Public Meeting Summary

Individual Environmental Report 16
Western Tie In Levee, St. Charles and Jefferson Parish
Wednesday, November 19, 2008

Location	Cytec's Tom Call Pavilion 10800 River Rd Waggaman, LA 70129
Time	Open House 6 p.m.-7 p.m. Presentation 7 p.m.
Attendees	Approx. 25
Format	Open House Presentation Discussion
Handouts	• Presentation • Borrow Handout • Status Map
Facilitator	Julie Morgan, Public Affairs

Welcome

Dennis Nuss, St. Charles Parish Councilman

My name is Dennis Nuss the public relations manager for Cytec and the Councilman for St. Charles Parish District 7. We are happy to be hosting the public meeting tonight. Thank you for coming tonight and now I will hand the meeting over to Julie Morgan from the Army Corps of Engineers.

Julie Morgan, public affairs

Thank you Dennis for the introduction and we want to thank Cytec for allowing us to use this venue. My name is Julie Morgan and I work in the Corps' public affairs office. Tonight I will be facilitating the meeting. Over the past year and a half we have traveled around the metropolitan area to comply with National Environmental Policy Act requirements. Tonight we are here to give an update and status on the Westbank and Vicinity Project. We appreciate you being here tonight after a long day. It is important that you come because this is your opportunity to provide comments and concerns on the proposed alignment in your neighborhood. The public has a voice and role in the process. Changes have been made based on

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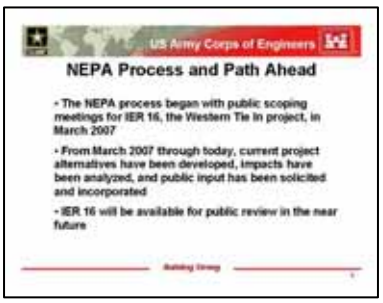
comments provided at public meetings. When we can implement your feedback we do but sometimes we can not. Every agenda follows the same format, we do a presentation which is followed by a discussion session. As long as you have questions and comments we will be here to respond. Please do not ask questions until after the presentation is complete because your questions might be answered during the presentation. Before we begin I would like to introduce the other St.. Charles Parish Council members present: Marcus Lambert, Terry Authement, Billy Raymond, Carolyn Schexnaydre, Paul Hogan, and Shelley Tastet. Also present is St. Charles parish president V.J. St. Pierre and Greg Jean Paul, the sheriff. The project manager Mike Stack will now start the presentation.

Mike Stack, project manager

Tonight we are discussing IER 16, the portion of the West Bank and Vicinity hurricane risk reduction project in this area. The recommended alternative is to connect the end of the Westbank project to the Mississippi River levee system.

The National Environmental Policy Act is the process we are involved in and one key point is public involvement. Public comments on items we might have missed or need to be incorporated are valuable in choosing the right project to reduce risk to the area.

The Greater New Orleans Hurricane and Storm Damage Risk Reduction System is broken into individual environemtal study areas and the impacts of our project are documented in Individual Environmental Reports. This area [pointing] is IER 16 which is being discussed tonight.



The process started with scoping meetings in March 2007, then we worked through the alternatives and they have been altered since then. Public comments have been a part of this project. Currently, we have a recommended proposed action. IER 16's official 30-day public review will be in early 2009. Comments are being accepted now through this meeting and on the www.nolaenvironmental.gov Web site. The

Public Meeting Summary

Westbank and Vicinity starts at Belle Chasse in Plaquemines Parish and runs along the Algiers and Harvey canals around Lake Cataouatche. A tie-in will be constructed on this end [pointing]. There are 66 miles of levees and floodwalls crossing portions of Plaquemines, Orleans, Jefferson, and St. Charles parishes on the Westbank.

At Lake Cataouatche there are four contracts ongoing that are a part of phase 1 construction, they are the initial lifts on the levees. We will have to come back and do 100-year protection construction. One contract at the Lake Cataouatche pump station, phase 1, is completed and phase 2 is anticipated to go out next year in Jan. or Feb. timeframe.

The levee reaches from Lake Cataouatche pump station to the north are essentially complete. On the other side of the pump station that levee is under construction and 70 percent complete. It is anticipated to be finished at design level before hurricane season 2009. There is a piece paralleling a landfill with a 400-feet long spot that is 30 percent complete but it is anticipated to be completed also by hurricane season 2009.

Company Canal in Westwego has an interim barge gate, a gate that stays open for local navigation but can be closed to provide protection in a storm event to elevation +9. In the phase 2 design it will place the gate further south for the 100-year system.

Now I will play a video of the recommended alternative.

[Western Tie In Video http://www.mvn.usace.army.mil/hps2/videos/tiein/tiein_video.asp]

The video gave the ideas of the alternatives being examined. Based on geotechnical information and public input the alternatives have been adjusted. Currently the alternative we are recommending is alternative 3 for this portion of the project. The southern levee starts at the Lake Cataouatche levee and runs across Bayou Verret with a navigable floodgate structure and a crossing across Hwy 90. One change made from the video is the highway crossing was shifted further east to fit the elevation needed and comply with roadway standards.

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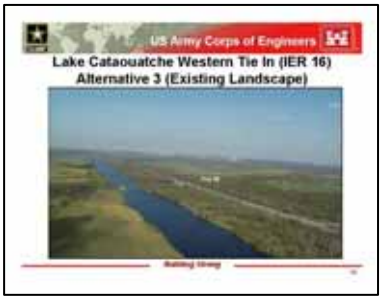
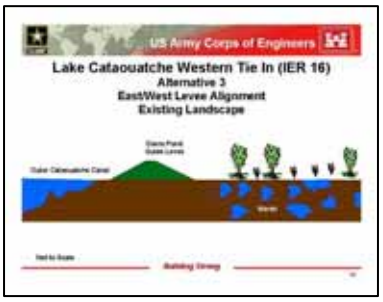
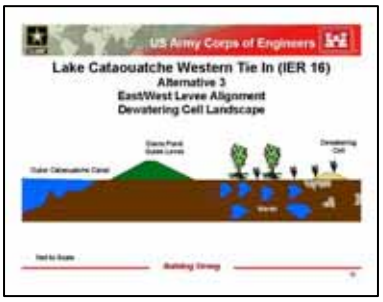
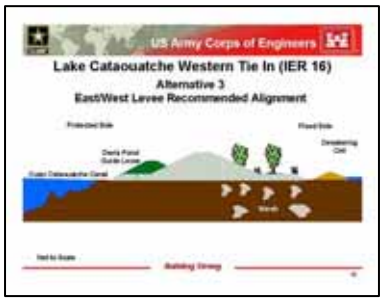
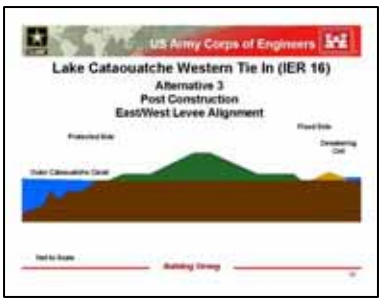


One construction challenge is the Davis Pond project that provides benefits to the area. A construction method was developed allowing the Davis Pond project to remain in operation and get a barrier in to build the new levee. First, access points are needed off Hwy 90 to Davis Pond, at about 4 locations. Before the levee is built, a 5-foot high levee will be built to keep the Davis Pond water flow on the outside of the construction site. Then the new levee would be built. Afterward, our levee section will be 500-feet wide for hurricane protection. At the Davis Pond area a dewatering system needs to be built. The floodgate will be placed in Bayou Verret and built in the channel but a bypass channel will be built adjacent to maintain drainage flow during construction. This levee [pointing] does not require a dewatering system because it does not tie into the Davis Pond area.









This is the same concept but shown in a different view of how the construction will progress. This [pointing] is the existing landscape of Davis Pond, canal and marsh area. First we will place the dewatering cell that will have constant upkeep due to settlement. Once the dewatering cell is in place a levee will be built to elevation 15.5 with berms on each side for support. The existing levee will be degraded and incorporated into the built levee. The finished levee system will be in place and the dewatering cell will be then used in environmental enhancements to create marsh.

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This map shows all the borrow sites in the New Orleans area that have been or are being investigated for use in the hurricane system. There are a few sites being examined in the area near the River Birch landfill, north of the hurricane alignment.

There has also been an investigation on the west side of St. Charles Parish for sites and we can use the Bonnet Carre Spillway for borrow.

IER 17 is the Company Canal Floodwall, it's available for public comment until Dec. 2. If you need a copy of the IER please contact us.

Public input is gathered during public meetings, on nolaenvironmental.gov, or by contacting the environmental coordinator Gib Owen.

This is the Nola environmental Web site.

This is the new district homepage. There is information available on the Web sites about the projects and tonight's video is located there. The meeting was scheduled on short notice and we apologize.

Julie Morgan, public affairs

Again, sorry about the short notice but we did place phone calls, sent e-mails, were able to place an ad in the Times–Picayune about the meetng. Before the question and answer begins I would

like to introduce other project managers and subject experts available to answer questions. Here tonight are:

Soheila Holley	Senior project manager for borrow
Maj. Tim Kurgan	Chief of public affairs
Al Naomi	Chief of the Westbank branch
Gib Owen	Chief of ecological planning and restoration
El Pilie	Engineering division levee expert
Tom Podany	Chief of the project management branch
Rob Thompson	Real estate
Julie Vignes	Senior project manager for Westbank
James McMenis	Louisiana Coastal Protection and Restoration Authority

All the people I introduced will be available after the meeting to answer any questions. Please come to the microphone, state your name, and ask your question or make your comment. There were questionnaires handed out before the meeting and we would appreciate if you turn them in completed after the meeting. Make sure you sign in so we can contact you on upcoming meetings also. Please limit you questions or comments to 3-minutes to give everyone a chance to speak. We look forward to constructive comments.

Question 1. Reyna Rose, owner/operator: I brought my company here to build levees and have been building them for 3 ½ years. How do I get the contracts because I have been working on my ADAs and certification?

Response 1. Maj. Kurgan: I will give you my card after the meeting. We have executed $2 billion worth of work and half of the contracts have gone to small businesses. The key is to get the ADA and certifications. We want to give you work.

Question 2. Sandy Dares: When building the temporary bridges on the east end near Pier 90, will there be any navigation access under those bridges? Will contractors be able to provide certain clearance?

Response 2. Mike Stack: Two of the bridges will be permanent and allow for navigation underneath them. The intermediate bridges going down the canal in the middle of the reach will either be a bridge structure to provide access or a floating barge swing gate bridge to allow navigation to pass.

Question 3. Sandy Dares: Two guys keep shrimp boats in this area and I do not know if you would provide access for them. The smaller vessel traffic has homes and camps between Pier 90 and Pier 2. The sheriff's office uses Pier 2 and if access is not available we will have to make other arrangements. Please give us some consideration on bridge clearance.

Response 3. Mike Stack: It seems like we should have floating bridges at that point.

Comment 4. Sandy Dares: Maybe have them open during heavy traffic times and during duck season.

Question 5. Jeff Roux: What is the risk to people in Willowdale and River Ridge once the system is built? The video shows blue water going over that area. How is risk reduced in Ama and how can we increase the [protection] to the west?

Response 5. Mike Stack: Right now Ama sits outside the hurricane system. Hwy 90 sits at the highest elevation of plus 6. A storm surge of 6-feet would cross Hwy 90 and flood the areas to the river. The railroad embankment is at elevation 7 and water would seep through it. It is not considered hurricane protection by our design standards.

Question 6. Jeff Roux: Many railroad embankments have not failed since being built in 1870.

Response 6. Mike Stack: Our hurricane protection is built to elevation 15.5 regardless of the railroad embankment. Our 100-year design elevation is 8-9 feet higher than the railroad embankment. Anything in that area is exposed to 1 percent surge without hurricane protection and this reduces risk against 1 percent surge. We have design standards for hurricane protection and railroad embankments do not provide it.

Question 7. Jeff Roux: I live in Ama and have family in other parts of St. Charles Parish. I am willing to share the risk but I would like to see the big levee built in the back or the Donaldsonville to the Gulf project.

Response 7. Mike Stack: Donaldsonville to the Gulf is a Corps project still in the study phase to be decided on in the spring. This project is authorized and fully funded to be constructed by June 2011. Corps projects start in a study phase, where the Donaldsonville to the Gulf is in, then it gets authorization and funding. We have been tasked to provide 100-year level protection with the existing projects. Donaldsonville to the Gulf would provide protection on the other side but it is not an authorized part of the hurricane protection system.

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Question 8. Jeff Roux: I do not agree with building a system and blocking off an area. A regional approach should be taken to make it comprehensive.

Response 8. Al Naomi: Every project has a beginning and an end. The project will end somewhere and this is where we are authorized by Congress to end this project. If we build Donaldsonville to the Gulf that has a beginning and an end, someone will be outside that protection also. We do not have authority to build further than what we are authorized to do.

Question 9. Jeff Roux: Projects are designed by the Corps, and then they are pushed by the politicians to Congress.

Response 9. Al Naomi: The projects are generated by local people. Corps does not create projects. The politicians and people authorize projects. Politicians authorize and fund projects the Corps can not start projects.

Question 10. Jeff Roux: The Corps is the agency that designs these projects that go through the procedures.

Response 10. Al Naomi: The Corps can not do this without authorization and funding.

Question 11. Jeff Roux: I understand you are in a box but you are offering protection to 1500 people in Ama and Jefferson because you can not close the gap. My question is what is the risk to people in Willowdale, River Ridge and the rest of the Westbank of St. Charles?

Response 11. Al Naomi: There is no difference than what is there today.

Question 12. Jeff Roux: So, with it not protected now the risk will not be higher once the levee is built.

Response 12. Al Naomi: We are talking about trillions of gallon of water and this little area is not going to make a difference in the storm surge difference.

Question 13. Jeff Roux: What is that an inch? What is the difference?

Response 13. Al Naomi: I can not tell you what the difference is but it is very insignificant. The area is small compared to the Barataria Basin. That has to fill up before getting to the area you are talking about.

Question 14. Jeff Roux: In all pictures after Hurricane Katrina, Ama was not included but Jefferson and Cytec was there. When looking at the color coding Ama was dry, so all you are saving is parts Jefferson Parish.

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Response 14. Al Naomi: I do not believe those maps included St. Charles Parish. Please recognize we are trying to protect entire the area not just one segment. This is a comprehensive system to protect all the areas. We have to protect as much as we can. We are moving the protection system into St. Charles Parish for the very first time on the Westbank and I think that is progress.

Question 15. Jeff Roux: Why not build the floodgate by the Cataouatche pumping station and go down the eastern Davis levee instead of having a dead end canal?

Response 15. Al Naomi: Please understand the Davis Pond levee is built on un-compacted material and would be very expensive to do that alternative.

Question 16. Jeff Roux: Now you have to remodel the whole basin and it is not going to work like it does now.

Response 16. Al Naomi: We are focusing hurricane risk reduction and we believe this is the best way to achieve it. We are trying to incorporate as many populated areas of St. Charles Parish as we can but we do not have the funds or authority. Once we get funds and authority we would be happy to build it.

Comment 17. Jeff Roux: I think big cheeses at the Corps need to change their philosophy.

Question 18. Mary Clulee: Has there been any consideration to raise Hwy 90 from Davis Pond to Avondale?

Response 18. Mike Stack: When we originally looked at it, we looked from Lake Cataouatche to Davis Pond to incorporate Hwy 90 and the hurricane protection system into the same structure. The biggest problem is the existing traffic flow and replicating it during construction which would mean rebuilding Hwy 190 again. The other consideration is combining a highway and hurricane protection system is completely different. It has to be designed based on its use. We have to incorporate the protection where we can.

Question 19. Mary Clulee: I was mainly asking, are they going to raise it any like they did from Diamond to Raceland?

Response 19. Mike Stack: Once an area is inside the hurricane protection system it is protected. The I-49 project by the state does include raising an elevated section of highway through this reach.

Question 20. Jeff Roux: Before we received a telephone call on Monday there was a Sunday Times-Picayune advertising for contractors on IER 16. This meeting should have been after that in case something came up and would have given a seven day lead time.

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Response 20. Maj. Kurgan: The reason we did that is because I wanted the citizens to find out what was going on before the contractors or media. Then we will talk to the contractors to see if they have any ideas to create fewer impacts on you. This is not the last meeting and we intend to coming out to discuss this later.

Comment 21. Terry Authement: Thank you Mike, Julie, and Al for doing a good job with communicating with this area. There were many people with major concerns about this area. I think this alternative answers a lot of those concerns about Hwy 90 and mine as well. I think this alternative makes sense, you'll put an existing levee where there is already a levee. I appreciate what you have done and I want to say thank you.

Response 21. Julie Morgan: I appreciate you saying that because we do work hard.

Question 22. Dennis Nuss: About the boat launch in the area, can you explain a little more?

Response 22. Mike Stack: The boat launch is toward the end of the Cataouatche Canal. After looking at the highway designs we have had to move the crossing back a little further. It does look like there will be some interference and we will have to work with the parish for the right solution to make it fit.

Question 23. Jeff Roux: Why not have the boat launch on the north side of the diversion?

Response 23. Mike Stack: It would be up to the parish. We are talking about incorporating existing plans the parish presented to us early on.

Julie Morgan, public affairs

Thank you for coming. Be careful on your way home. If you could complete the questionnaires and return them to the back table we would greatly appreciate it. Thank you and good night.

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US Army Corps of Engineers

Greater New Orleans Hurricane and Storm Damage Risk Reduction System

Westbank and Vicinity Project Update

Individual Environmental Report 16 and borrow Western Tie In Project

Ms. Julie Vignes, Senior Project Manager
Mr. Mike Stack, Project Manager
Nov. 19, 2008
Waggaman, LA

Why we are here tonight

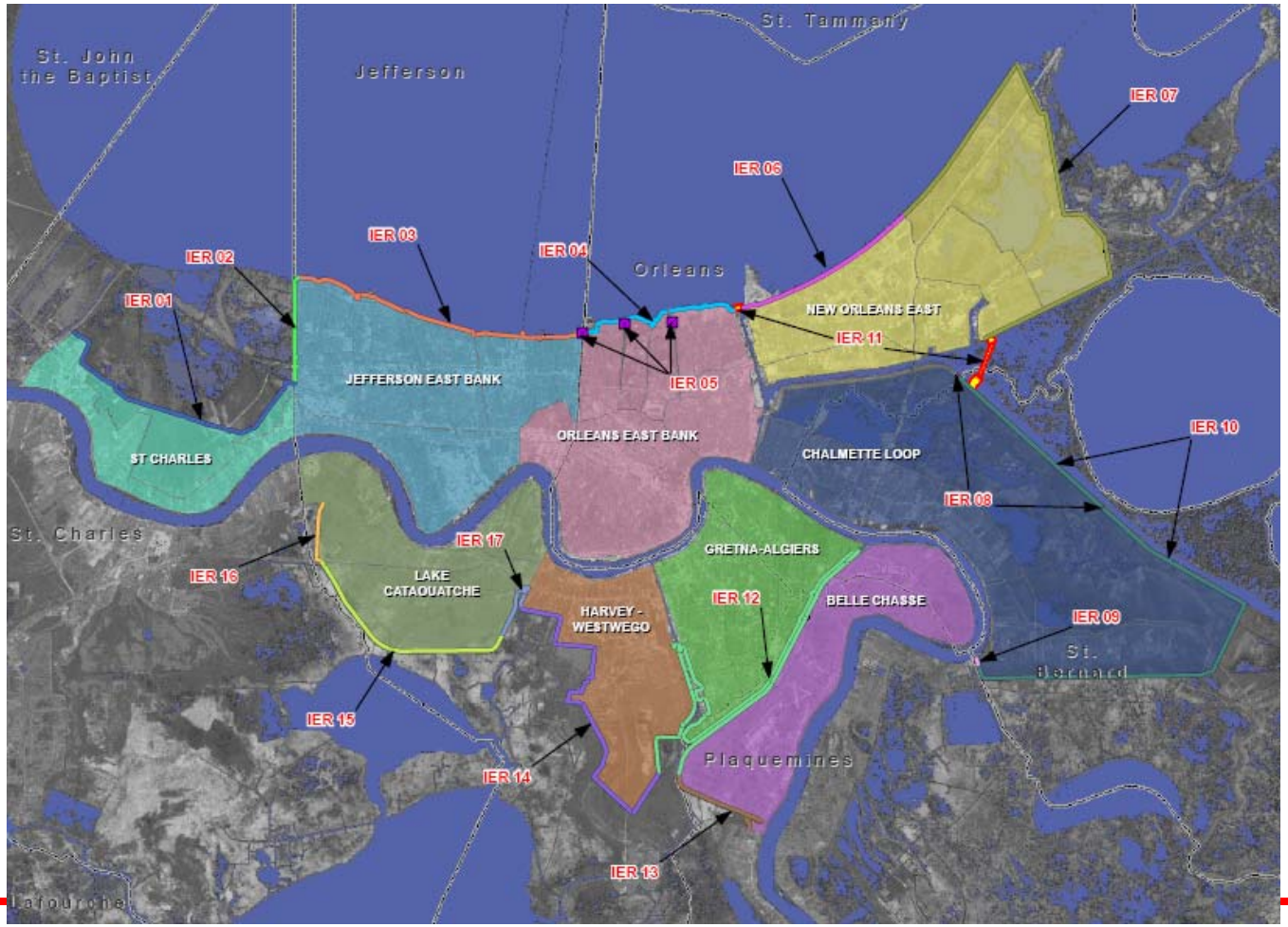
To discuss the recommended alternative that would connect the Westbank and Vicinity portion of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System to the Mississippi River levee system.

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)

Individual Environmental Report

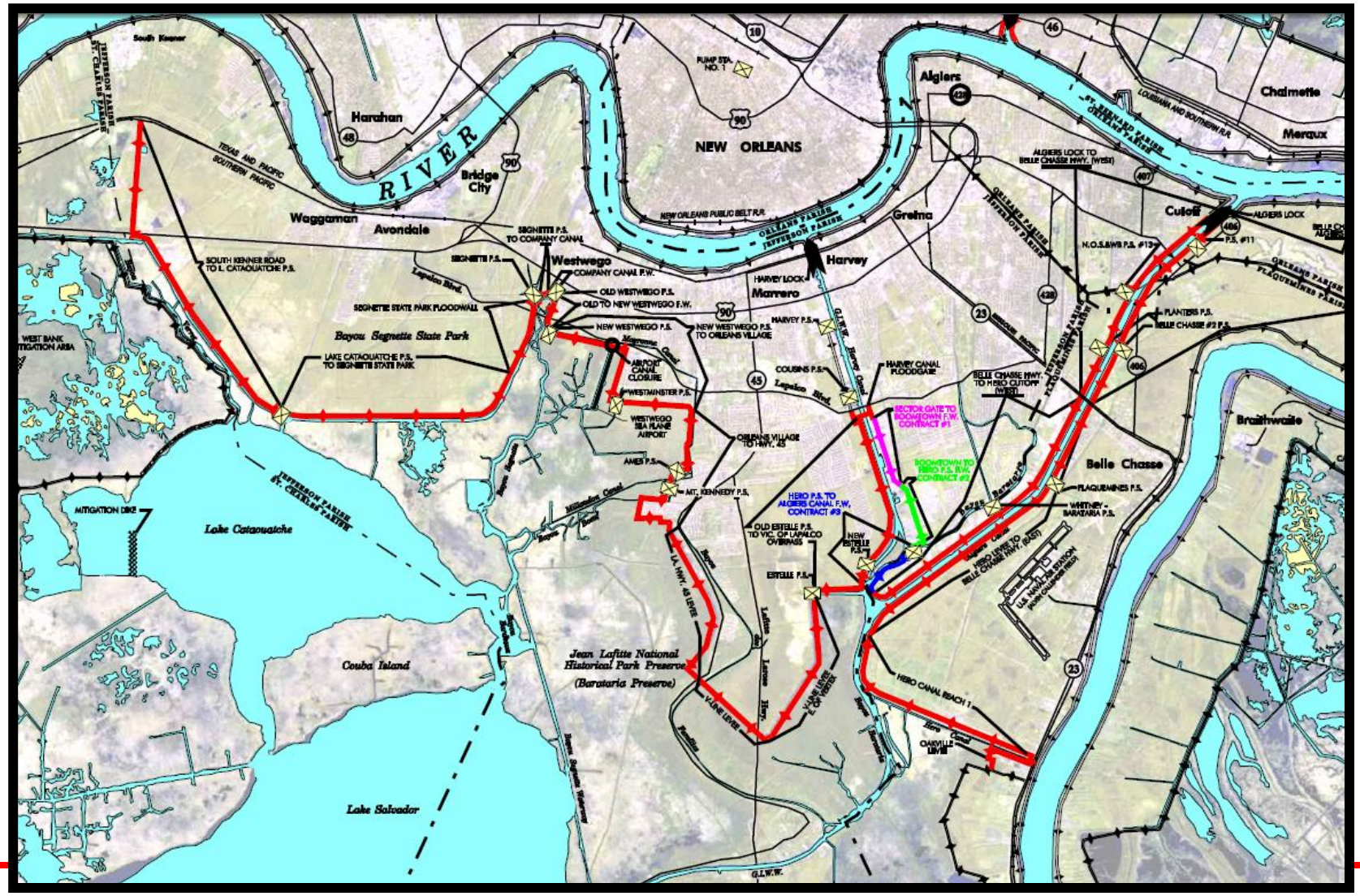
Project Areas



NEPA Process and Path Ahead

- The NEPA process began with public scoping meetings for IER 16, the Western Tie In project, in March 2007
- From March 2007 through today, current project alternatives have been developed, impacts have been analyzed, and public input has been solicited and incorporated
- IER 16 will be available for public review in the near future

Westbank and Vicinity Hurricane Protection Project



Ongoing Construction
Lake Cataouatche

- Borrow site excavation and material placement

- Contract WBV 18.1 is from Lake Cataouatche Pump Station to Hwy 90, awarded Nov. 9, 2006

- Contract WBV 15b.1 is the Lake Cataouatche Pump Station awarded Sept. 21, 2007. Construction is complete.

Ongoing Construction
Lake Cataouatche

- Borrow material processing to allow for placement into the levee section

- Contract WBV 15a.1 is from Segnette State Park to Lake Cataouatche Pump Station, awarded Jul. 27, 2007

- Contract WBV 17b.1 is the northern most end of the reach in the vicinity of Hwy 90, awarded Mar. 19, 2008

Ongoing Construction
Company Canal

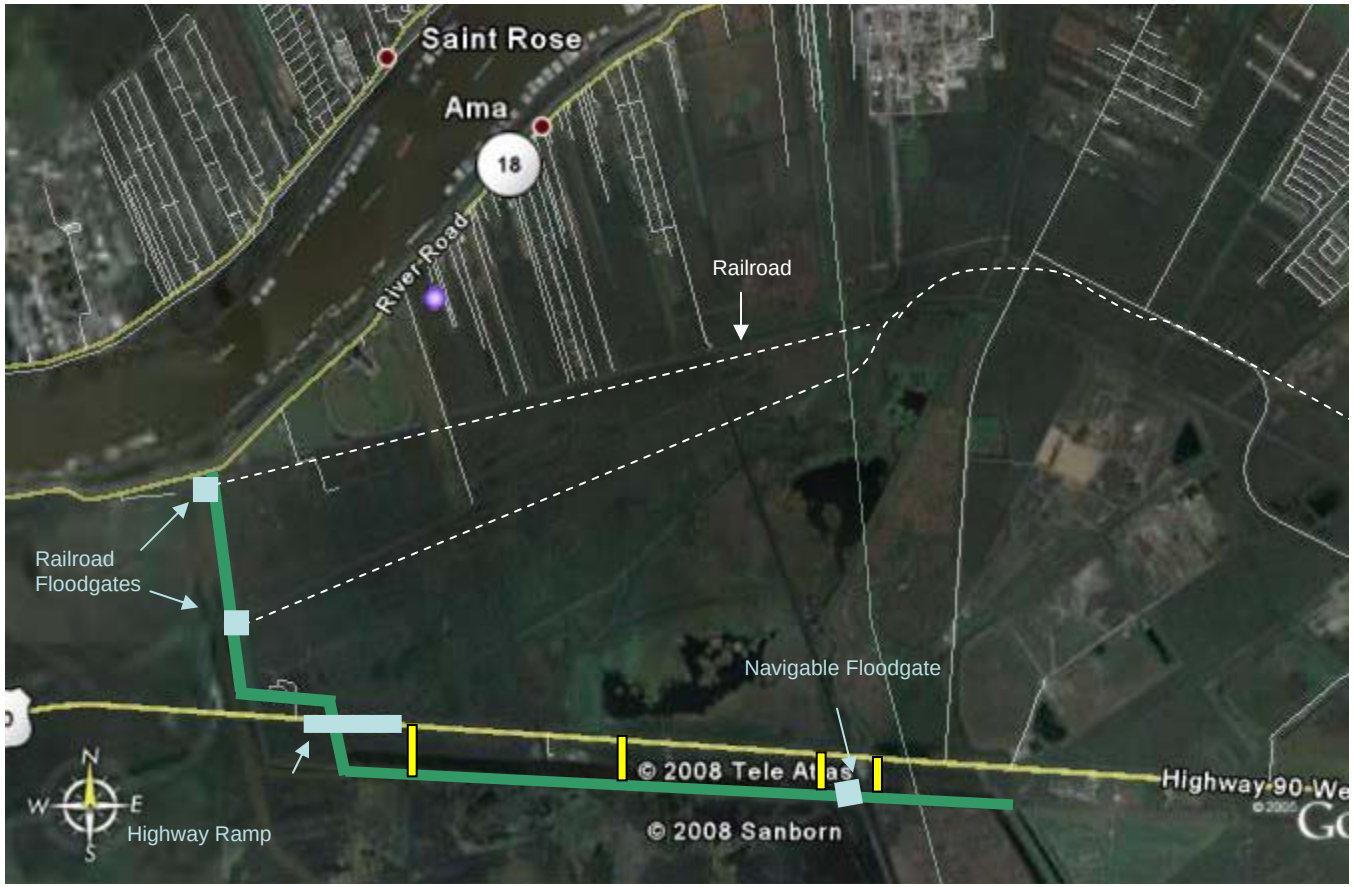
- Company Canal interim barge gate currently operational

- Provides protection across canal to elevation +9

Lake Cataouatche Western Tie In (IER 16)

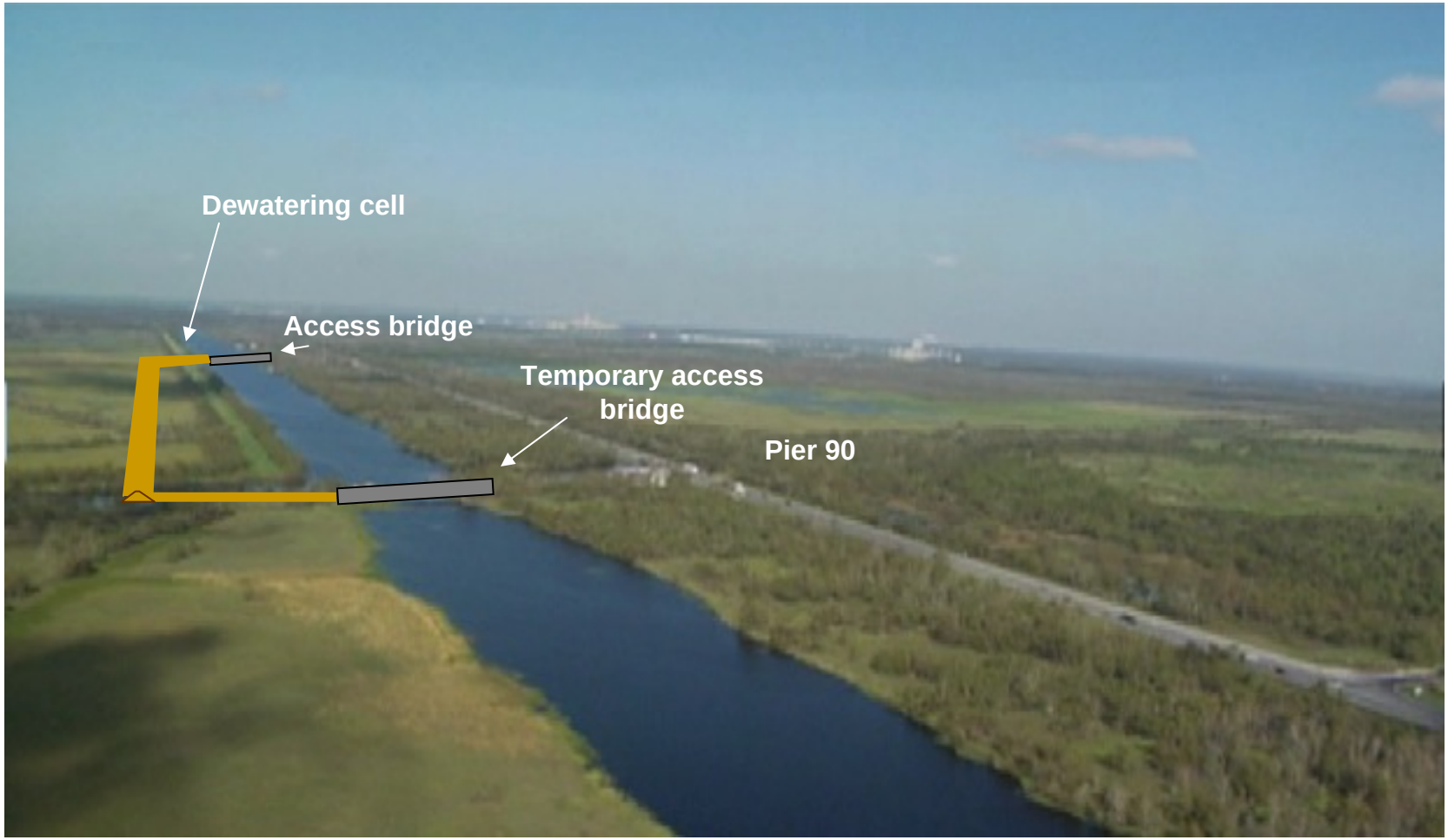
Alternative 3

- Ties into existing Lake Cataouatche Levee
- Includes levee parallel to and South of the Outer Cataouatche Canal
- Includes navigable drainage structure
- Hwy 90 crossing, and ties into improved Davis Pond Guide Levee.

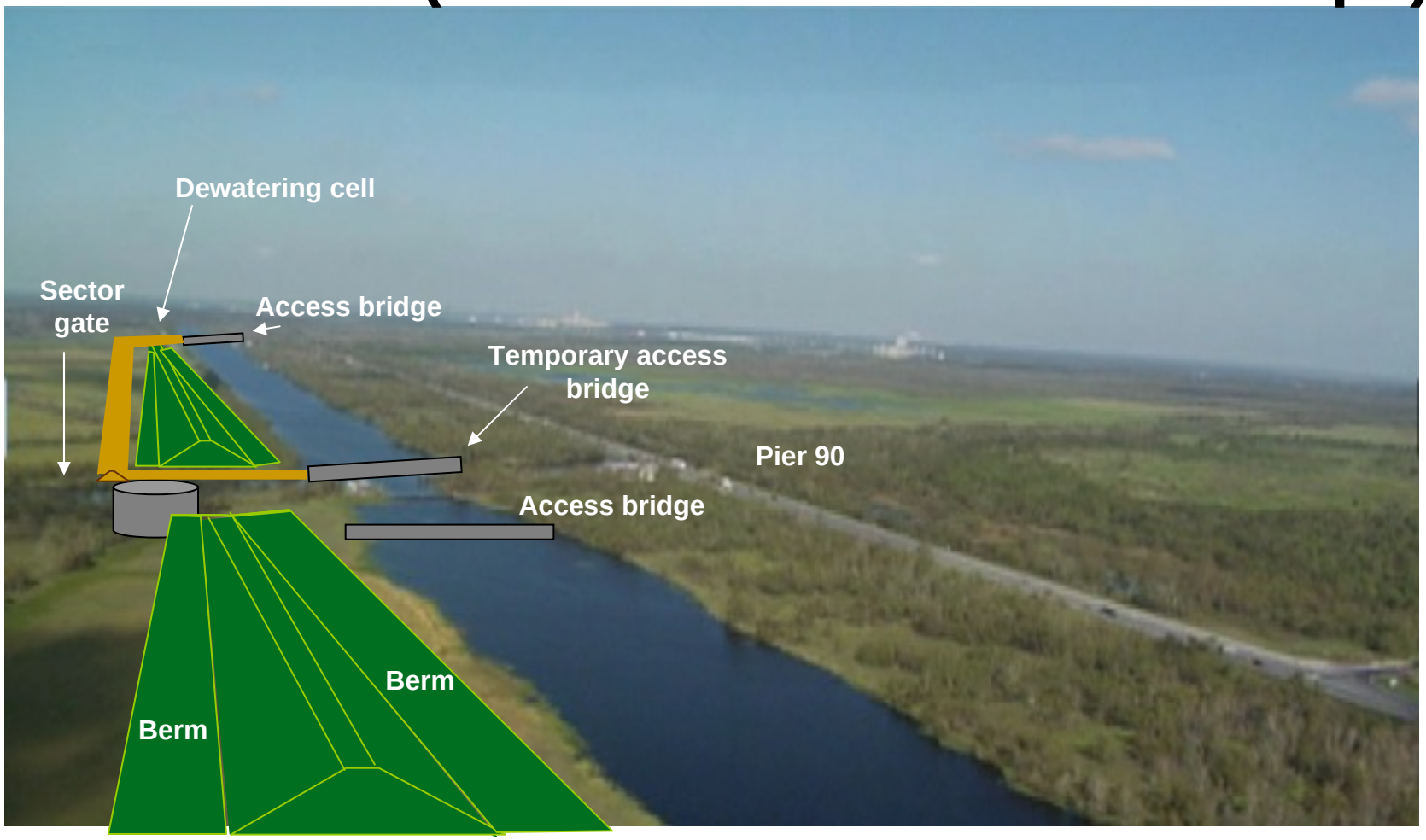


Lake Cataouatche Western Tie In (IER 16) Alternative 3 (Existing Landscape)

Lake Cataouatche Western Tie In (IER 16) Alternative 3 (Dewatering Cell Landscape)

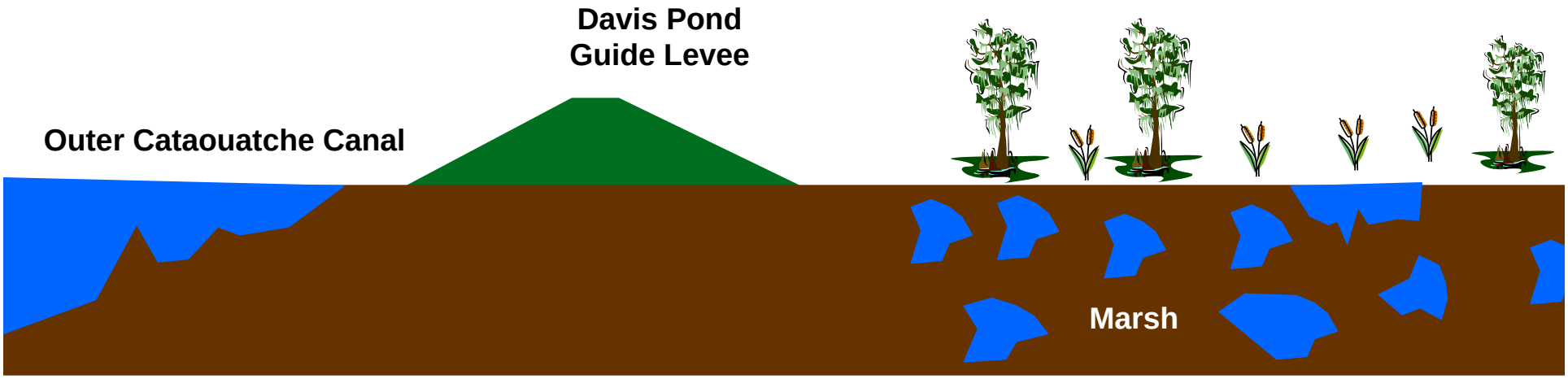


Lake Cataouatche Western Tie In (IER 16) Alternative 3 (Post Construction Landscape)



Lake Cataouatche Western Tie In (IER 16)

Alternative 3
East/West Levee Alignment
Existing Landscape



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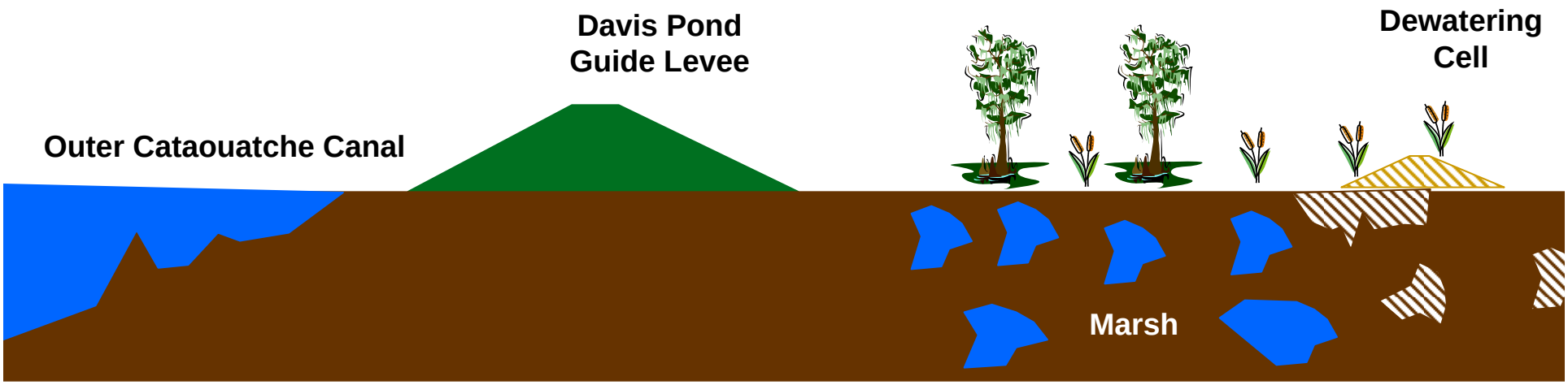
Lake Cataouatche Western Tie In (IER 16)

Alternative 3
East/West Levee Alignment
Dewatering Cell Landscape



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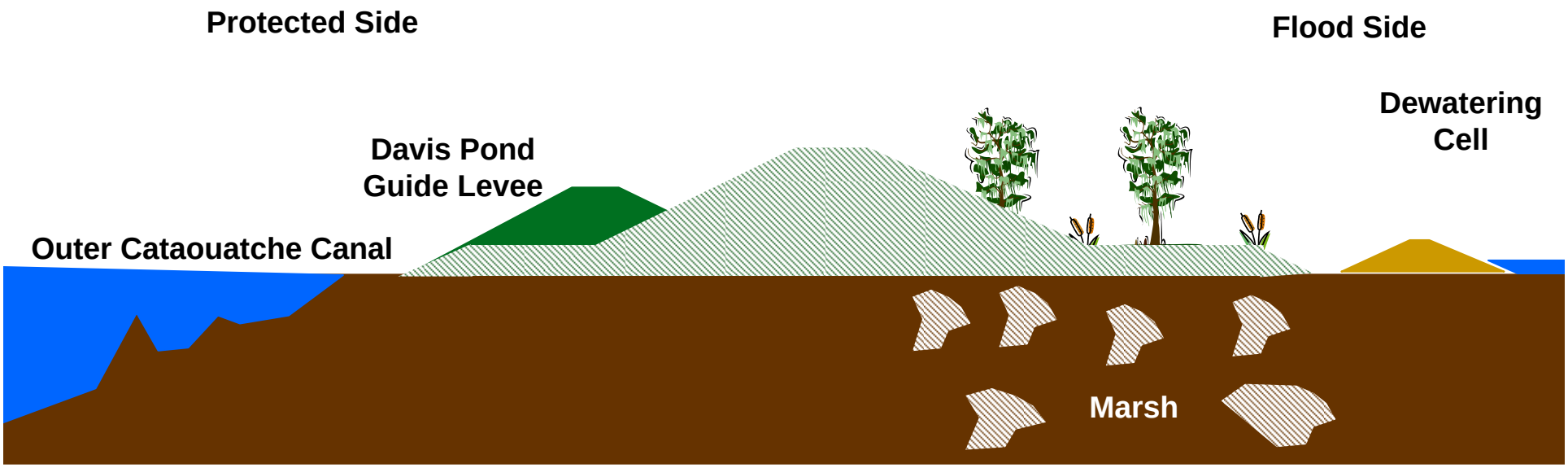
Lake Cataouatche Western Tie In (IER 16)

Alternative 3
East/West Levee Recommended Alignment



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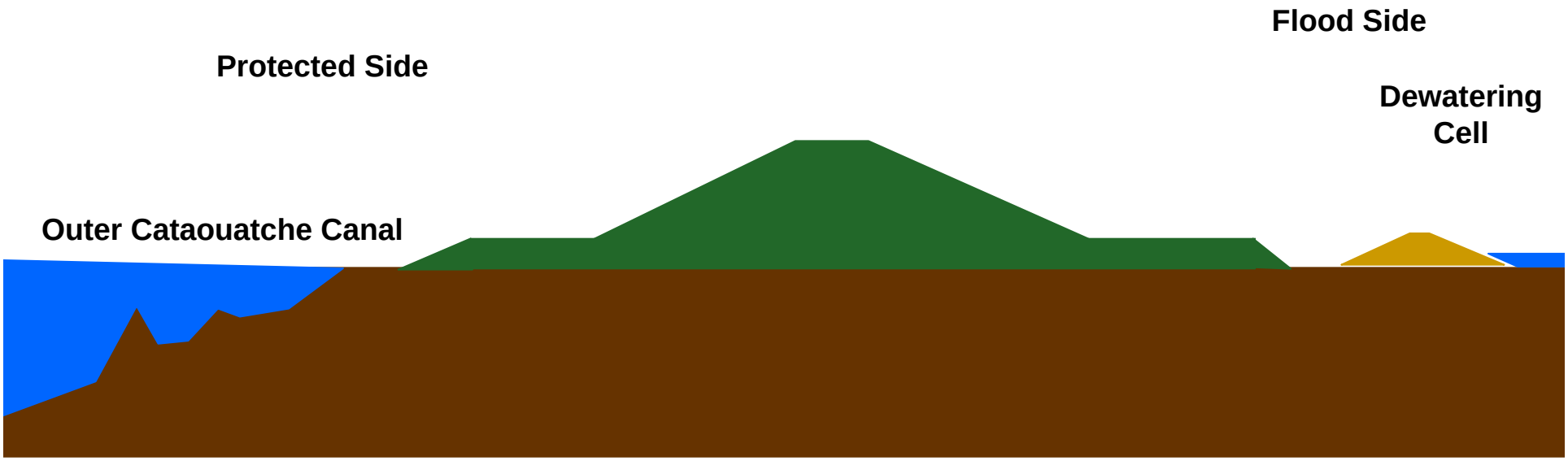
Lake Cataouatche Western Tie In (IER 16)

Alternative 3
Post Construction
East/West Levee Alignment



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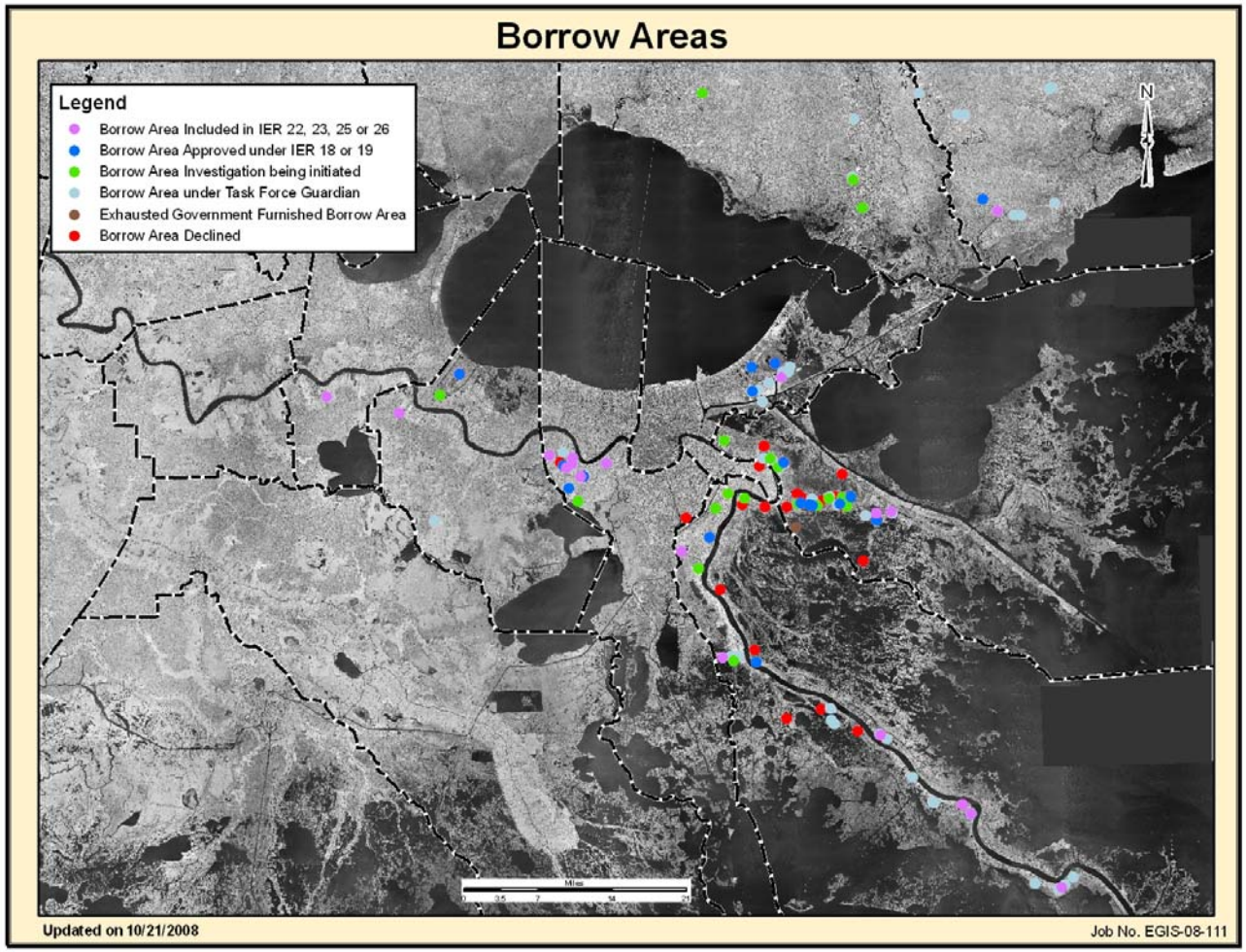
Borrow - All Sites Investigated



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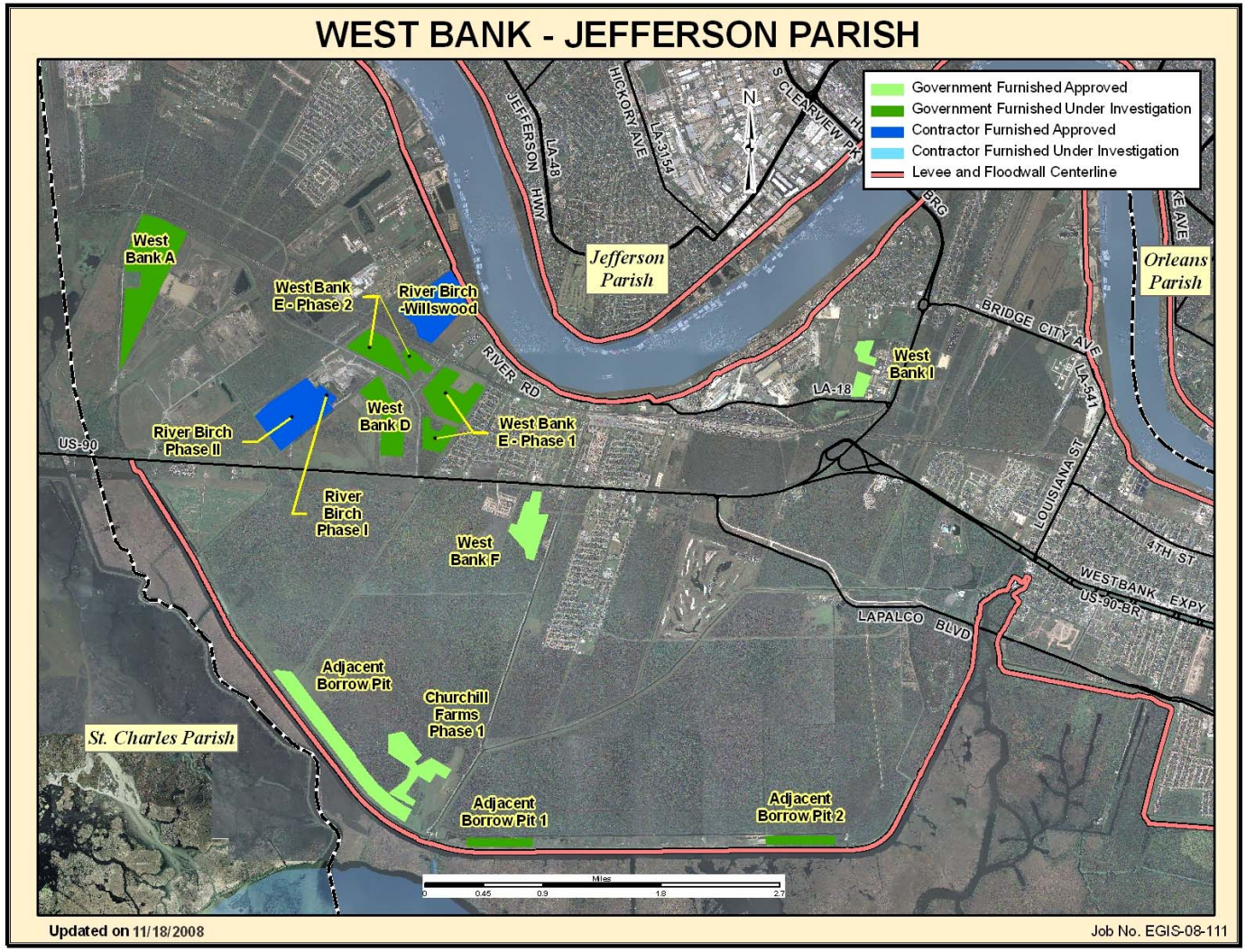
WEST BANK - JEFFERSON PARISH
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Contractor Furnished Under Investigation
Levee and Floodwall Centerline
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Jefferson Parish
Orleans Parish
St. Charles Parish
West Bank A
West Bank E - Phase 2
River Birch -Willswood
West Bank D
West Bank E - Phase 1
River Birch Phase II
River Birch Phase I
West Bank F
West Bank I
Adjacent Borrow Pit
Churchill Farms Phase 1
Adjacent Borrow Pit 1
Adjacent Borrow Pit 2
JEFFERSON HWY
LA-48
HICKORY AVE
LA-3154
S CLEARVIEW PK
BRG
BRIDGE CITY AVE
LA-541
LA-18
RIVER RD
US-90
LOUISIANA ST
4TH ST
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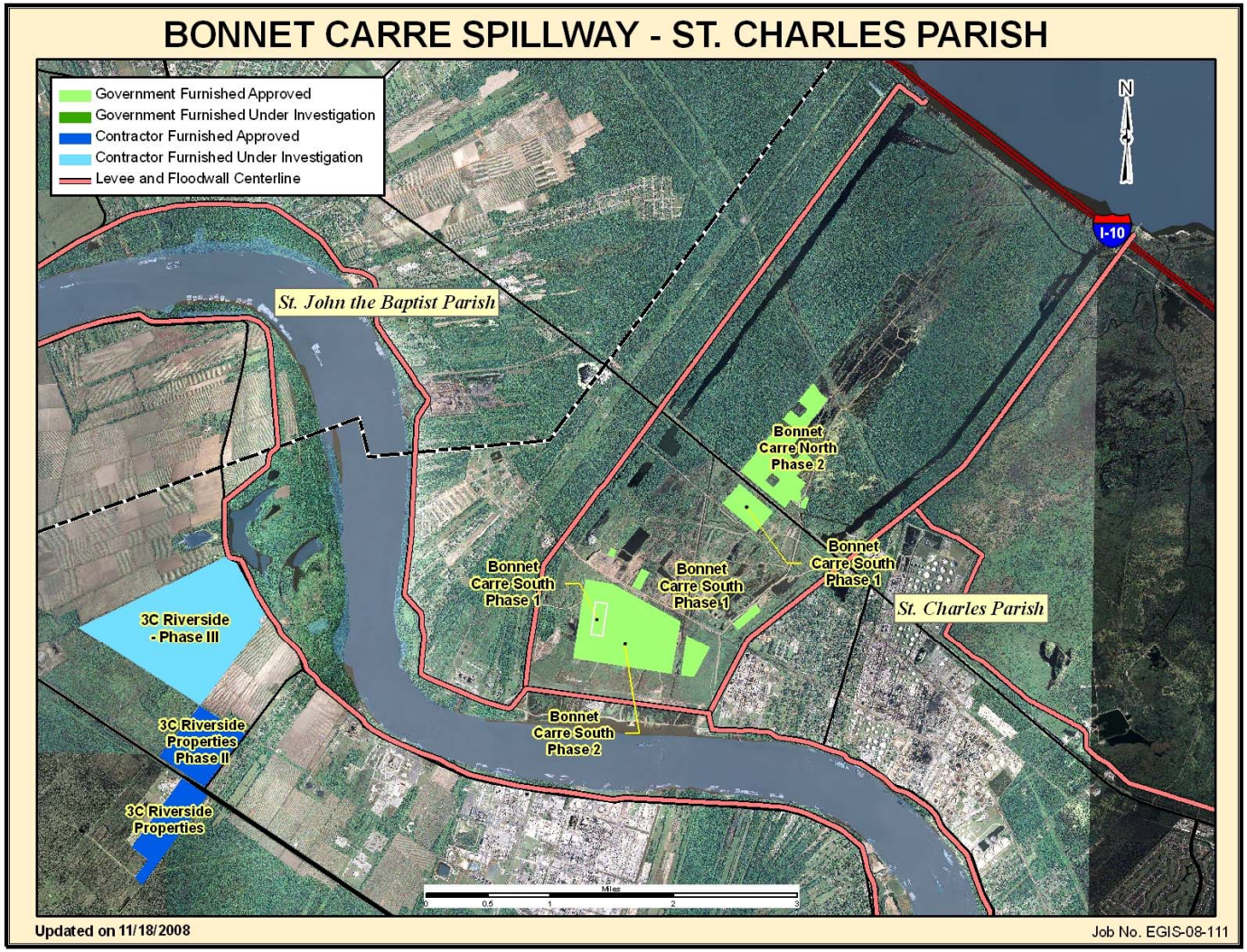
Borrow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Bonnet Carre South Phase 1
Bonnet Carre South Phase 1
Bonnet Carre South Phase 2
3C Riverside - Phase III
3C Riverside Properties Phase II
3C Riverside Properties
Miles
0
0.5
1
2
3
Updated on 11/18/2008
Job No. EGIS-08-111

IERs Currently Available for Public Review

IER 17 – Company Canal Floodwall

- Released for Public Review and Comment: Nov. 3, 2008
- Public Comment Period closes: Dec. 2, 2008

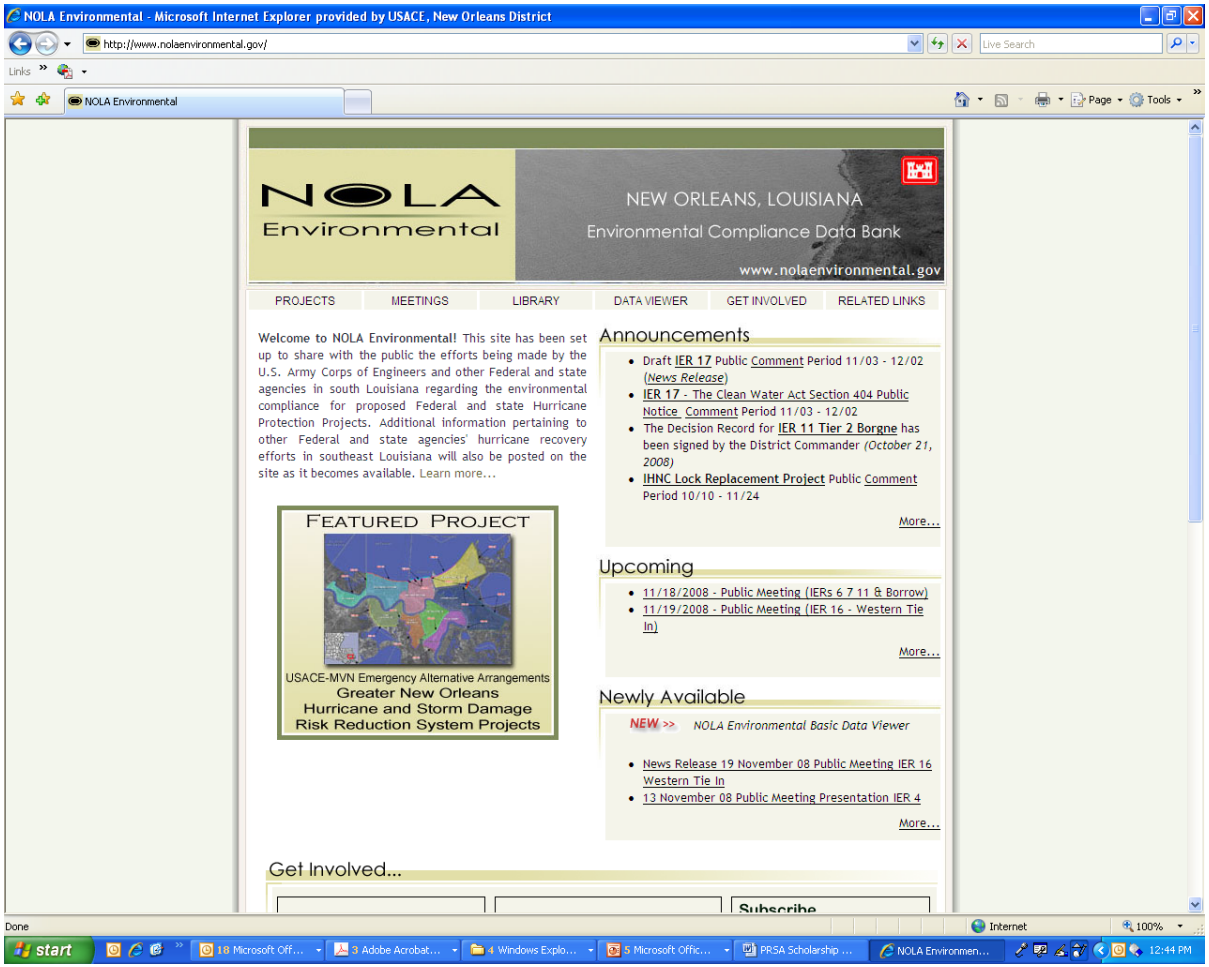
** copies available at www.nolaenvironmental.gov or by contacting the Corps.

Opportunities for Public Input

- **Regular Public Meetings throughout New Orleans Metro Area**
- **Comments can be submitted online anytime at: www.nolaenvironmental.gov**
- **Individual Environmental Report (IER) 30-day public review period**

Questions and comments regarding Greater New Orleans Hurricane and 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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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 - 12/02 (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 - 11/24
More...
Upcoming
11/18/2008 - Public Meeting (IERs 6 7 11 & Borrow)
11/19/2008 - Public Meeting (IER 16 - Western Tie In)
More...
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News Release 19 November 08 Public Meeting IER 16 Western Tie In
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Floodwalls
Building them bigger, stronger, better
The U.S. Army Corps of Engineers is continuing to work expeditiously to complete the Hurricane and Storm Damage Risk Reduction System (HSDRRS) by 2011. To this end, the Corps is using valuable lessons learned to construct more resilient levees and floodwalls.
See for yourself >>
PUBLIC INFORMATION
Hurricane & Flood Risk Reduction
Learn more about what the Corps is doing to reduce risk here>>
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Road Closures, Disaster Recovery, Parish Information and More>>
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Corps releases environmental document fo public review
Corps to provide update on Westbank risk reduction projects
Corps Seeks Industry Input on Design and
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RSS (What is RSS?)
ASK THE CORPS
The Corps wants to hear from you!
Q. Do you have information on the closing of Industrial Locks on August 1, 2008 for 60 days?
A. Yes, for information regarding the August 1st closing of the Inner Harbor Navigation Canal Lock, please click here.
Submit questions or comments to askthecorps@usace.army.mil.
FEATURED VIDEOS
West Closure Complex
Learn more about the alternatives under consideration to reduce risk on the Westbank.
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From levees to pumping stations, find out more about system features.
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