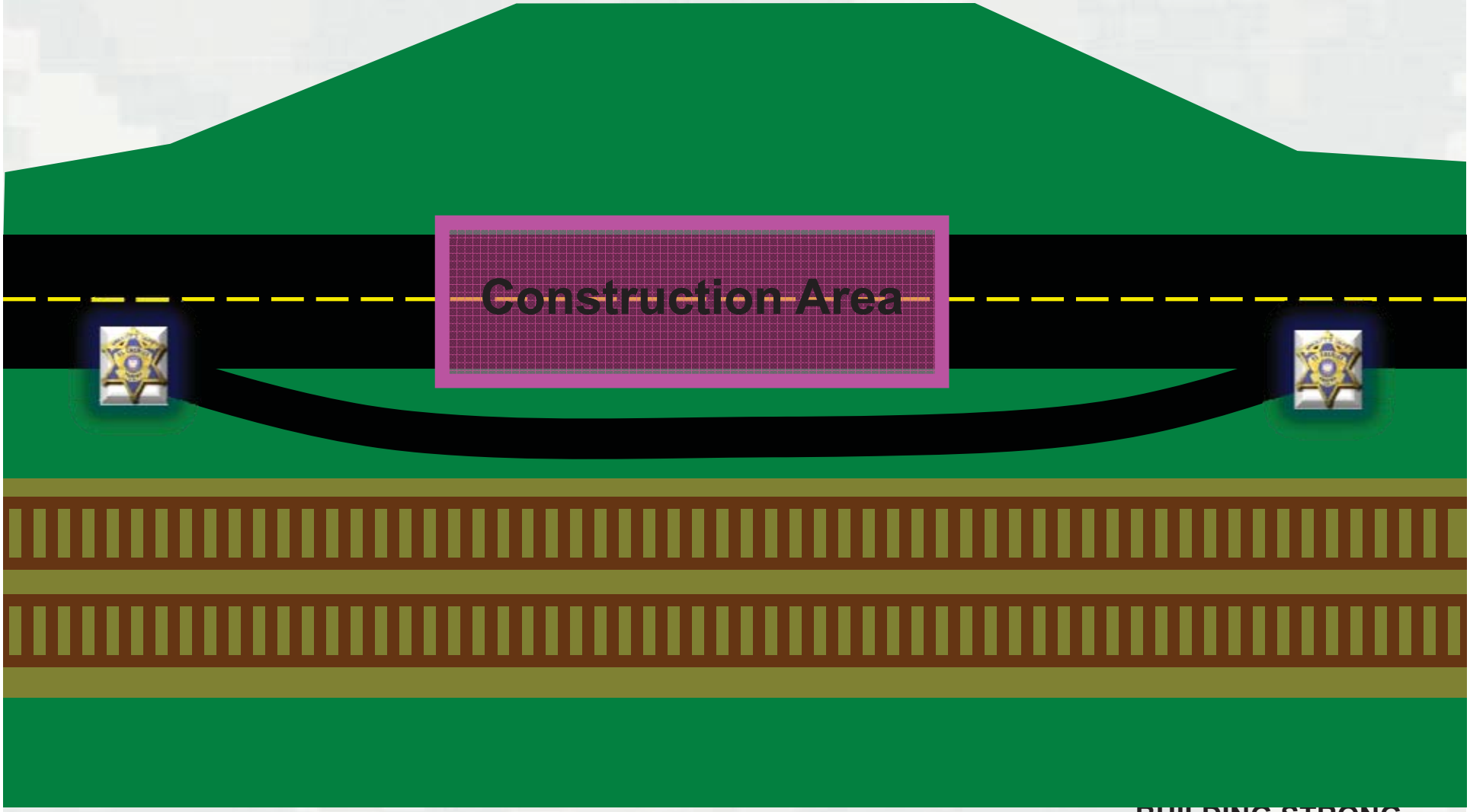
LA-18 Bypass Road

Controlled Single Lane Access South of LA-18
Described in IER Supplemental 16



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Proposed Action

Controlled Single Lane Access South of LA-18 Described in IER Supplemental 16

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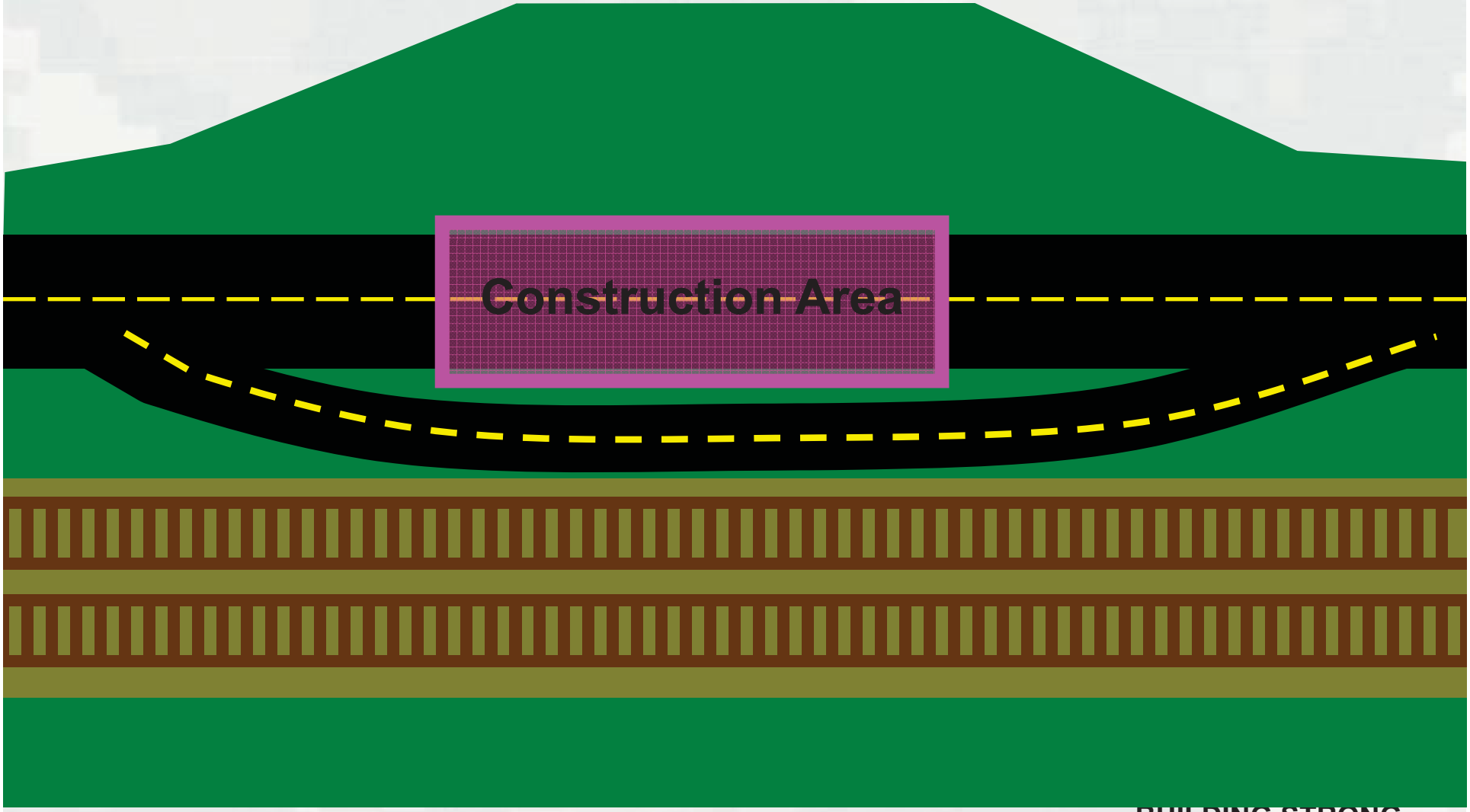
LA-18 Bypass Road

Two-Lane Access South of LA-18
Path Forward



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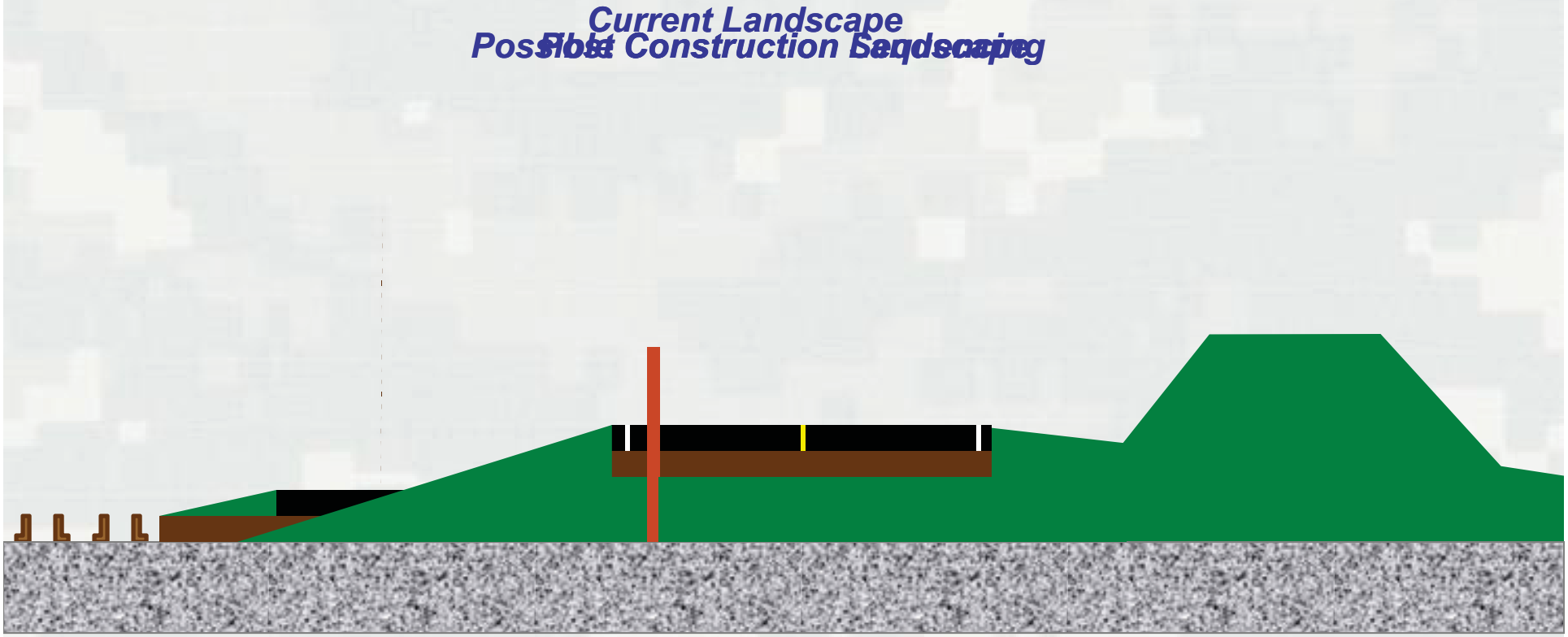
Two-Lane Access Road South of LA-18



Facing West

Not to scale

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Proposed Ramp Benefits

- St. Charles Parish Sheriff Deputies may need to control traffic
- Maintains safe conditions for construction workers
- Would not require additional Right-of-Way
- Would not require the removal of any adjacent structures
- Preliminary design is complete
- Shortest construction duration allows completion of risk reduction features by June 2011
- Does not require additional re-design

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Proposed Action Summary

- ***Two-lane Access Road selected for***:
  1. Safety
  2. Constructability and Time
  3. Total Project Costs
  4. In response to feedback from community, St. Charles Parish elected officials, Office of Coastal Protection and Restoration, St. Charles Parish School Board, St. Charles Sherriff's Office, LA Department of Transportation and Development, Lafourche Levee District, etc.
- **Alternative Comments**
  1. Crossing Davis Pond would be unsafe for commuters, would require at grade railroad crossings and is cost prohibitive
  2. Permission to remove the Railroad Spur is highly unlikely, very time consuming and extremely expensive
  3. Detouring traffic to both the North and South of the project would be unsafe for construction workers. Property on north side of LA-18 is slated for utility relocations

Western Tie-In Levee

(IER Supplemental 16.a)

- Relocation of Utilities
- Bank Stabilization
- Degrading a section of Davis Pond Fresh Water Diversion East Guide Levee
- Pump Station Modification
- Detour at Hwy 90 Crossing
- LA-18 Ramp instead of Floodgate

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Opportunities for Public Input

- Regular public meetings throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS) Area
- Make sure to sign in tonight to get on our meeting notification mailing list
- Construction Impact Hotline: **1- 877- 427- 0345**
- Comments can be submitted at any time at

www.nolaenvironmental.gov

Questions and comments may be submitted to
Telephone: 504-862-2201
E-mail: AskTheCorps@usace.army.mil

Upcoming Public Meetings

Thursday, July 15, 2010
LCA - Terrebonne Basin Barrier Shoreline Restoration
FS Dumas Auditorium
301 West Tunnel Blvd.
Houma, LA 70360
Open house is from 6 to 7:00
Presentation begins at 7:00 p.m.

Tuesday, July 27, 2010
Belle Chasse tunnel construction public meeting
Bayou Barriere Golf Clubhouse
7427 Hwy 23
Belle Chasse, LA 70037
Open house is from 6 to 6:30
Presentation begins at 6:30 p.m.

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Currently Available for Public Review

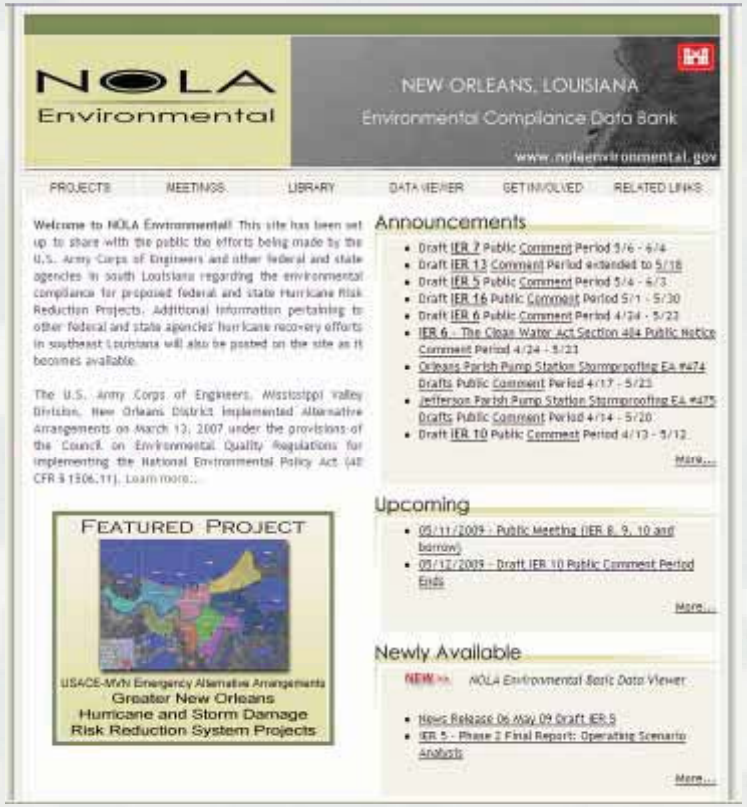
- Individual Environmental Report Supplemental 16.a

  Comment period:

  Friday, June 25 - Saturday, July 24

Resources

www.nolaenvironmental.gov



http://www.mvn.usace.army.mil

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US Army Corps of Engineers
New Orleans District

Social Web Networking Communities

and what they mean to you

twitter is an online messaging and social networking system that allows people to share their daily life experiences minute-by-minute, hour-by-hour, and/or day-by-day via their computer or mobile phone. Team New Orleans is joining in and taking on the opportunity to tweet with the public and offer reports on developments, additions, changes, and upcoming public meetings and events that will affect local communities. Check it out by going to **twitter.com/teamneworleans**.

Flickr is an online community platform for global photo management and sharing applications via the web. Team New Orleans has become a part of the movement and is using Flickr to visually explain our projects. Check out our photos at **www.flickr.com/photos/37671998@N05**.

flickr

facebook is a global social networking Web site that links people from across the world and is currently ranked as the most popular of its kind. Team New Orleans is following in the trend and is using Facebook to update the public about projects, events, activities and public meetings. Become friends with Team New Orleans by visiting **www.facebook.com**, **search New Orleans District**.

Visit the following links to follow us on Facebook, Twitter and Flickr:

http://www.facebook.com/people/New-Orleans-District/100000017439096

http://twitter.com/teamneworleans

http://www.flickr.com/photos/37671998@N05