



DEPARTMENT OF THE ARMY
NEW ORLEANS DISTRICT, CORPS OF ENGINEERS
P.O. BOX 60267
NEW ORLEANS, LOUISIANA 70160-0267

JUN 25 2010

Regional Planning and
Environmental Division South
New Orleans Environmental Branch

PUBLIC NOTICE

**WEST BANK AND VICINITY, NEW ORLEANS, LA
GREATER NEW ORLEANS HURRICANE AND STORM DAMAGE
RISK REDUCTION SYSTEM PROJECT
WESTERN TIE-IN
INDIVIDUAL ENVIRONMENTAL REPORT SUPPLEMENTAL (IERS) #16.a**

Introduction. This Public Notice is issued in accordance with provisions of Title 33 CFR Parts 336.1(b)(1) and 337.1, which establish policy, practices, and procedures to be followed on Federal actions involving the disposal of dredged or fill material into waters of the United States.

Project Authority. Raising the level of protection in the New Orleans area was authorized mainly under Public Law (PL) 84-99; PL 109-148, Department of Defense, Emergency Supplemental Appropriations to Address Hurricanes in the Gulf of Mexico, the Pandemic Influenza Act, 2006 (3rd Supplemental); PL 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (4th Supplemental); and PL 110-28, U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (5th Supplemental).

Location. The proposed action is located in Jefferson and St. Charles Parishes, Louisiana. The approximate project-area boundaries are South Kenner Road on the east (Jefferson Parish); the Davis Pond Freshwater Diversion Project Canal on the west (St. Charles Parish); South Kenner at the Union Pacific and Burlington Northern Santa Fe (BNSF) Railroad Lines and the Mississippi River on the north, and the Outer Cataouatche Canal and Davis Pond to the south. Communities near the project area include Avondale and Waggaman to the east and South Kenner to the north. With the exception of landfills on the eastern portion of the project area and some development between Hwy 90 and the Outer Cataouatche Canal, much of the study area remains undeveloped.

Project Description. The proposed action consists of modifications to the actions described in IER #16. These modifications include utility relocations, degrading a section of the Davis Pond Guide Levee, replacement of the Hwy 90 pump station, adding bank stabilization to some areas, keeping the detour roads as permanent access for Hwy 90 and the construction of a ramp at Hwy 18 instead of a floodgate.

Relocation of Utilities (Reaches 3 and 5)

While final plans have not been completed for the utility relocations, information is available as to the type and location of the existing utilities and that they require relocation. To meet the goal of providing hurricane and storm damage risk reduction to the Greater New Orleans area by June 2011 we must move forward with identifying an envelop of impacts so the environmental assessment and compliance can be achieved and construction activities for the overall Western Tie-in project can proceed to completion. Each individual utility owner prepares a relocation

plan. Because specific relocation plans have not been completed for these utilities, we have conservatively identified an area within which all the relocation activities are anticipated to occur. These areas are described as a general project area. Approximately 99 acres of wetlands and 55 acres of previously disturbed land would be the general project area for relocation activities. The actual impacted areas are anticipated to be less as described below.

Four gas pipelines, one waterline, one overhead communication line and three oil and gas pipelines are located within reach 3. In reach 5, two communication lines, one power line and one gas pipeline would require relocation. Possible relocation techniques are directional drill or sleeve through the floodwall. Both of these relocation methods would require staging and construction areas located outside of the previously cleared project ROW. Previous proposals for directional drill pipeline relocations identified the need to construct temporary work pads for pushing and pulling the pipeline on either side of the directional drill under the HSDRRS project feature. In those cases, in addition to re-impacting the existing pipeline corridor, additional ROW of approximately 5 acres was needed to construct temporary work locations. Impacts for features such as overhead power lines would be less as the equipment and utility footprints are smaller.

Table 1: Utilities to be Relocated by reach and type

Reach	# of Utilities to be Relocated	Type of Utility
3	9	Gas pipelines, communication lines, water lines
5	4	Gas pipelines, communication lines, power line

Degrading Section of Eastern Davis Pond Guide Levee (no associated reach)

Approximately 2,400 linear feet of the existing Davis Pond Guide Levee would be degraded and the material generated by degrading the levee would be incorporated into HSDRRS projects. The guide levee would be degraded from Highway 90 (Station 0+00) to the west end of the new drainage cut (approx. Station 24+00). The cross section of this levee was calculated to be approximately 300 ft². It's estimated that degrading this section of the guide levee would yield approximately 26,600 cubic yards of usable fill material for the adjacent levee construction. By degrading a portion of the Davis Pond Guide Levee water exchange to approximately 60 acres of wetlands would be improved.

Approximately 50 linear foot section of riprap would be tied into the existing riprap underneath the Highway 90 Bridge along the Davis Pond Freshwater Diversion Canal to prevent water flow from eroding the Highway 90 embankment. This riprap would be placed on the east side of the Diversion Canal, along the south-east portion of the Highway 90 bridge abutment; it would be 18" thick, have a top elevation of +5.0 feet and total about 10 cubic yards of stone. Although this degrading plan would allow water flow along Highway 90, the velocities calculated were to be low enough as to not cause erosion of the embankment.

Reach 1 - Closure Across Outer Cataouatche Canal and Levee to Bayou Verret: Pump Station Demolition and Construction

The existing Hwy 90 pump station is located on previously disturbed habitat adjacent to WBV - 17.b.2 with discharge lines over the levee crown. The exact location of the new pump station has not been identified. However, the proposed pump station would be located along the WBV-17.b.2 levee alignment between 250 ft to 850 ft southeast of the existing Hwy 90 pump station on the protected side of the levee. It would be designed to pump over elevation 15.5 NAVD88 to a still water level (2057 90% SWL) of 9.4 feet. The pump station would include two 300 Hp pumps each with a flow capacity of 72.5 cfs (145 cfs total) and a flow velocity of 7.8 ft/s each. Depending on the location, the discharge pipes would be between 615 ft and 340 ft long and have a 42 inch diameter. A riprap discharge pad would be required at the out fall of the discharge lines and would be approximately 2,500 ft² and would be placed in the Outer Cataouache Canal. Approximately 160 CY of debris would be generated from Pumping Station demolition. The material generated would be re-cycled and/or placed in a solid waste land fill. In addition an access road and ramps would be constructed within the existing WBV-17.b.2 levee ROW to provide access from Hwy 90 to the new pump station and access ramps off the levee crown around the pump station. To provide power to the new pump station 300 LF to 1,000 LF of additional power overhead lines would need to be installed within the WBV-17.b.2 ROW. Since the exact location that the pump station would be constructed has not been identified an area of 10 acres of wetlands and 10 acres of previously disturbed habitat is being evaluated for pump station construction. Direct impacts of pump station construction including discharge line construction are anticipated to be less than 1 acre.

Reach 2 - Bayou Verret Closure Structure to Hwy 90 Crossing Levee: Adding Bank Stabilization to Closures across the Outer Cataouatche Canal

Approximately 4,062 tons of 18" thick riprap and 4,299 SY of Geotextile Separator Fabric would be placed on the flood-side toe of the Outer Cataouatche Canal closure located at the most eastern reach of the Western Tie-In levee alignment (Sta. 236+25 to Sta. 241+53). The existing berm at this location is at elevation +6.0.

Additionally, where the East-West levee turns north and crosses the Outer Cataouatche Canal, 2,070 tons of 18" thick riprap and 2,190 SY of Geotextile Separator Fabric would be placed on the protected side of the levee, immediately east of where the levee crosses and closes the canal (Sta. 91+50 to Sta. 94+20). The berm at this location is at elevation +3.0. Lastly, 273 tons of 18" riprap and 289 SY of Geotextile Separator Fabric would be placed underneath the bridges located along the foreshore to provide scour protection. Less than 2 acres of water bottoms would be impacted by placement of bank stabilization.

Reach 3 – Hwy 90 Crossing: Temporary Detour as Permanent Access for HWY 90
US Highway 90 traffic would be maintained during levee construction by the use of a detour roadway. The detour would be a two-lane detour to the north of Hwy 90 for westbound traffic and a two-lane detour to the south for eastbound traffic.

The temporary detours will remain in place to provide access to adjoining properties following the construction of the Hwy 90 Bridge. In addition, U-shaped turnaround lanes that would cross underneath the Highway 90 Bridge and tie back into the access road on the other side of the highway would be constructed. The turnaround lanes would consist of only one lane in either direction. These roadways were originally designated to be temporary and they will now become permanent. Construction of the detour roads and turnarounds would require

approximately 38,502 cy of earthen fill. Construction of the detour roads was described in IER 16. The construction activities will occur within existing LADODT ROW. The LADODT ROW is comprised of both maintained road shoulder and wetlands. Approximately 10 acres of wetlands would be permanently filled by construction of and retaining the detour roads.

Reach 5 – Levee on East Side of the Davis Pond Diversion Project to Mississippi River
Levee: Ramp vs. Floodgate at HWY 18

LA Highway 18 is an existing two lane rural arterial highway located in St. Charles Parish, with traffic flow in both directions. This corridor of Highway 18 is used for both commercial and rural traffic for the citizens living in and around the Ama and Luling communities. At the southern end of the alignment, the levee constructed for WBV-71 would transition to a floodwall and closure structure to cross the Union-Pacific Railroad track. The floodwall would then be tied into the proposed Highway 18 ramp.

The LA Highway 18 earthen ramp is designed to have two 12 ft lanes, 8 ft outside shoulder, 1:4 slope and pavement grade of 2.5% as stated in the LADOTD design standards. The approved pavement section of the ramp consists of a 2" asphaltic concrete wearing course, 6" asphaltic concrete binder course and 5" asphaltic concrete base course. The ramp would span approximately 1,200 feet east to west; the initial crest elevation at the year 2011 would be +12.0 and a lift during the year 2027 would raise the crest elevation to +15.0. Highway 18 would be closed for approximately 2 months during the construction period. During this period a one-lane bypass road running parallel and south of Hwy 18 would be in place. The bypass road would be in place for use by emergency vehicles, school buses and local traffic. Traffic flow on the bypass road would be controlled by the St. Charles Sheriff's Office. Through the 2 month Hwy 18 closure period a LADODT detour would also be in place. Eastbound traffic would detour on Hwy 3060 to Hwy 90 and then back on to Hwy 18. Westbound traffic would detour by traveling east on Hwy 18 to Hwy 90 and then continue west on Hwy 90 to Hwy 3060. The one-lane bypass would run parallel to the ramp construction along the south, and would have a width of 11 ft and a 3 ft shoulder on each side. It is designed to maintain a minimum 9 ft clear distance from the centerline of the northern most Union Pacific Railroad track to the southern most edge of the one-lane bypass road. Less than 0.25 acres would be graded, filled with earthen material, and surfaced with asphalt to construct the traffic detour on the south side of River Road. The total amount of fill required for both the ramp and the bypass road construction is estimated at 6,540 cubic yards.

The levee would terminate on the north side of the ramp by tying into high ground at the Mississippi River Levee in St. Charles Parish. This section would require an additional approximate 30,000 ft² construction right of way (ROW) west of the Davis Pond Diversion Structure and approximately 40000 ft² of additional ROW east of the structure. The impacts would be within the previously disturbed areas including Davis Pond Levee, Mississippi River Levee, LA Department of Transportation and Development and public and private utilities ROW. Construction of these features would occur entirely within previously designated and disturbed LA Highway 18 or Mississippi River Levee ROW. Construction of the ramp and bypass road would require additional ROW: 2.6 acres for the east end of the ramp and detour, and 0.7 acres for the west end. Earthen fill for the bypass road and ramp construction could be acquired from one or all of three different sources, contractor furnished borrow, government furnished borrow and/or material generated during construction activities (degrading Davis Pond Guide Levee). To minimize erosion and runoff of exposed solids at the road construction sites a combination of sod, erosion control, and soil stabilizing mats and seeding would be utilized.

These activities would result in the physical disturbance of maintained levee toe and maintained road shoulder.

Discharges by Others. No discharges are anticipated by others.

Other Information. On August 29, 2005, Hurricane Katrina caused major damage to the Federal and non-Federal flood control and storm damage risk reduction systems in Southeast Louisiana. Hurricane Rita followed this storm on September 24, 2005, and made landfall on the Louisiana-Texas state border, causing damage to the Hurricane and Storm Damage Risk Reduction System (HSDRRS) (formerly known as the Hurricane Protection System) in southern Louisiana. Since the storms, the USACE has been working with state and local officials to restore the Federal and non-Federal flood control and HSDRRS and related works in the affected area.

To date, approximately 60 percent or less of the New Orleans population has returned to the area. Many residents and businesses are waiting to see positive improvements in the level of protection before returning to the area. A USACE goal of June 2011 has been set for completion of much of the work that will raise the level of protection in the New Orleans area to a new standard and provide a level of security to residents and businesses that will allow and encourage them to return to the area. Federal flood protection eligibility requires 100-year level of protection.

Properties Adjacent to Disposal Sites. The proposed action is adjacent to presently developed and undeveloped lands, waterways, and the Davis Pond Freshwater Diversion Canal.

Status of the Individual Environmental Report Supplemental (IERS) and Other Environmental Documents.

IERS #16.a has been prepared to address the proposed action and no actions alternatives for this reach of the WBV project in accordance with the National Environmental Policy Act (NEPA) of 1969 and the President's Council on Environmental Quality's (CEQ) Regulations (40 CFR §1500-1508), as reflected in the USACE Engineering Regulation, ER 200-2-2. IER #16 was signed on 12 June 2009. The execution of an IER, in lieu of a traditional Environmental Assessment (EA) or Environmental Impact Statement (EIS), is provided for in ER 200-2-2, Environmental Quality (33 CFR §230) Procedures for Implementing the NEPA and pursuant to the CEQ NEPA Implementation Regulations (40 CFR §1506.11). The Alternative Arrangements can be found at www.nolaenvironmental.gov. The CEMVN implemented Alternative Arrangements on March 13, 2007, in coordination with CEQ. This process was implemented to expeditiously complete environmental analyses for any changes to the authorized system and the 100-year level of the HSDRRS authorized and funded by Congress and the Administration. The proposed actions are located in southeastern Louisiana and are part of the Federal effort to rebuild and complete construction of the HSDRRS in the New Orleans Metropolitan area as a result of Hurricanes Katrina and Rita.

Environmental compliance for the proposed action would be achieved upon: coordination of the draft IERS with appropriate agencies, organizations, and individuals for their review and comments; U.S. Fish and Wildlife Service and National Marine Fisheries Service confirmation that the proposed action would not be likely to adversely affect any endangered or threatened species; Louisiana Department of Natural Resources concurrence with the determination that the proposed action is consistent, to the maximum extent practicable, with the Louisiana Coastal Resources Program; receipt of a Water Quality Certification from the State of Louisiana; public

review of the Section 404(b)(1) Public Notice; signature of the Section 404(b)(1) Evaluation; receipt of the Louisiana State Historic Preservation Office Determination of No Affect on cultural resources; receipt and acceptance or resolution of all USFWS Fish and Wildlife Coordination Act recommendations; and receipt and acceptance or resolution of all NMFS Essential Fish Habitat recommendations. The IERS decision record would not be signed until the proposed action achieves environmental compliance with applicable laws and regulations.

Coordination. The following is a partial list of agencies to which a copy of this notice is being sent:

U.S. Department of the Interior, Fish and Wildlife Service
U.S. Department of the Interior, National Park Service
U.S. Environmental Protection Agency, Region VI
U.S. Department of Commerce, NOAA National Marine Fisheries Service
U.S. Natural Resources Conservation Service
Louisiana Advisory Council on Historic Preservation
Governor's Executive Assistant for Coastal Activities
Louisiana Department of Wildlife and Fisheries
Louisiana Department of Natural Resources, Coastal Management Division
Louisiana Department of Natural Resources, Coastal Restoration Division
Louisiana Department of Environmental Quality
Louisiana State Historic Preservation Office

This notice is being distributed to these and other appropriate Congressional, Federal, state, and local interests, environmental organizations, and other interested parties.

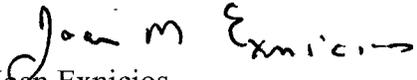
Evaluation Factors. Evaluation includes application of the Section 404(b)(1) guidelines promulgated by the Administrator of the U.S. Environmental Protection Agency, through 40 CFR 230.

Public Involvement. Extensive public involvement has been sought in preparing the IERs for the HSDRRS project. The overall HSDRRS projects were publicly disclosed and described in the Federal Register on March 13, 2007, and on the website www.nolaenvironmental.gov. Scoping for the HSDRRS project was initiated on March 12, 2007, through advertisements and public notices placed in USA Today and The New Orleans Times-Picayune. Nine public scoping meetings were held throughout the New Orleans Metropolitan area to explain the scope and process of the Alternative Arrangements for implementing NEPA between March 27 and April 12, 2007, after which a 30-day scoping period was open for public comment submission. Project specific meetings were held on April 27, and June 9, 2010. The public has been able to provide verbal comments during the meetings and written comments at any time in person, by mail, and via www.nolaenvironmental.gov. All comments postmarked on or before the expiration of the comment period for this notice will be considered.

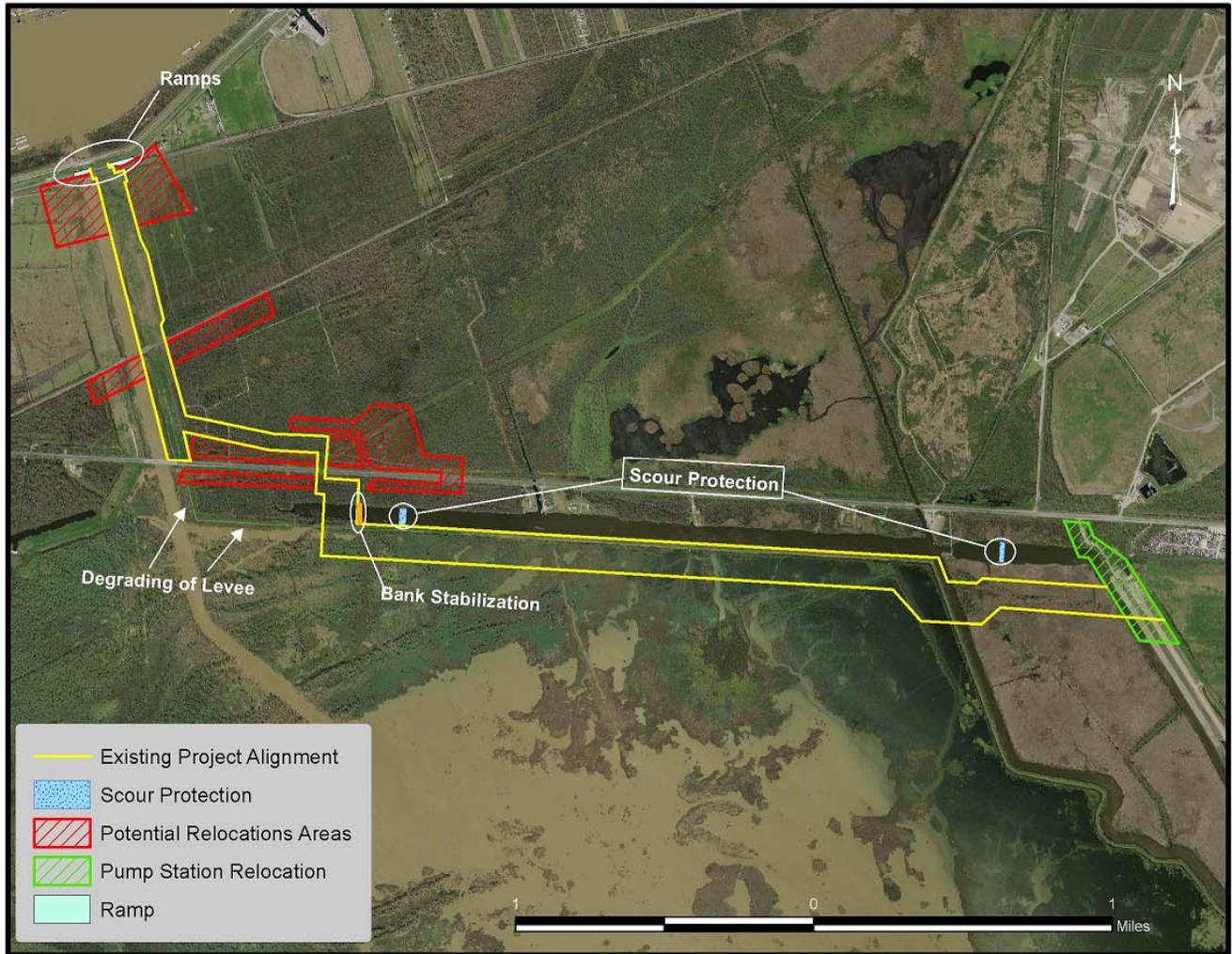
Any person who has an interest that may be affected by deposition of excavated or dredged material may request a public hearing. The request must be submitted in writing to the District Engineer within the comment period of this notice and must clearly set forth the interest that may be affected and the manner in which the interest may be affected by the proposed action.

You are requested to communicate the information contained in this notice to any parties who may have an interest in the proposed action.

For further information regarding the proposed action, please contact Mrs. Sandra Stiles at (504) 862-1583, FAX (504) 862-2088, or sandra.e.stiles@usace.army.mil.


Joan Exnicios
Chief, New Orleans Environmental Branch

COMMENT PERIOD FOR THIS PUBLIC NOTICE EXPIRES: JUL 24 2010



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