Public Meeting Summary

Individual Environmental Report 1, 2, 3 and borrow
LaBranche Wetlands Levee, West Return Floodwall and Lakefront Levees
Tuesday, Jun. 17, 2008

Location	Congregation Gates of Prayer 4000 W. Esplanade Ave Metairie, LA 70002
Time	6:00 p.m. Open House 7:00 p.m. Presentation
Attendees	Approx 38
Format	Open House Presentation Q & A
Handouts	• PPT print out • Borrow handout
Facilitator	Julie Morgan, USACE public affairs

Welcome

Julie Morgan, public affairs

Hello, my name is Julie Morgan and I work in public affairs at the US Army Corps of Engineers. Thank you for taking the time to attend tonight. Thank you Congregation Gates of Prayer for the wonderful facility and we hope to be back in the future. I'd like to acknowledge that Jefferson Parish Councilman John Young was here earlier tonight but left for another appointment. Benny Rousselle with the Louisiana Department of Natural Resources is present.

The Corps has held a number of public meetings across the metro area to present information on the risk reduction system and environmental compliance. By attending you play an important role in the meetings and project development. The input gathered from you is reviewed by engineers to examine the impacts of the alternative and sometimes used to create a new alternative. The Colonel reads the comments and reviews them when the alternative is proposed. We want to hear constructive comments. Carl Anderson the senior project manager for the Lake Pontchartrain and Vicinity project and is presenting tonight. Please hold all your questions until the end of the presentation.

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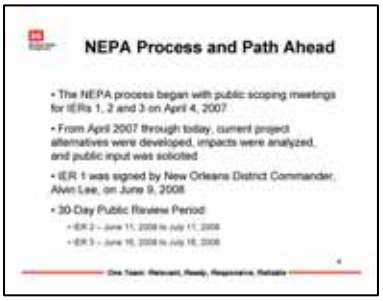
Carl Anderson, senior project manager

Tonight we're briefing on the Lake Pontchartrain and Vicinity project. We are here to give you a progress report of where we are and what we are going to be doing on the east bank of Jefferson and St. Charles Parish.

The National Environmental Policy Act, NEPA, requires that federal agencies analyze the impacts of a project to see if they impact the human and natural environment. A variety of alternatives are examined but the key to NEPA is collecting public input on the project.



The NEPA process started with public scoping meetings on this project around April 2007. Approximately every other month we have had briefings and meetings on this project. The process we would normally use would require an Environmental Impact Statement and could take about 5 years. To expedite these projects we divided the system into Individual Environmental Reports or IERs to meet the 2011deadline. The IER 1 reach is [pointing] for St. Charles Parish, that has completed the public review period and Col. Alvin Lee signed it as of Jun.9, 2008. IER 2, the West Return Floodwall runs along the border of St. Charles and Jefferson Parish. IER 3 is the Jefferson Lakefront Levee. IER 1 and 3 are available for public review and we encourage you to review them. Copies of the IERs are available on the www.nolaenvironmental.gov Web site and other locations will be disclosed at

the end of the presentation. The final decision regarding IER 2 and 3 are tentatively scheduled for July 2009.

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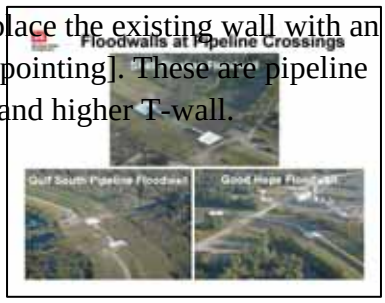
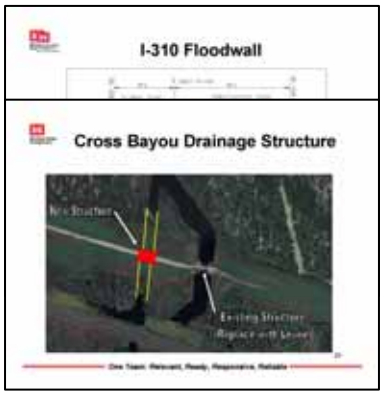
The 100-year plan for St. Charles Parish is broken into 5 reaches or contracts and based on structural location or physical barriers. The recommended plan is the one that we call a straddling enlargement of the levee. It's where we add to the existing levee. The existing levee is in light green [pointing]. Additional land would have to be acquired on both sides of the levee for right-of-way.

The [pointing] existing right-of-way is in dark blue. This much is needed on this side [pointing] and this side [pointing]. We will try to optimize the design and reduce the footprint. The airport extension has an existing levee and railroad gate [pointing]. To enlarge the levees we face a unique situation. There [pointing] are red lights that have to fit in the levee between there because they are not adjustable.

These are the floodwall locations in St. Charles Parish. We will replace the existing wall with an inverted T-wall. At Bayou Trepagnier we would replace this wall [pointing]. These are pipeline relocations. We will replace these walls with an inverted, stronger and higher T-wall.



At I-310 we snake the wall around 5 bridges and fit the wall underneath them. An I-wall is currently there and that will be replaced with an inverted T-wall and concrete piles to prevent



seepage. This [pointing] is a railroad gate. A majority of this will be retrofitted with concrete and piles. An additional T-wall will be located at the transition point.

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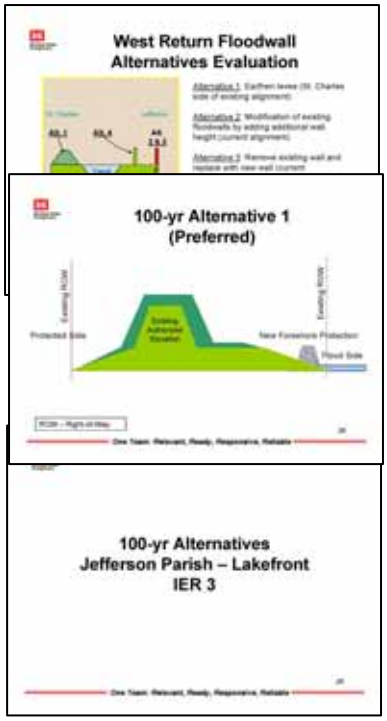
Four drainage structures are located in St. Charles Parish and two have to be replaced due to the elevation for the 100-year level of protection. At Almedia and Walker we are driving additional piles and adding concrete to the wall. Cross Bayou is an example of an existing structure and where we are building the new structure next to it. Once the new structure is complete the old structure would be demolished.

IER 2 covers the West Return Floodwall which is a 3 ½ mile long project starting at Lake Pontchartrain and continuing to the airport. There is an existing T-wall and a few I-walls on this reach. We analyzed the possibility of placing a rock dike at the head of the canal to reduce the surge elevation but [the models showed] it did not provide [any additional] protection. There are some environmental reasons such as to prevent salt water intrusion into the marsh are being investigated [in regards to the rock dike]. Construction is scheduled to start early next year.



Four alternatives were examined. Two alternatives would replace or modify the existing wall. Another alternative is to build a new levee on the other side of the canal. The levee alternative was ruled out because of time and the large project footprint. The preferred alternative is to build a new wall, approximately 35 feet from the current wall, on the flood side. We will build a new wall and cut out a stem of the existing wall to access the new wall for operation/maintenance.

IER 3 includes the Jefferson Parish lakefront. The area is broken into 5 reaches and is approximately 10 miles long. There are 4 pump stations on these reaches. The preferred alternative is to add dirt to the existing levee and place foreshore protection. Since 1947, the shoreline has receded about 200 feet. A hard point is needed to prevent erosion to the levee.

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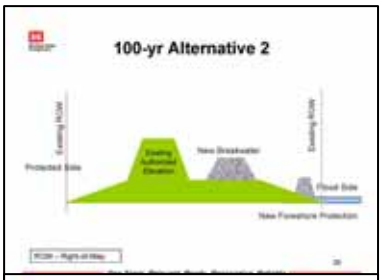
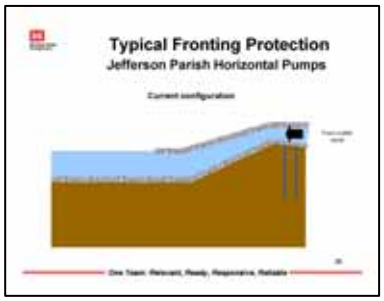


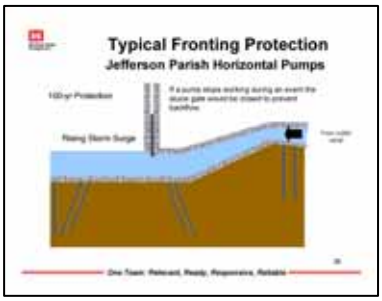
The other alternative examined was to place a breakwater on the existing wave berm to avoid raising the levee.

Three roads crossing are along the levee. This is [pointing] Williams Blvd. where there is a rolling gate. Then there is a

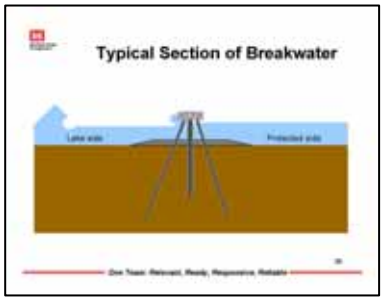
swing gate at Bonnabel Ave. Both locations have to be replaced because they are not high enough. We were not able to retrofit and we are placing a T-wall instead of an I-wall.

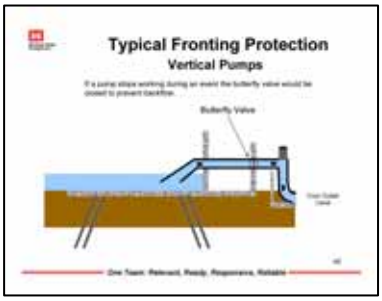
The Causeway's existing line of protection is a grid wall that comes under here [pointing]. We looked at a variety of alternatives for this area. We are unable to raise this because of the existing bridge that cannot withstand the force of waves and surge. The preferred alternative is to build a levee [pointing] with a ramp road.





Four large pump stations drain the whole east bank. Each pump station will be built with light protection. They

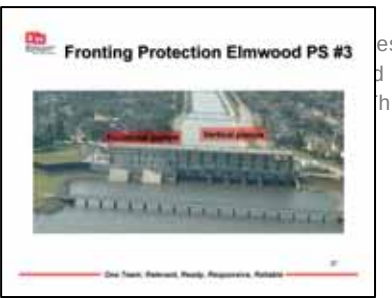




down. This is breakwater at This have to be adding a pile

will have a breakwater to knock waves an existing a pump station. breakwater will modified by to strengthen it.

The breakwater will take the force of the wave in front of the pump station causing the pump station to only see the rise of the water.



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A variety of pumps are located at the stations: vertical and horizontal pumps. Vertical pumps have circular discharge pipes and the horizontal pumps have rectangular pipes. The vertical pumps are good against high head and can pump about 600 cubic feet per second of water. The horizontal pumps can pump 1,000 cubic feet per second of water each. There are 13 horizontal pumps between all the pump stations. There will be fronting protection which is a wall in front of the pump station with discharge pumps that extend through the wall to allow pumping. There are extended discharge pipes for the horizontal pumps. The fronting protection is built to align the levee with the risk reduction system. [Inaudible]. If the pump stops working during a tropical event the sluice gate would be closed to prevent back flow. The vertical pumps have a butterfly valve that can close if the pump has to be shut down. The new wall will be pile supported. During normal operations it will pump but if it has to be shut off the valve will close to prevent backflow. We have to provide access for the construction at the pump stations and shoreline. This means dredging channels in the lake and by the pump stations.

The map displays the borrow sites throughout the area. The borrow needed for these projects will come from the Bonnet Carre Spillway.

This is the web page where you can access the project information, view IERs, make comments, and request a copy of the IERs. Gib Owen is the environmental manager who can take your comments on the projects.

Julie Morgan, public affairs

Before we get started, let me introduce the other subject managers here in addition to Carl Anderson. We have:

Dean Arnold	Risk and reliability
Brett Herr	Branch chief
Soheila Holley	Senior project manager of borrow
Reuben Mabry	Risk and reliability

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Tom Podany	Chief of the Protection and Restoration Office
Stuart Waits	Senior project manager of floodwalls

I also have a few ground rules for you. The project managers I introduced will be available after the public meeting if you do not want to talk during the question and answer period. There are evaluation sheets handed out and it would be appreciated if you would fill them out and turn it in before leaving. Please walk to the microphone with a question, state your name and limit your comments to 3 minutes. We are here for constructive comments because we have heard all the strong feels people have toward the Corps. Your constructive comments will help make the project better.

Question 1. Violet Erdel: Who do I hold responsible for the problems with my house that I have encountered during construction? Who is going to monitor the trucks to make sure they are not speeding that causes my house to jump off the foundation?

Response 1a. Julie Morgan: I can give you a couple of phone numbers to call after the meeting because we need to rectify the situation immediately.

Response 1b. Stuart Waits: Many things happen at construction sites and there are posted speed limits. Contact the project manager for the project and voice your concerns. Settlement determinations and home damage needs to be filed in a claim. In our contract we are documenting the areas with video and still pictures to verify damage when a claim is filed. We will do vibration analysis to make sure the contractor maintains an acceptable level. Communication from you to the project managers would aid in rectifying any problems.

Question 2. Violet Erdel: What about the noise level?

Response 2. Stuart Waits: There will be noise because it is a construction site and it is described in the IER. A majority of work is behind the existing wall and the noise should be dampened. We will have to live with noise in order to see progress.

Question 3. Violet Erdel: If something does not seem right, would you come to my home to investigate?

Response 3. Stuart Waits: Our field guys or I could stop by to examine the situation.

Question 4. Beverly Crais: Is the information printed in the Times-Picayune correct about the time span being 2 ½ years and the amount of equipment stockpiled?

Response 4. Stuart Waits: The information is from the IER but I did not review the article to verify the information. The 2-2 ½ years is correct but we are trying to compress the timeline to meet the 2011 deadline.

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Comment 5. Beverly Crais: At the last meeting, I mentioned the pilings would be 150 feet and I was told that determination was not made yet.

Response 5. Stuart Waits: That is correct. Before construction begins we do pile tests to make sure the piles will support the loads in the different soils. The length has not been determined but it will be in the near future.

Comment 6. Beverly Crais: The present wall has piles crisscrossing 90 feet.

Response 6. Stuart Waits: They do not crisscross but are on [inaudible] and they tie into the base pad. The piles have the same configuration as the T-wall.

Question 7. Beverly Crais: That has not been determined yet?

Response 7. Stuart Waits: No ma'am.

Question 8. Beverly Crais: Is most of the equipment going to be on the canal or on the levee?

Response 8. Stuart Waits: There is a possibility it would be on the levee but a majority of the work is done behind the existing wall. The opportunity exists to install a haul road over the existing wall on the protection side. We do not want to limit contractors on how they are going to get the equipment in there.

Question 9. Beverly Crais: So you will be bringing the pile driver in on the marsh?

Response 9. Stuart Waits: The contractor will determine how he wants to build the wall.

Question 10. Beverly Crais: The contractors have not been hired?

Response 10. Stuart Waits: No. The design of the wall has started and once the specs are complete we will award the contract. The projection is to award the contract in the middle of next year.

Question 11. Beverly Crais: Will the contractor work for the Corps of Engineers?

Response 11a. Stuart Waits: Yes, ma’am.

Response 11b. Julie Morgan: We will continue to come back to this area even as the project is constructed.

Question 12. Beverly Crais: I am not in favor of the project and feel the construction will damage my property more than a wave coming through the wall.

Response 12. Julie Morgan: We hear the same concerns all over the city because the Corps is constructing a risk reduction system.

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Comment 13. Ronnie Crais: I am 100 percent against the wall and the construction proposed. I feel that the Corps should put a mud levee on the west side for 3 ½ miles. It would be cheaper than the $200 million dollars to build this wall. The mud levee could be done through barges and out of the neighborhoods.

Question 14. Rudy Neubeck: The Corps of Engineers logo is calling this the Hurricane and Storm Damage Risk Reduction System but on the form questions 2, 3, and 6 all mention hurricane protection system. Is there a reason for changing the name of the project?

Response 14. Julie Morgan: We are building to reduce the risk from flooding but we cannot guarantee your safety.

Comment 15. Rudy Neubeck: It appears the Corps is trying to educate citizens to realize there is always a risk.

Response 15. Julie Morgan: Yes, sir that is what we're doing.

Comment 16. Rudy Neubeck: Last week the Times-Picayune mentioned overtopping during Katrina and about back siphoning at the pump stations when they were not working. The article said the erroneous information would be corrected.

Response 16. Brett Herr: The article discussed IER 2 and it mentions overtopping of the levees and rainfall. That statement has been corrected in IER 3 and will be corrected in IER 2. The overtopping had a minor impact of the flooding in Jefferson Parish. The major cause of the flooding in Jefferson Parish was rain fall and backflow.

Question 17. Rudy Neubeck: Was backflow the real problem?

Response 17. Brett Herr: No one can confirm the percentage [of flooding] that occurred from backflow or rainfall.

Comment 18. Rudy Neubeck: There was hardly any rainfall and it was backflow from the pumping station not operating. The sluice gates or slap gate, it is my understanding they would not work if the power is out.

Response 18. Brett Herr: The butterfly valves and sluice gates can be remotely operated from the safe house in these situations. There are generators to keep the pumps running.

Question 19. Rudy Neubeck: The generator can fail. Have they installed the valves?

Response 19. Brett Herr: The vertical pumps have valves presently but the horizontal pumps do not have sluice gates in place at this time.

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Question 20. Rudy Neubeck: [Inaudible]

Response 20. Brett Herr: [Inaudible]

Question 21. Conrad Appel: Do we have appropriated, not authorized, funding in place for these projects?

Response 21a. Carl Anderson: Between the two parishes we have 24 contracts in and received half the funding. The other half is presently being requested from Congress.

Response 21b. Tom Podany: President Bush has included it in his budget.

Question 22. Conrad Appel: This whole storm surge package would be funded. The 17th Street Canal and pump-to-the-lake projects that helps protect Jefferson Parish and the two pump-to-the-river projects, have they been funded?

Response 22. Tom Podany: There is funding for a permanent pump at the 17th Street Canal. The other two pump-to-the-river projects are not funded. Harahan is authorized but the Harahan pump-to-the-river project needs additional funding. The Hoey's Basin pump-to-the-river project requires Congressional approval.

Question 23. Conrad Appel: What is the expectation of the Harahan project?

Response 23. Tom Podany: That is identified in the president's budget and part of the funding would address that project.

Comment 24. Karen Lally: The waste of money mentioned for a year or a year and a half for the pump is not a waste because if there was another storm like Katrina, then it would be worth every cent.

Response 24. Brett Herr: I understand the concern but want to stress the situation now verses Katrina. The pump station operators have safe houses to stay on site. If something should happen the operators will shut the pumps down or close the vertical pumps to prevent backflow. There was backflow in Katrina because the pump station operators evacuated. The safe houses prevent the same occurrence.

Question 26. Joseph Royes: I was wondering if you could put a ramp on the other side of the West Return Wall to allow access to my recreational land in the event of an emergency.

Response 26. Stuart Waits: The idea can be considered but currently the West Return Wall has 3 gates: West Esplanade, Vintage, and by the lake. The new wall will have a gate at West Esplanade and Vintage. By the lake there will be a ramp around the wall. Access has to go through the levee district and must be discussed with them.

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Question 27. Joseph Royes: So you cannot change your plans to make a ramp over the wall?

Response 27. Stuart Waits: It is possible but we have to talk to the levee district. Then we have to examine the wall design, ground elevations, etc., for a 15-16 foot ramp and the impacts to the neighborhoods.

Comment 28. Joseph Royes: That is not true because of where equipment is parked.

Response 28. Stuart Waits: The land being used is rented and once the project is complete the land will go back to the landowner.

Question 29. Joseph Royes: Signs are posted saying not to drive on the levee. Where does the levee district's land start?

Response 29. Stuart Waits: I will take your comments and discuss them with the East Jefferson Levee District. I cannot guarantee a ramp or access.

Comment 30. Joseph Royes: Numerous hunters, trappers and fishermen use this area.

Response 30. Stuart Waits: We will investigate but we cannot guarantee anything.

Comment 31. Don Grush: I wrote a letter about the problem I had during the last meeting. Dear Senator Landrieu, The area that concerns me is Lake Pontchartrain south shore in Jefferson Parish. Better known as the Bonnet Carre Spillway. The Jefferson levee is to elevation 18 and the St. Charles I-wall will be changed to the T-wall. My concern is the I-10 West that is vulnerable to storm surge when compared to the I-10 Twin Span Bridge. Can you imagine how difficult it would be for evacuees to return to New Orleans? May I suggest you contact [inaudible] with the hurricane protection system to confirm if the Bonnet Carre Bridge is in jeopardy or not. It is my understanding all the bridges are in disrepair. Your office should contact all parties to see what can be done to rectify this potential calamity. I wanted to make a comment that a breakwater in the lake could prevent storm surge.

Question 32. Joe Kopec: The floodwall on the parish line, how much will remain in place and how much will be taken?

Response 32. Stuart Waits: After construction of the new wall, everything will be offset along this alignment [pointing]. The wall stem will be cut down to the base.

Question 33. Joe Kopec: So the existing wall will be torn down?

Response 33. Stuart Waits: Yes. There is a wall on top of the base slab. After we build the new wall we will demolish this piece of the wall and bury the base slab.

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Question 34. Joe Kopec: That is what the current wall looks like?

Response 34. Stuart Waits: Yes.

Question 35. Joseph Royes: Why not keep both walls for more protection?

Response 35. Stuart Waits: No, it creates a maintenance issue. Water will build up between the walls then weeds, trees, etc., would grow affecting the integrity of the floodwalls. We want to increase the green space by taking the wall stem out.

Question 36. Coleen Landry: The St. Charles levee plan, there is not a levee on the west side of the Bonnet Carre Spillway and I want to know why?

Response 36. Carl Anderson: Currently it is in the study phase called the West Shore Levee project. An environmental report has to be completed and submitted to Congress for authorization.

Question 37. Coleen Landry: Why was it not done with the rest of St. Charles Parish?

Response 37. Carl Anderson: The St. Charles levee was done in the 1960s. At the time development was minimal and there was no support for the levee. Now there is support for the levee.

Question 38. Coleen Landry: Support from whom?

Response 38a. Carl Anderson: That would be support from St. John Parish.

Response 38b. Brett Herr: The West Shore study is an ongoing feasibility study and we have looked at it as a [inaudible] study. We will take a quick look to see if the benefits for a project justify it. We did not have a sufficient benefit which means it was not enough development to include it in the risk reduction project.

Comment 39. Coleen Landry: There is an energy plant there.

Response 39. Brett Herr: That is closer to the river where elevation increases and it is less likely to flood. Between Airline Highway and the interstate is the flood area and that is where we are studying. Details of the alignments have been examined and they are working with St. John Parish to finalize the plans. The levee would tie into the Bonnet Carre Spillway.

Question 40. Sheila Grissett: How do you plan to stage the construction along the floodwall and the lakefront? Is it going to be one contract or 5? I heard the area would be cleared in advance, do you mean the entire lakefront? How will you protect it in the event of a hurricane?

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Response 40. Carl Anderson: The number of contracts will be staggered. The pump station will be one large contract. The breakwater contracts will be separate and the levee contracts are individual. They are also staggered. Reach 2 we want to award early next year. Reaches 1, 3, and 4 to be awarded every 6 months but the existing level of protection is in place. The contractor is responsible for the equipment and moving it off the levees prior to a hurricane.

Question 41. Unidentified Man: What about the barges in the case of the hurricane?

Response 41. Carl Anderson: The barges will be moved out if a hurricane heads this way.

Question 42. Sheila Grissett: How are you going to secure all of the construction materials in the case of a storm? What are your plans at this point?

Response 42. Stuart Waits: In our construction contracts we place a requirement that the contractor has to have a hurricane plan. People are located on site to monitor and notify us of the progress. We are gearing up and staffing but each plan is submitted by the contractor.

Question 43. Sheila Grissett: Can you explain the Causeway job better, how are you going to provide pedestrian access?

Response 43. Stuart Waits: The plan is to put a ramp from 6th Street to the top of the levee. As far as bettering pedestrian access there is not a plan. The access is currently under the bridge and there is not a plan to mess with that area. The access does have some issues with water but we are discussing them with the levee district.

Comment 44. Karen Lally: I am concerned with 17th Street Canal seepage and it flooding Jefferson Parish behind Heritage Plaza.

Response 44. Stuart Waits: I have not been notified of seepage by Heritage Plaza. After the meeting talk to me and we can address the situation. When someone does see seepage then we send engineers to investigate the site. They do water quality testing to ensure it is not a broken pipe. After the testing they monitor it on the 17th Street Canal.

Question 45. Beverly Crais: When the new wall is built and the old is torn down is that included in the 2 ½ year period? Is everything included?

Response 45. Stuart Waits: Yes, that is considered in the time frame.

Question 46. Beverly Crais: You said you are gearing up and staffing to get things in place, I understood that this is not a done deal yet and we still have time to comment.

Response 46. Stuart Waits: There is some construction there because we have to gear them up. I have to train them so when it is finalized they are ready to start. IER 2 has the preferred

alternative. Once the public comment ends and if there are no substantial comments to deter it we would be ready to make it final. Next it would go to the Colonel for signing.

Question 47. Beverly Crais: It was said the funding for the wall was $200 million dollars, do you have all the funding?

Response 47. Stuart Waits: Not all of it. I would need more appropriations from the president. We were given $5 billion distributed across the area. Once the project comes online we are building it. When the money is exhausted we would be at a standstill but we are hoping the president puts it in his budget.

Question 48. Beverly Crais: Do you have it in a bank account to draw on not promised?

Response 48. Stuart Waits: It is not like a bank account, but I have the place to pull the money from for the project. The key word is appropriation and if they gave me the extra $7 billion dollars that would be put in the account and distributed.

Question 49. Beverly Crais: So that is $200 million?

Response 49. Stuart Waits: Rough estimates $150-$200 million until we get the design complete. We do not know how long the piles are or the base slab. There are rough estimates on the expenditures.

Question 50. Unidentified woman: Is there a possibility that if you begin this project that the money would run out before the wall is finished?

Response 50. Stuart Waits: I cannot issue a contract until it is fully funded.

Question 51. Sheila Grissett: What is the range in cost for IER 3?

Response 51. Carl Anderson: Roughly around $300 million dollars to cover it all including fronting protection.

Question 52. Sheila Grissett: How does that compare with the original estimates?

Response 52. Carl Anderson: We do not have the final designs or estimates.

Question 53. Ray Galatas: The east side of the lock the wall was armored on the protected side of the levee but not on the west side, why?

Response 53. Stuart Waits: After Hurricane Katrina we armored the I-walls in phase one of the project. There is not armoring on the west side because they are T-walls which do not rely on the soil. We are putting scour protection in the I-walls. [Inaudible]. All those areas have been armored and reanalyzed.

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

Question 54. Ray Galatas: Where does the water go if the lake over tops the wall?

Response 54. Stuart Waits: The local drainage system.

Question 55. Ray Galatas: Why are you not doing anything to increase the drainage between the houses and levees?

Response 55. Stuart Waits: We are projecting the overtopping to be minimal and the local drainage system can handle the water.

Question 56. Ray Galatas: [Inaudible].

Response 56. Stuart Waits: When we are doing construction in the area we will have people monitor the speed limits and the vehicles.

Comment 57. Ray Galatas: The Corps is more protected than around the city.

Question 58. Rob Holzman: During a heavy rain it goes through the yards, what are you going to do to address the situation?

Response 58. Stuart Waits: We have not addressed that and I will have a discussion with the levee board on the situation. Currently we are considering overtopping and runoff the local drainage will take care of it.

Julie Morgan, public affairs

Thank you for coming out tonight. Please visit www.nolaenvironmental.gov for addition information and be careful on your way home.

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.

U.S. ARMY CORPS OF ENGINEERS
HURRICANE AND STORM DAMAGE RISK REDUCTION SYSTEM

US Army Corps of Engineers

Why are we here tonight

To discuss the status of completed, in-progress and potential improvements to the Greater New Orleans Hurricane and Storm Damage Risk Reduction System on the Eastbank of St. Charles and Jefferson Parish.

US Army Corps of Engineers

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 NEPA to expedite project timelines
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement

US Army Corps of Engineers

NEPA Process and Path Ahead

- The NEPA process began with public scoping meetings for IERs 1, 2 and 3 on April 4, 2007
- From April 2007 through today, current project alternatives were developed, impacts were analyzed, and public input was solicited
- IER 1 was signed by New Orleans District Commander, Alvin Lee, on June 9, 2008
- 30-Day Public Review Period:
  - IER 2 – June 11, 2008 to July 11, 2008
  - IER 3 – June 16, 2008 to July 16, 2008

US Army Corps of Engineers

NEPA Process and Path Ahead

- Final decision regarding IER recommendations will tentatively be made in 2008:
  - IER 2 – July 18, 2008
  - IER 3 – July 23, 2008

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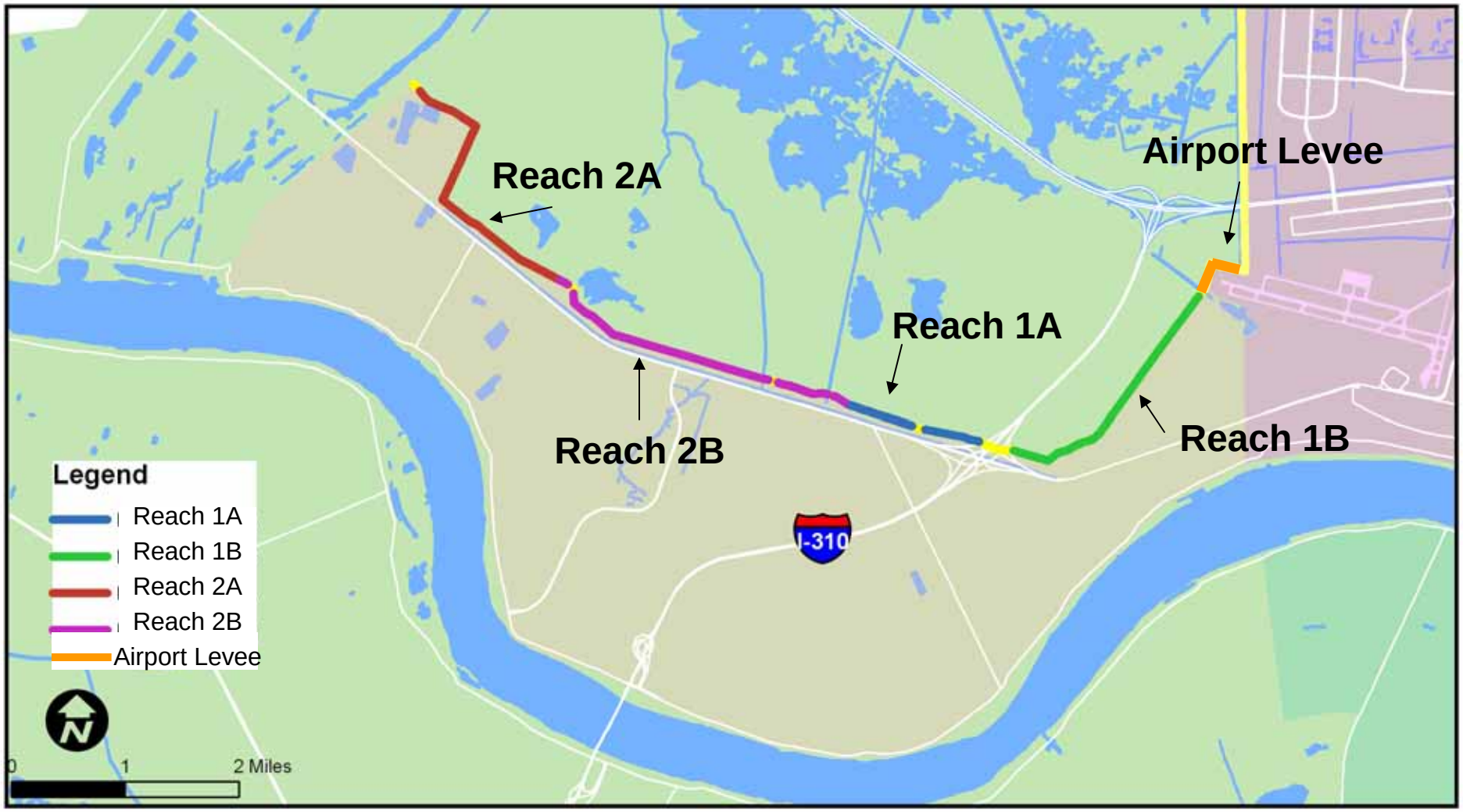
Lake Pontchartrain and Vicinity Hurricane Protection Project

US Army Corps of Engineers

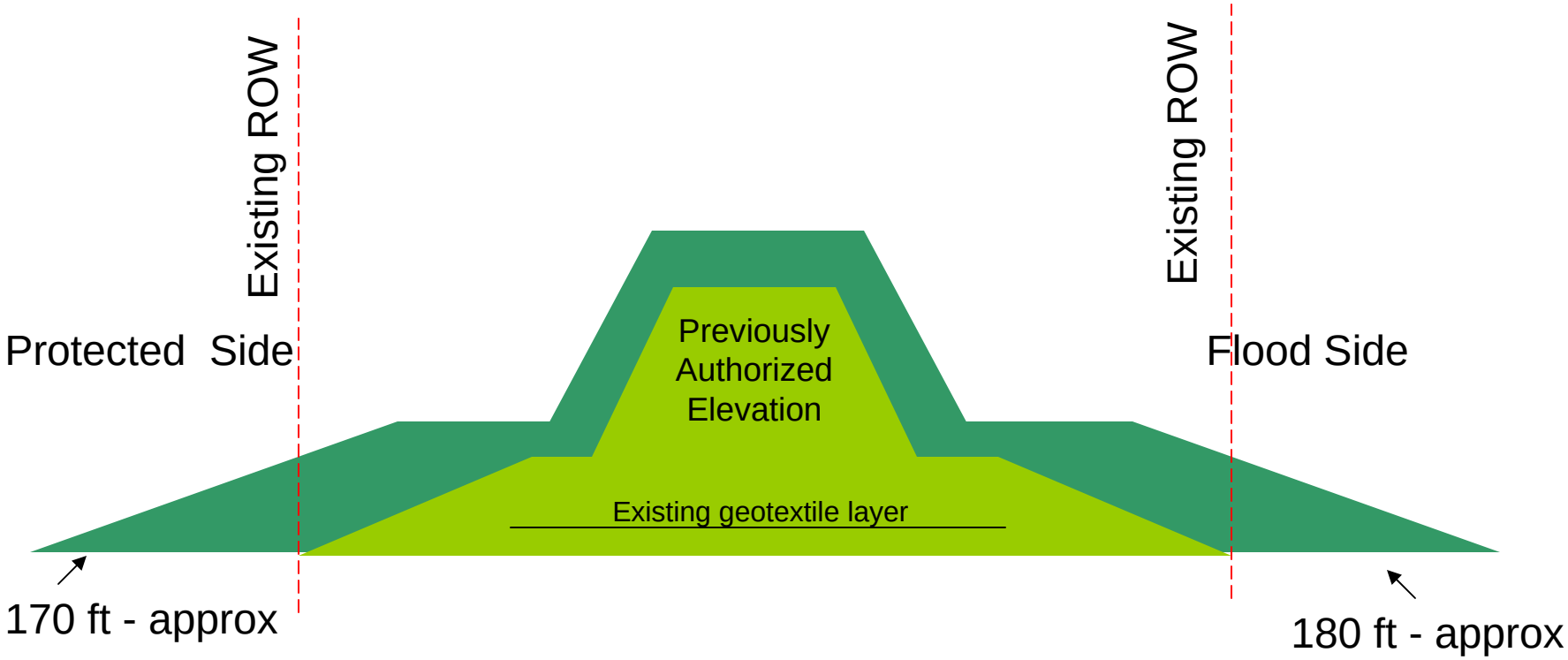
100-yr Plan
St. Charles Parish
IER 1

US Army Corps of Engineers

St. Charles Parish Levee Reaches



St. Charles 100-yr Plan



ROW – Right-of-Way

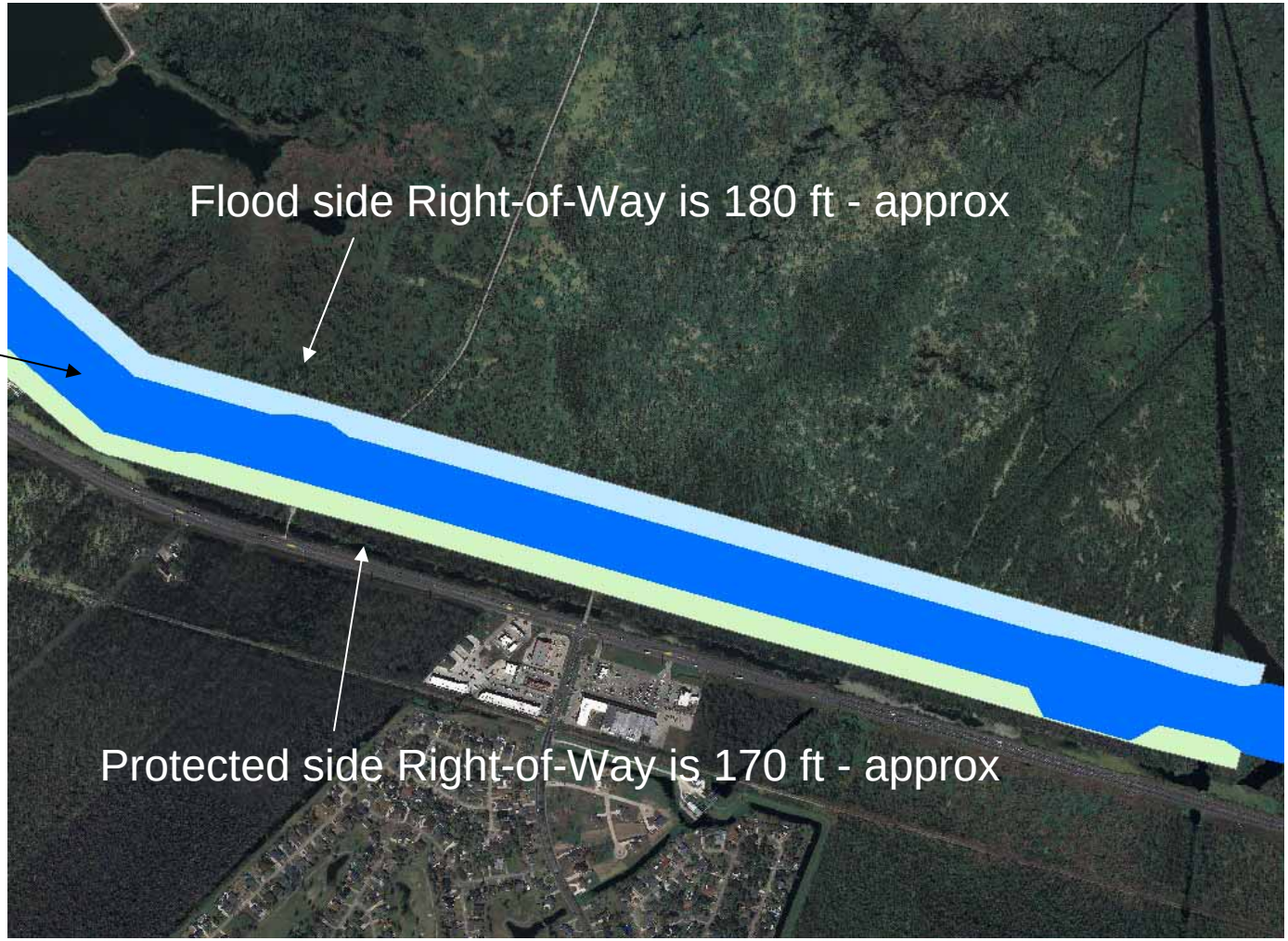
100-year Project Footprint

Legend

- Necessary Right of Way for 100-year protection, flood side
- Existing Right of Way
- Necessary Right of Way for 100-year protection, protected side
- Structures and pipelines that will not require any new Right of Way

100-year Project Footprint

Existing Right-of-Way is 380 ft - approx



Legend
- Necessary Right of Way for 100-year protection, flood side
- Existing Right of Way
- Necessary Right of Way for 100-year protection, protected side

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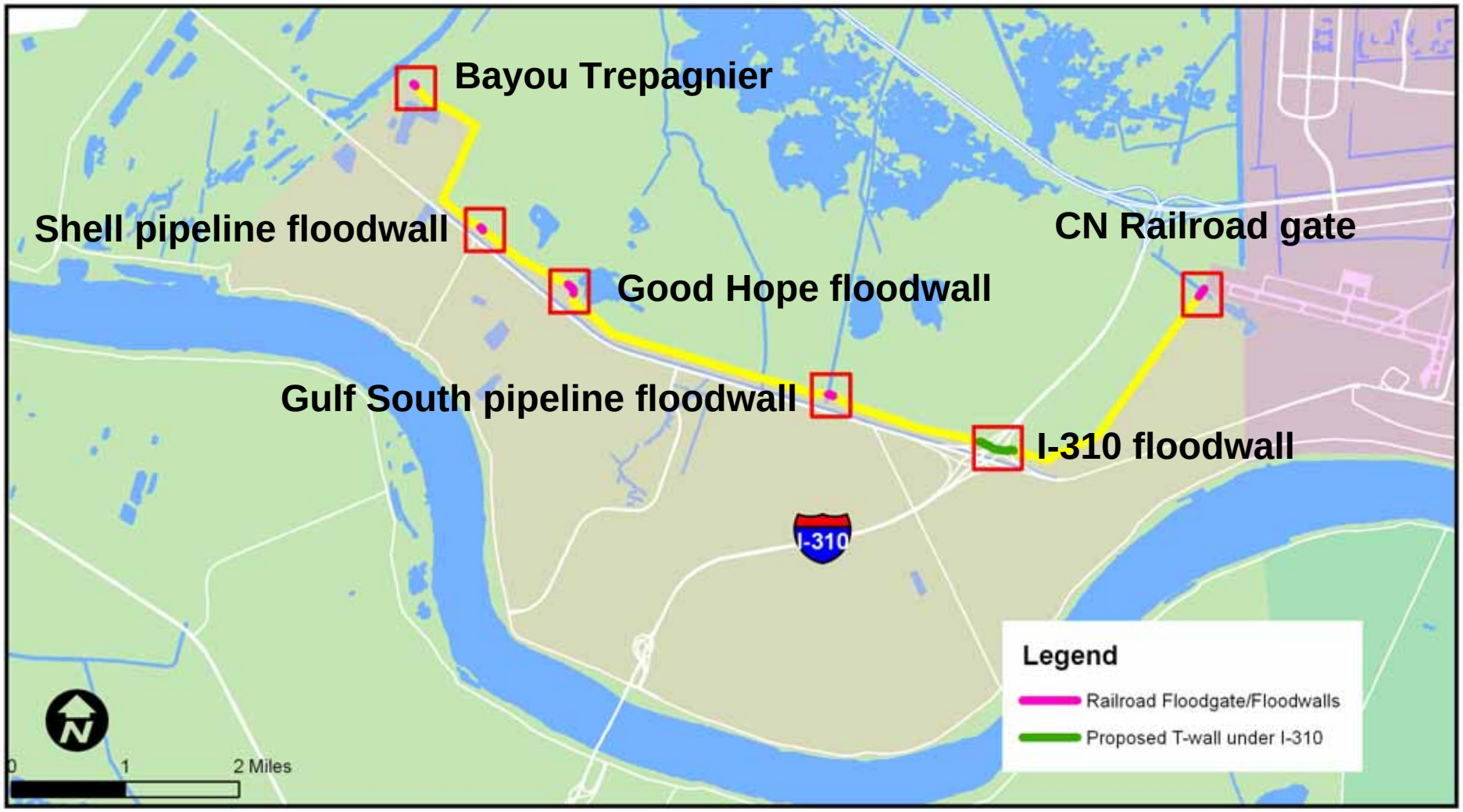
Armstrong Airport Levee

US Army Corps of Engineers

St. Charles Parish Floodwalls



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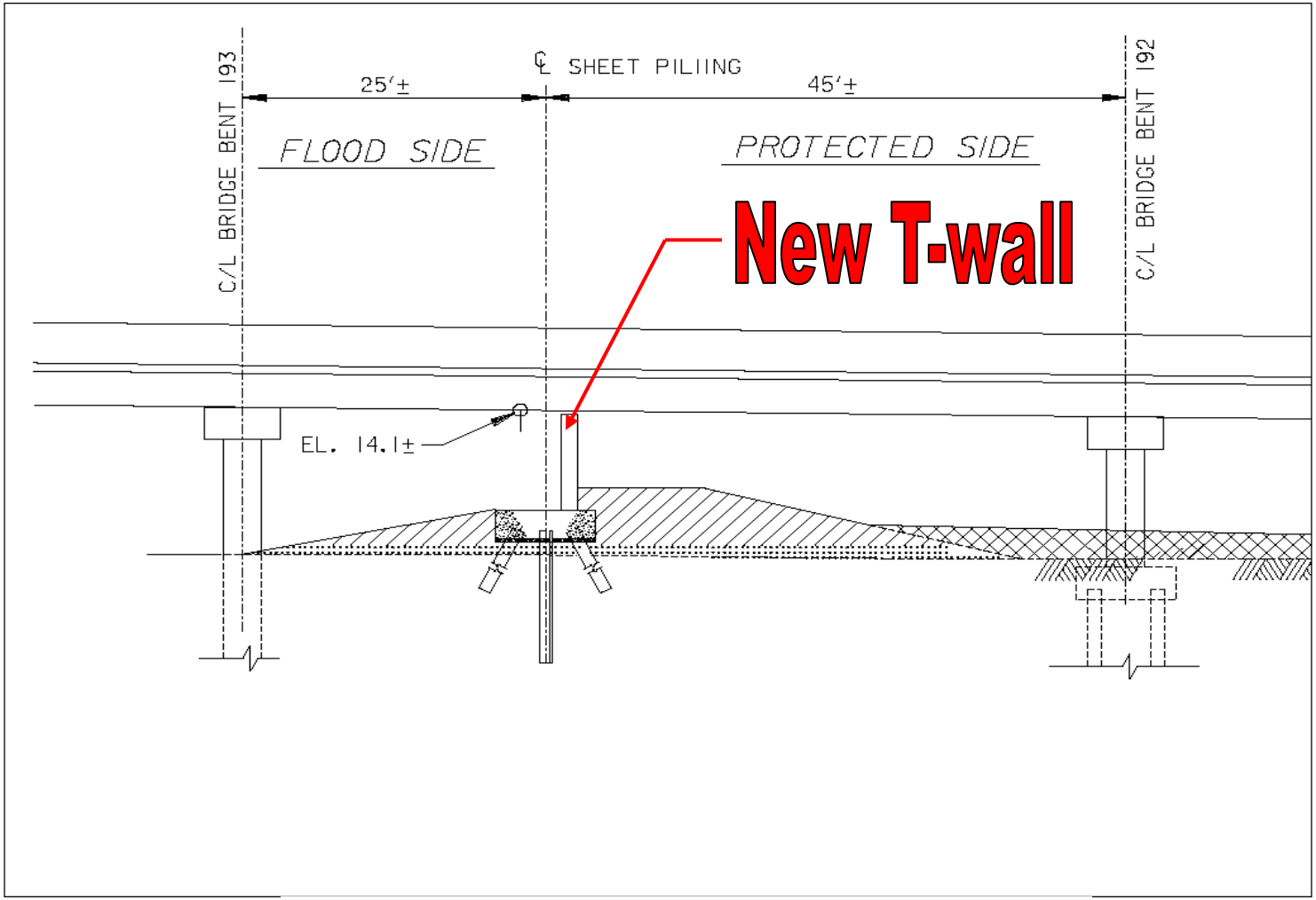
Bayou Trepagnier Floodwall

Floodwalls at Pipeline Crossings

US Army Corps of Engineers

I-310 Floodwall

I-310 Floodwall



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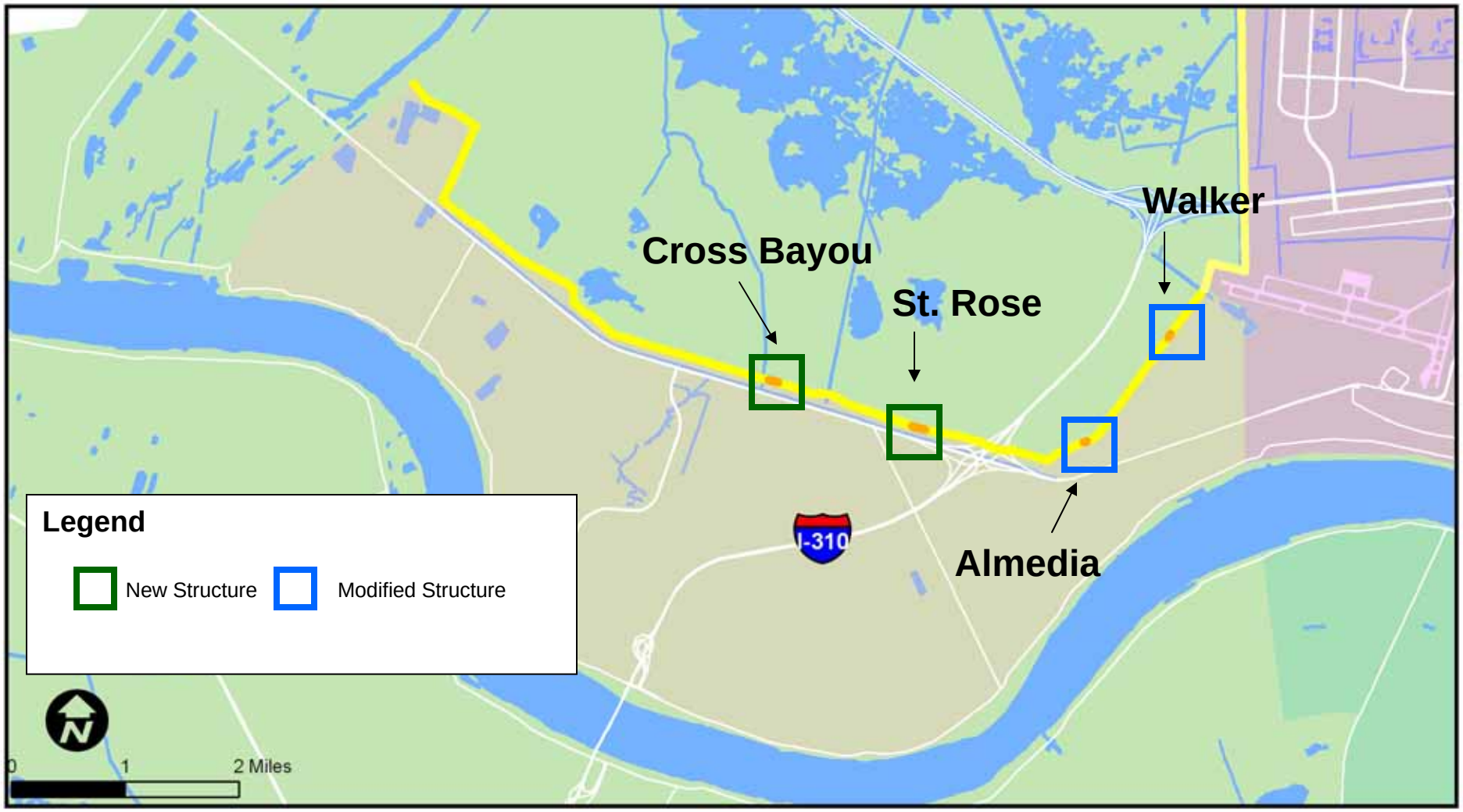
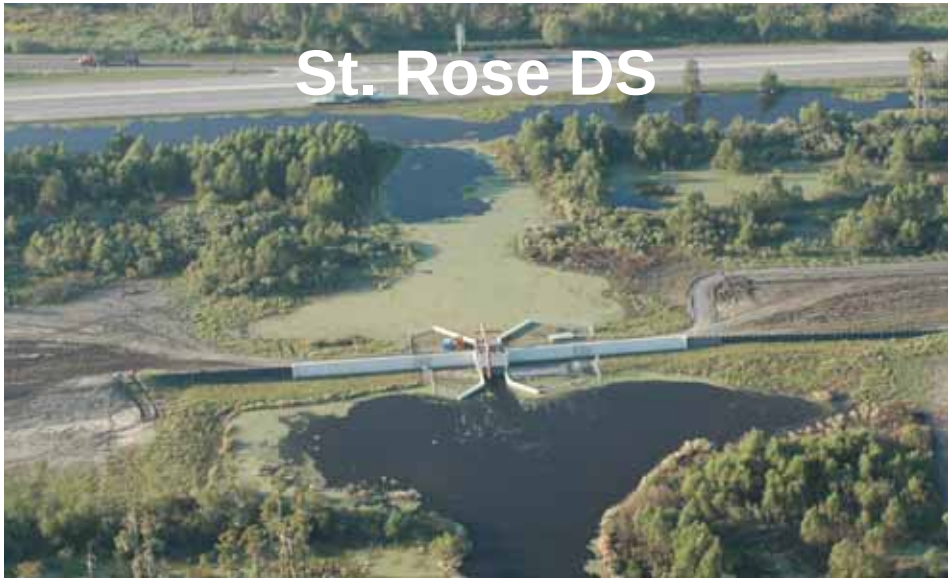
Canadian Railroad Floodgate

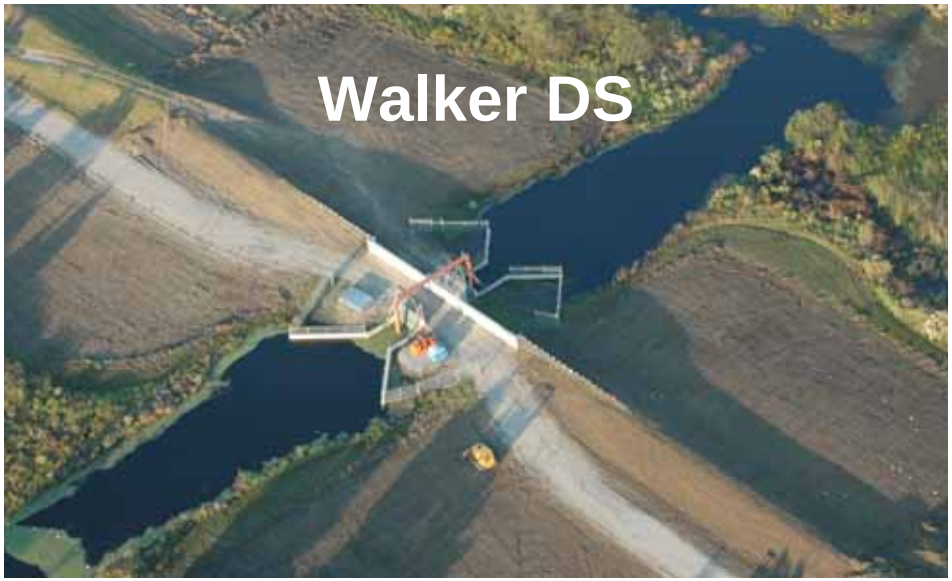
US Army Corps of Engineers

St. Charles Parish Drainage Structures



St. Charles Parish Drainage Structures





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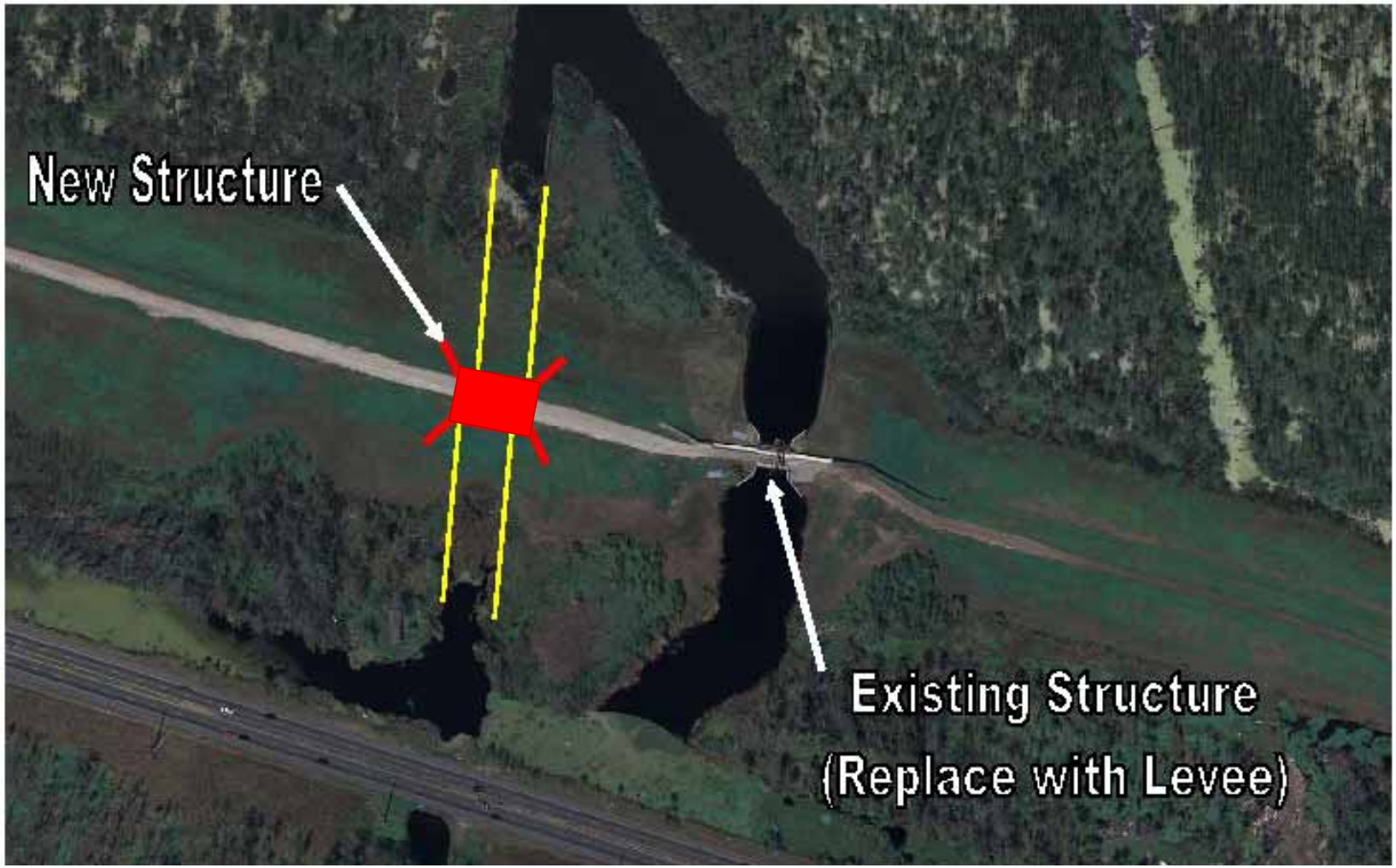
Cross Bayou Drainage Structure

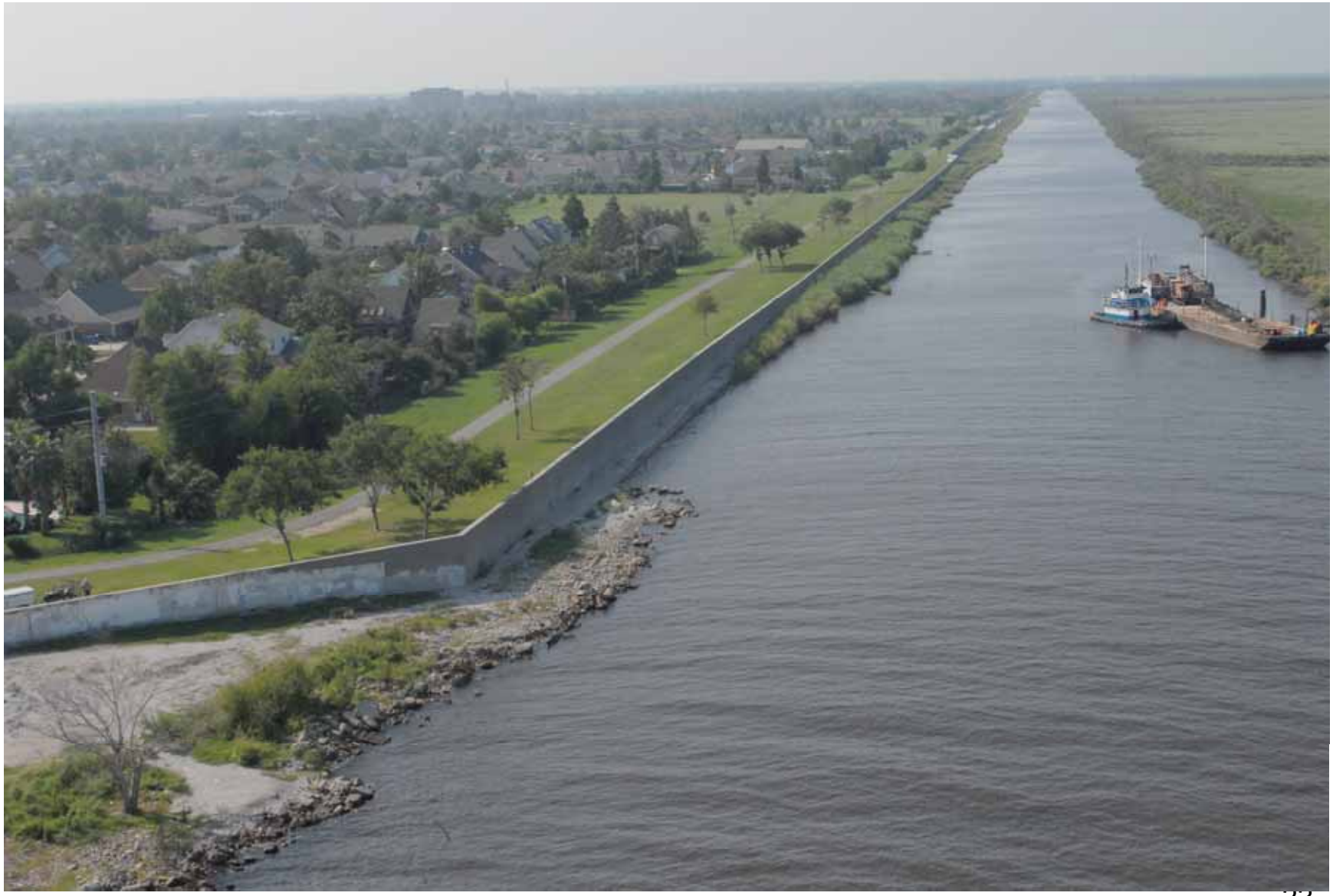


US Army Corps of Engineers

100-yr Alternatives
Jefferson Parish - West Return Wall
IER 2

US Army Corps of Engineers

West Return Floodwall



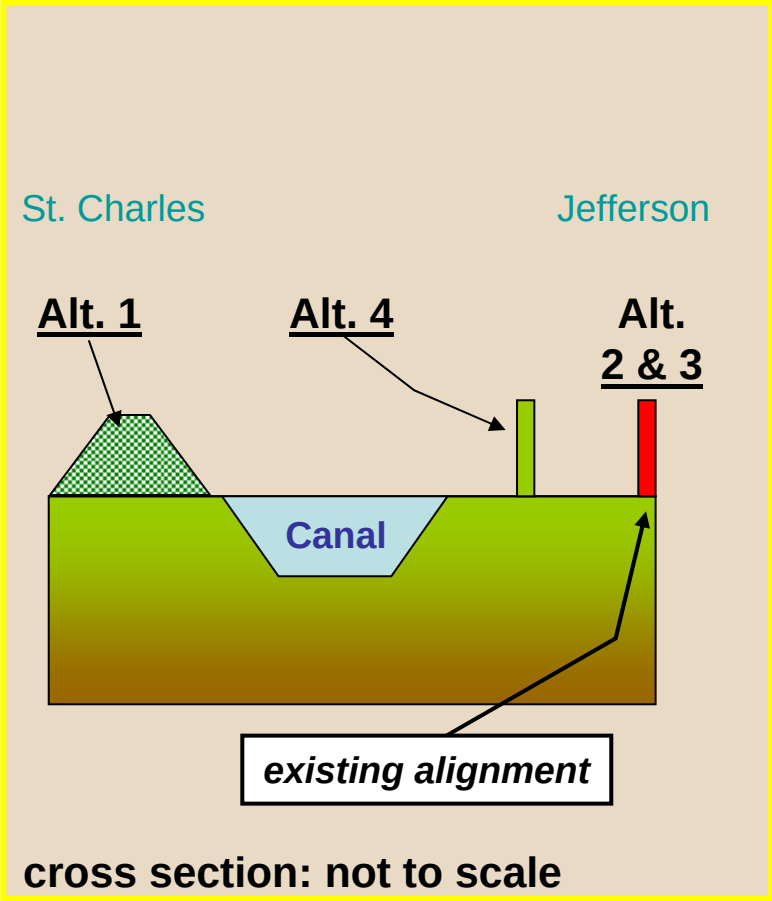
West Return Floodwall Alternatives Evaluation

Study Area:

New Orleans International Airport to the Jefferson Lakefront Levee

- Evaluation of Alternative Designs complete - Nov 2007
- Possible Rock Dike considered at head of canal
- Scheduled Start of Construction – early 2009

West Return Floodwall Alternatives Evaluation



Alternative 1: Earthen levee (St. Charles side of existing alignment)

Alternative 2: Modification of existing floodwalls by adding additional wall height (current alignment)

Alternative 3: Remove existing wall and replace with new wall (current alignment); potential reuse of some foundation components

Alternative 4: New wall parallel to existing floodwall

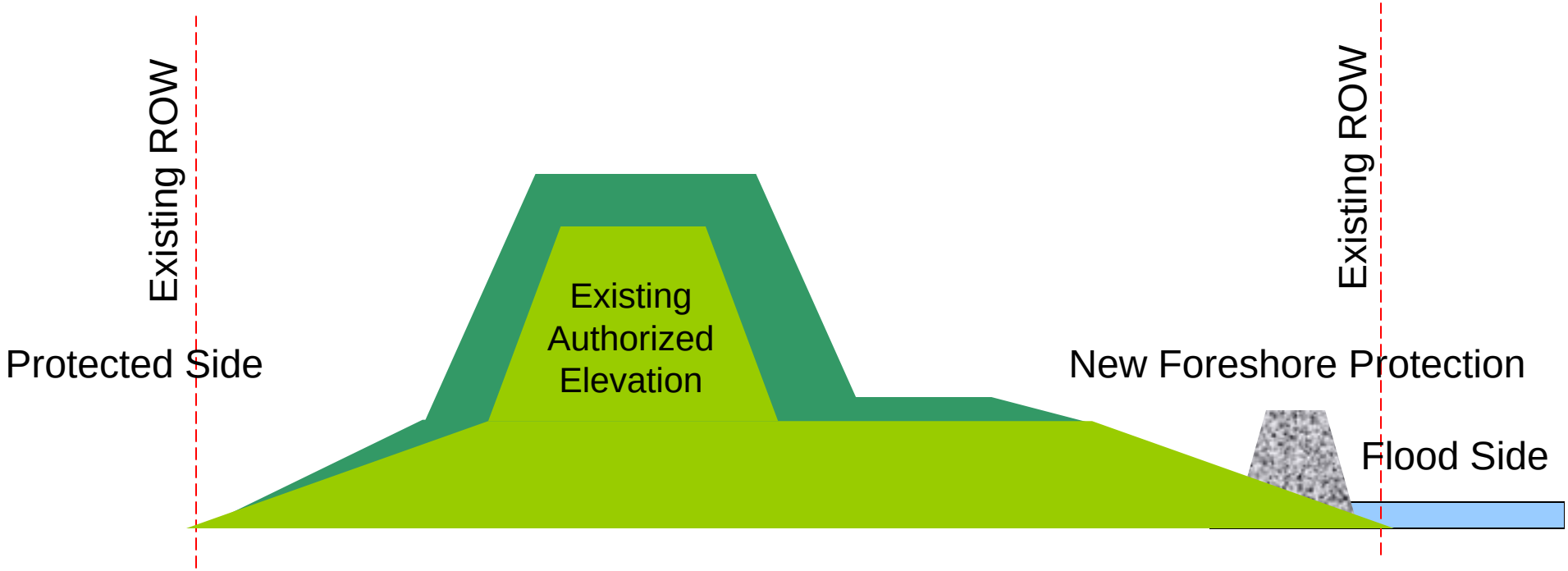
US Army Corps of Engineers

100-yr Alternatives
Jefferson Parish – Lakefront
IER 3

US Army Corps of Engineers

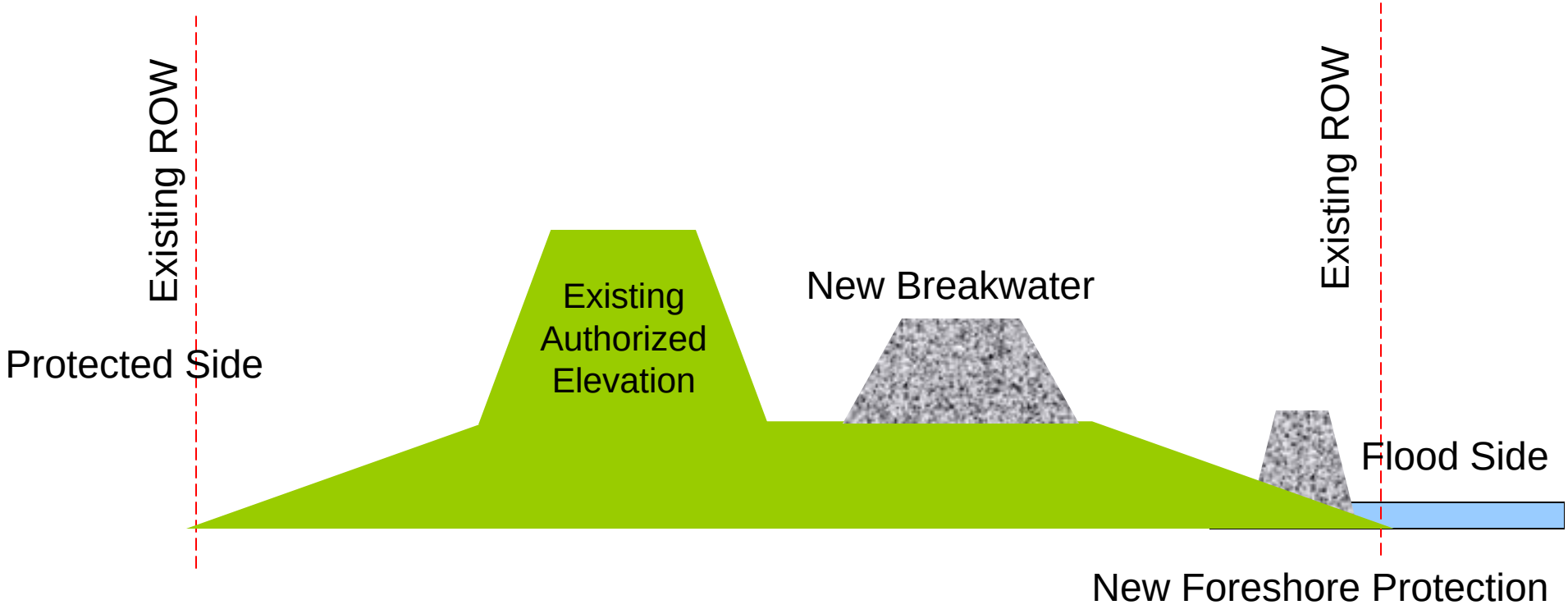
Jefferson Parish Levee Reaches

100-yr Alternative 1 (Preferred)



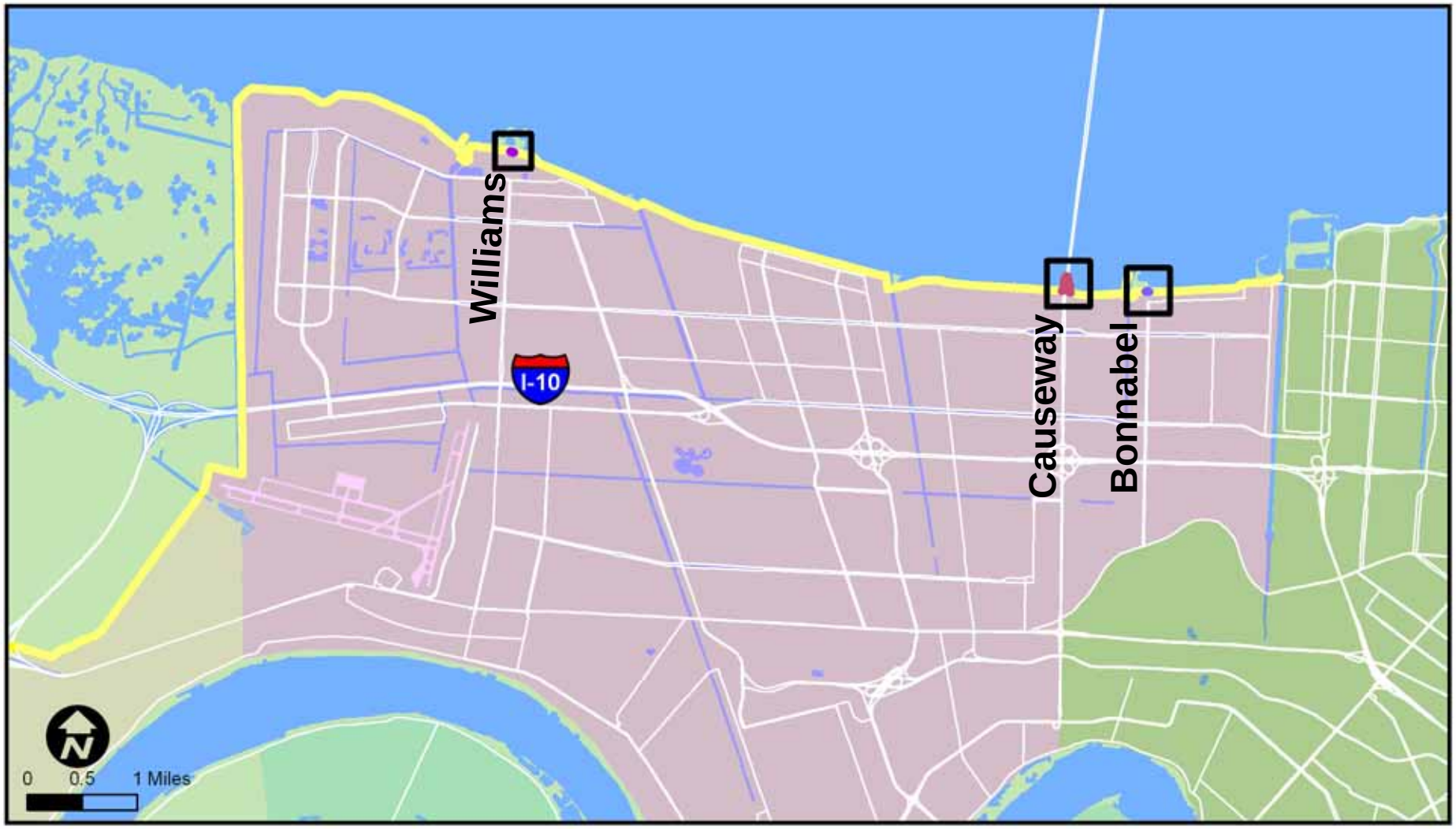
ROW – Right-of-Way

100-yr Alternative 2



ROW – Right-of-Way

Floodgates at Williams and Bonnabel, and Causeway Levee Tie-in



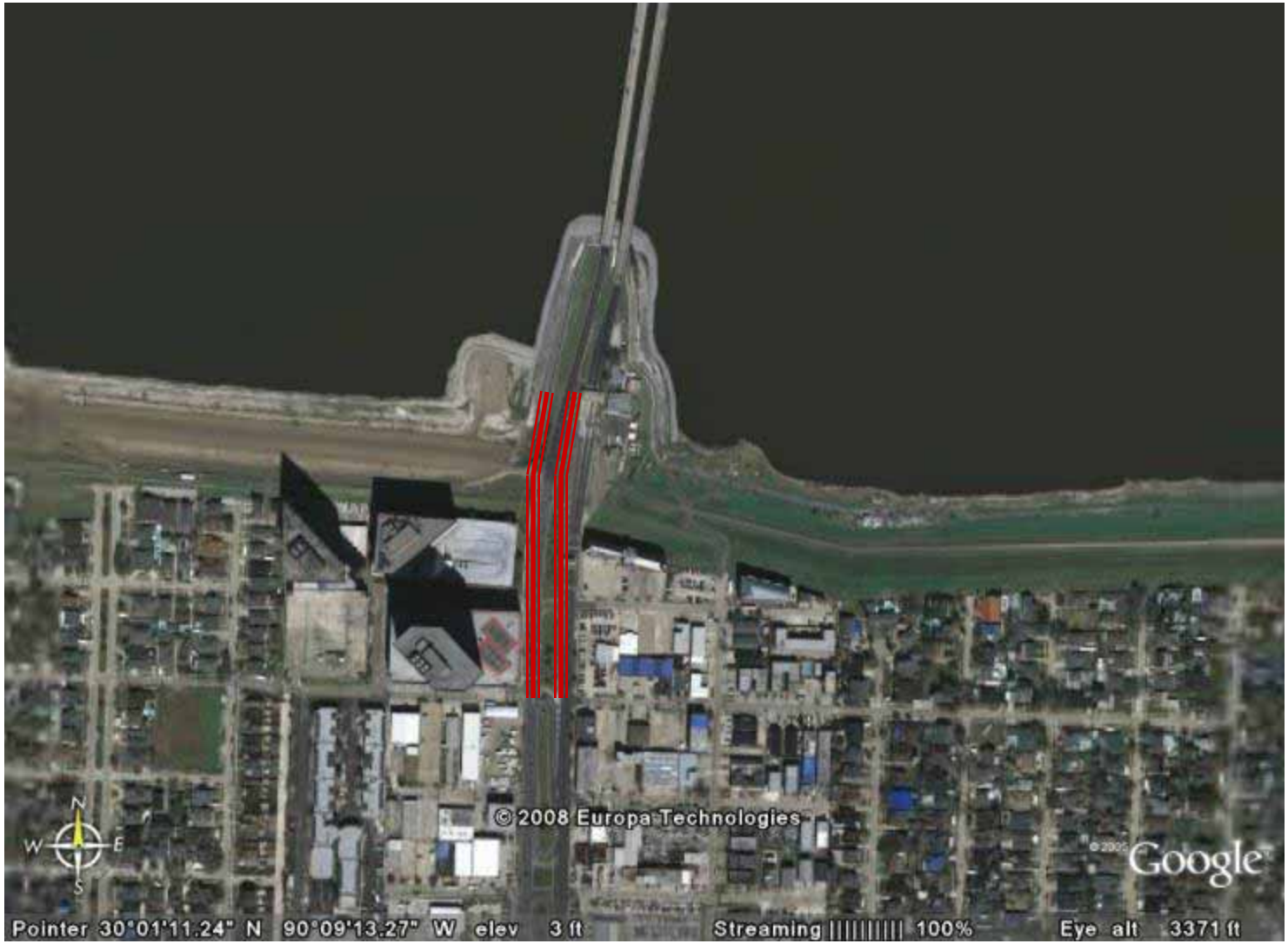
Jefferson Parish Floodgates

Williams Blvd

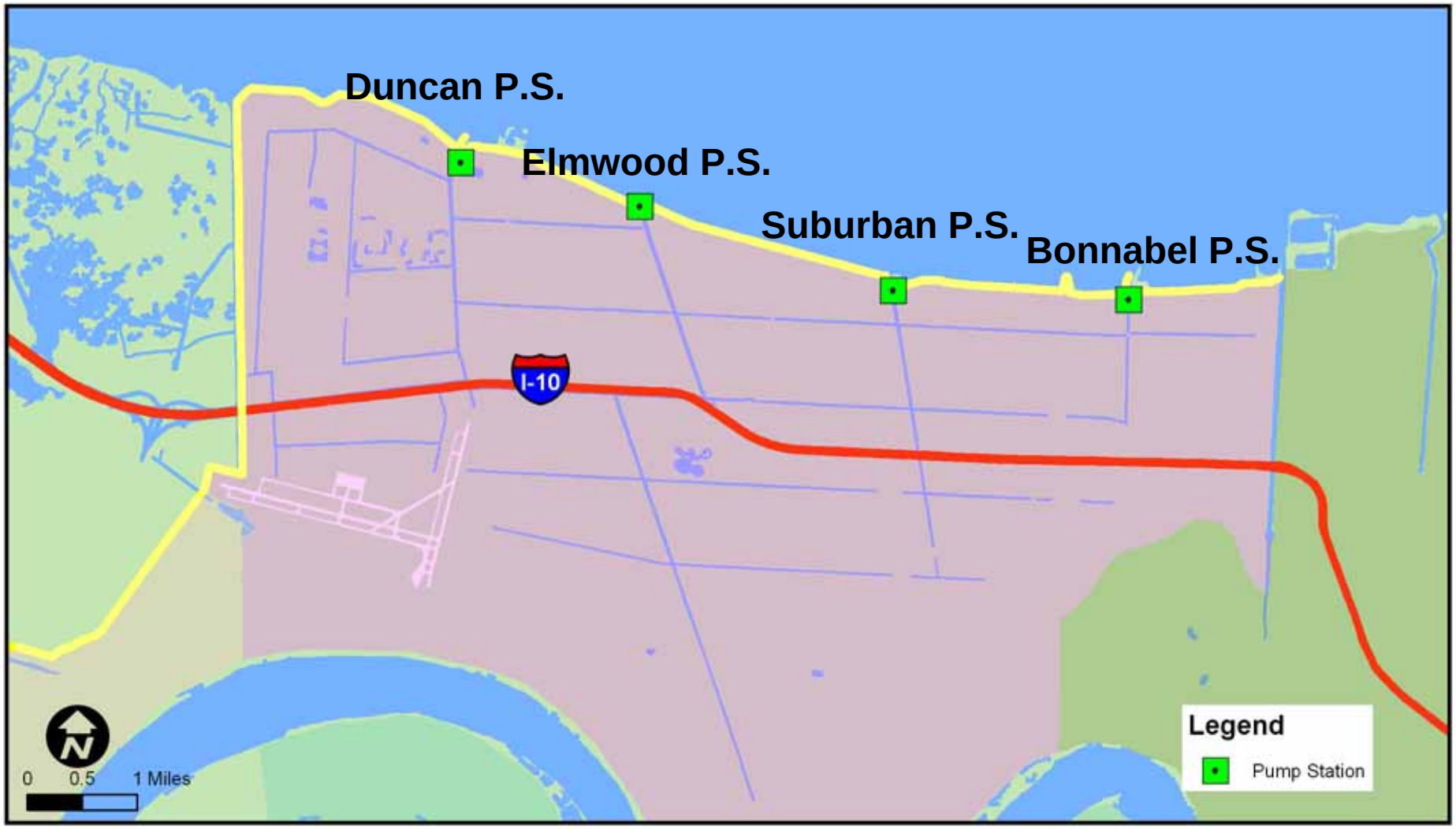
Bonnabel Ave

Causeway Levee Tie-in

Causeway Levee Tie-in



Jefferson Lakefront Pump Stations



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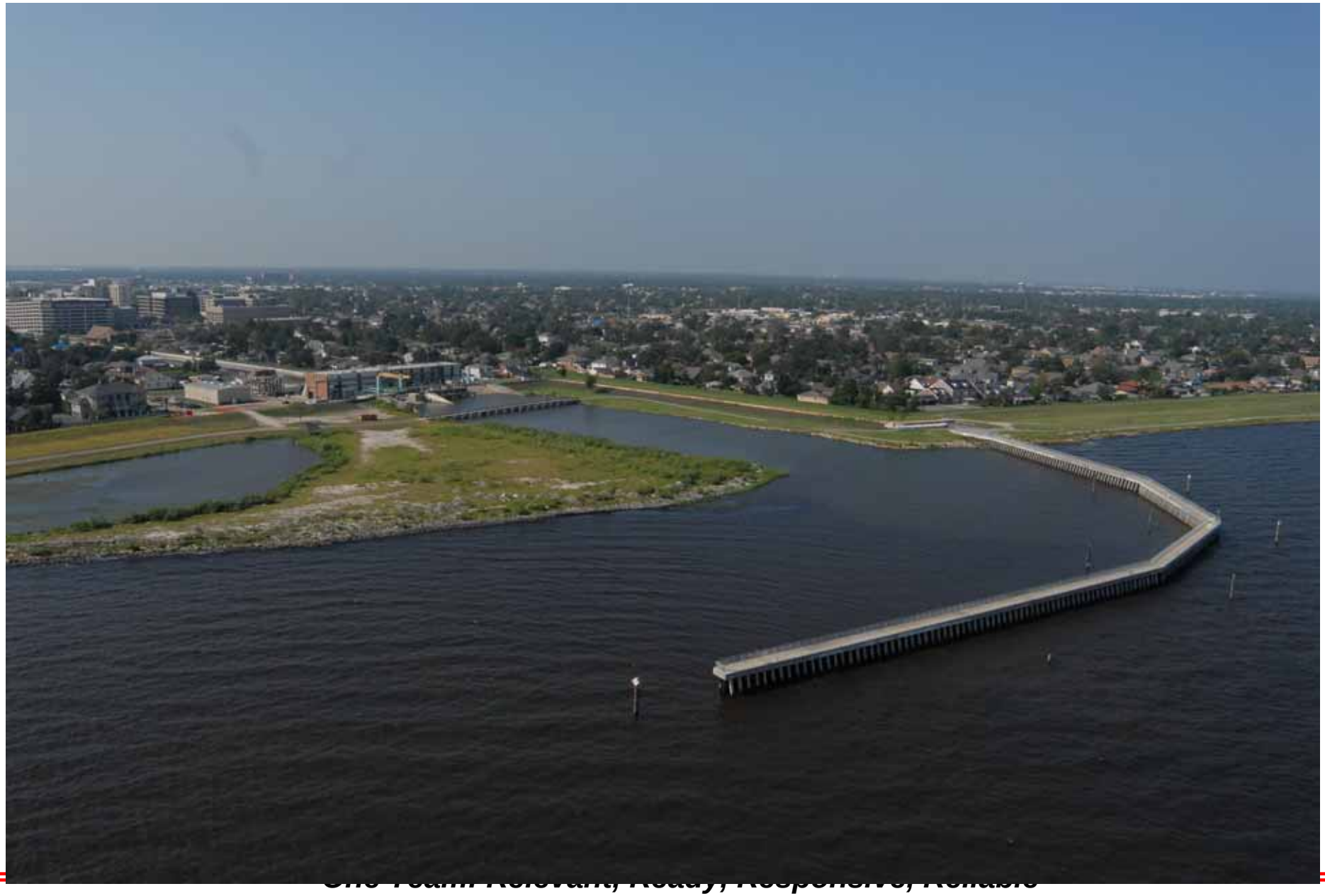
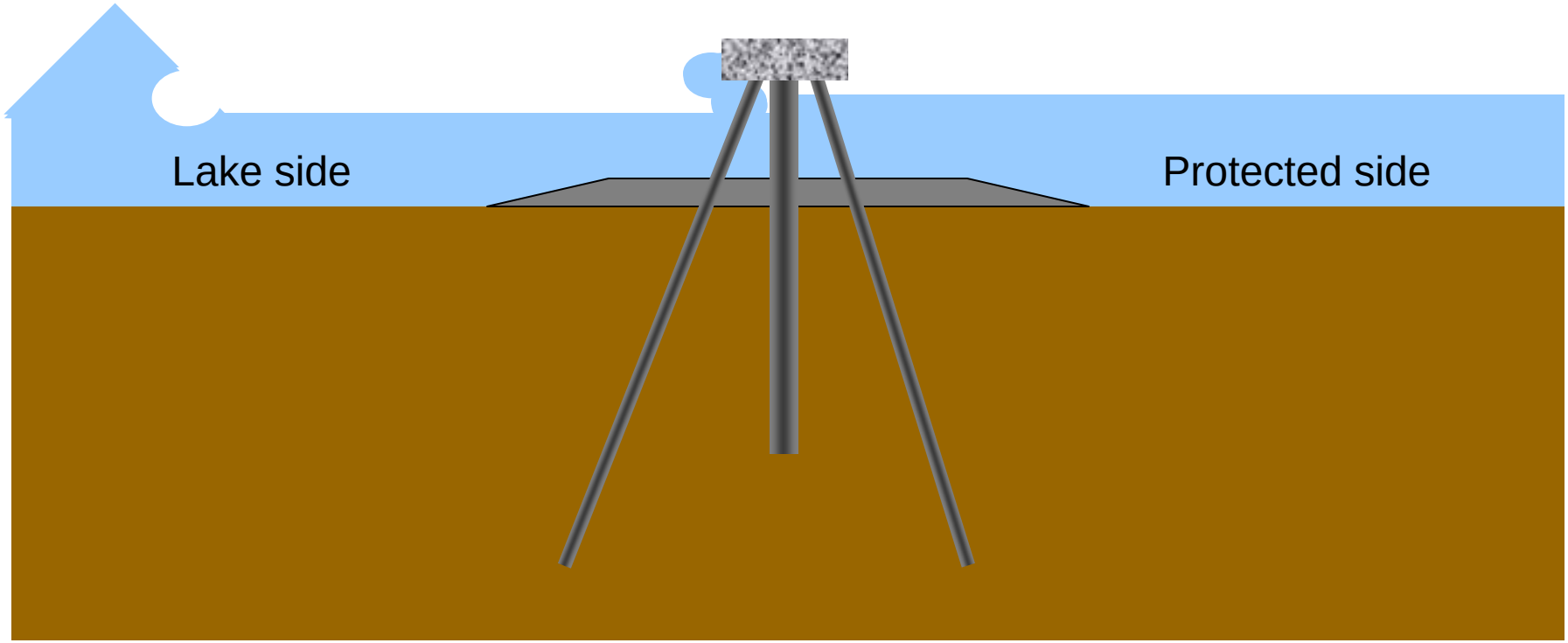
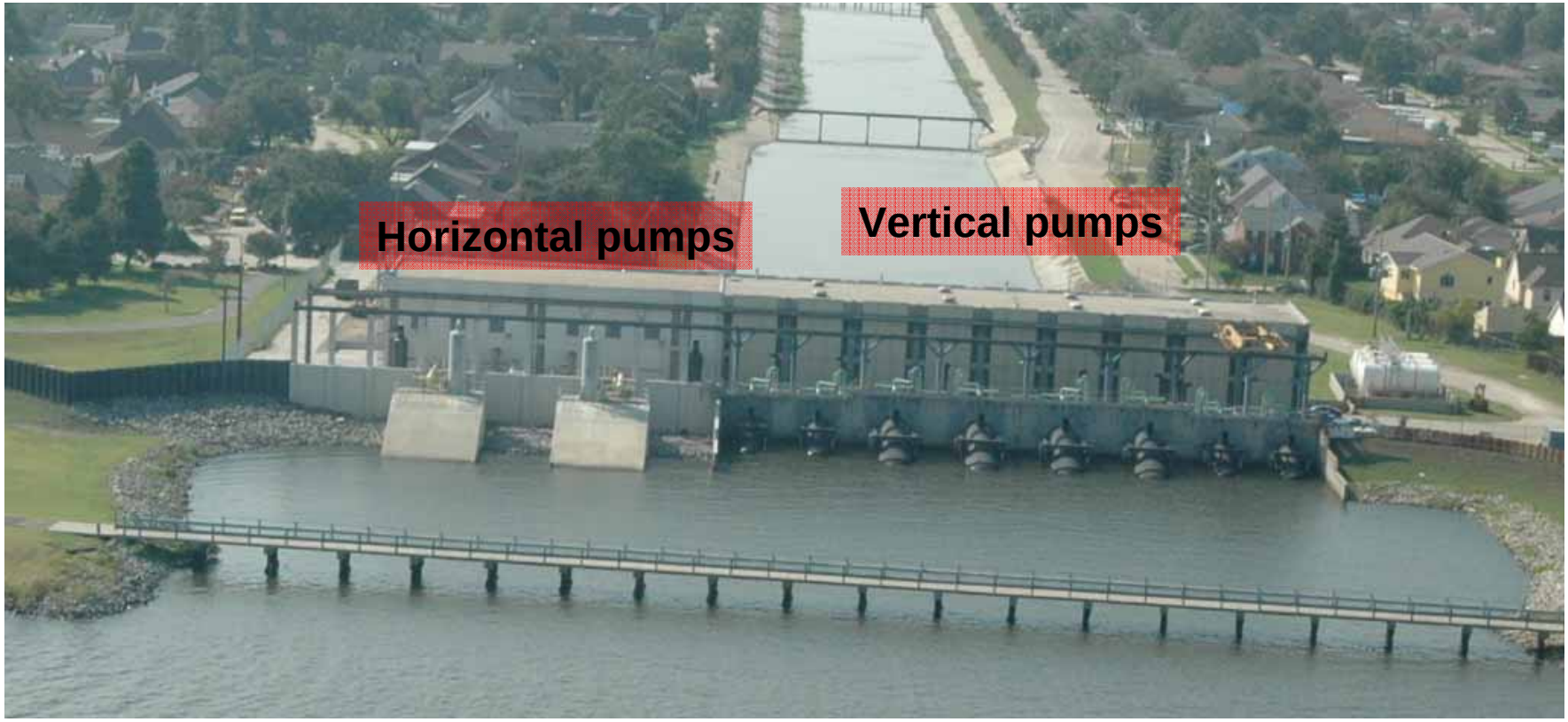
Breakwater Suburban PS #2



Typical Section of Breakwater



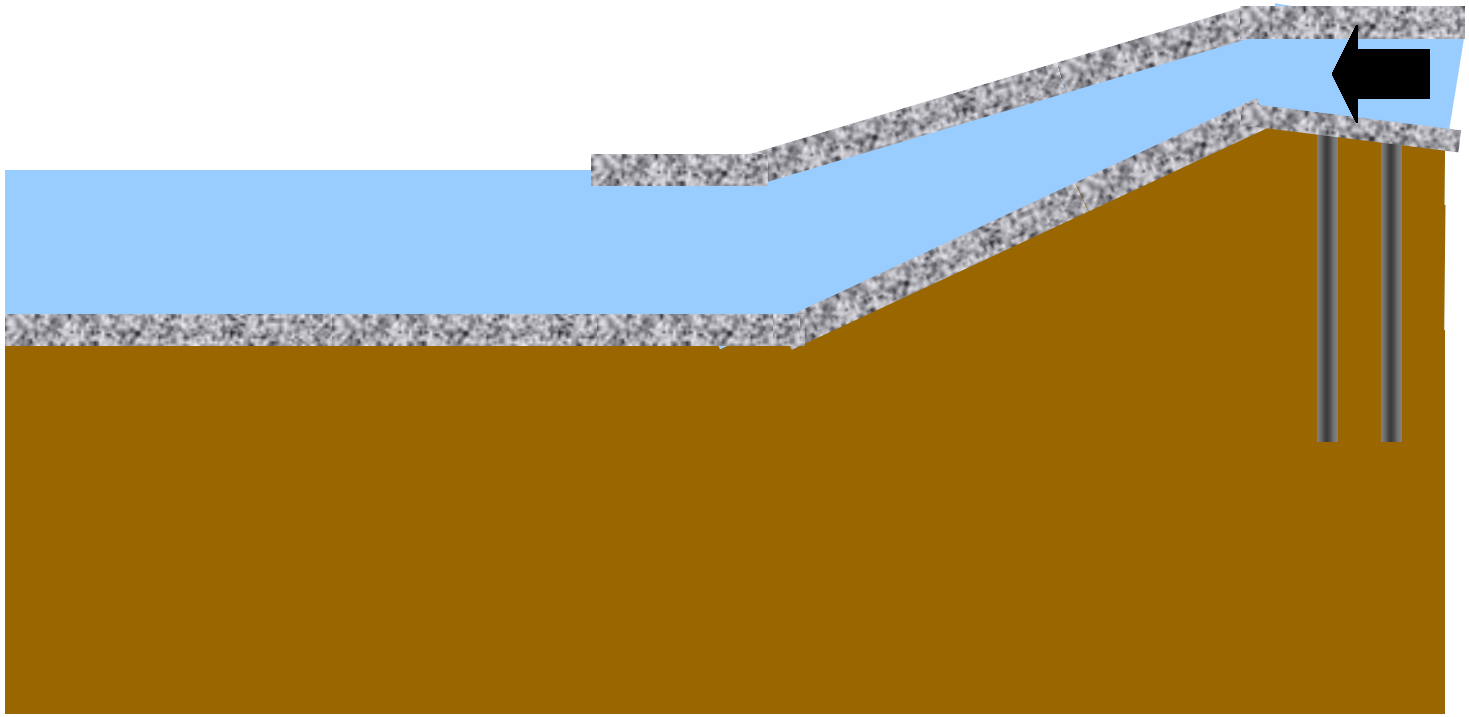
Fronting Protection Elmwood PS #3



Typical Fronting Protection

Jefferson Parish Horizontal Pumps

Current configuration



From outfall canal

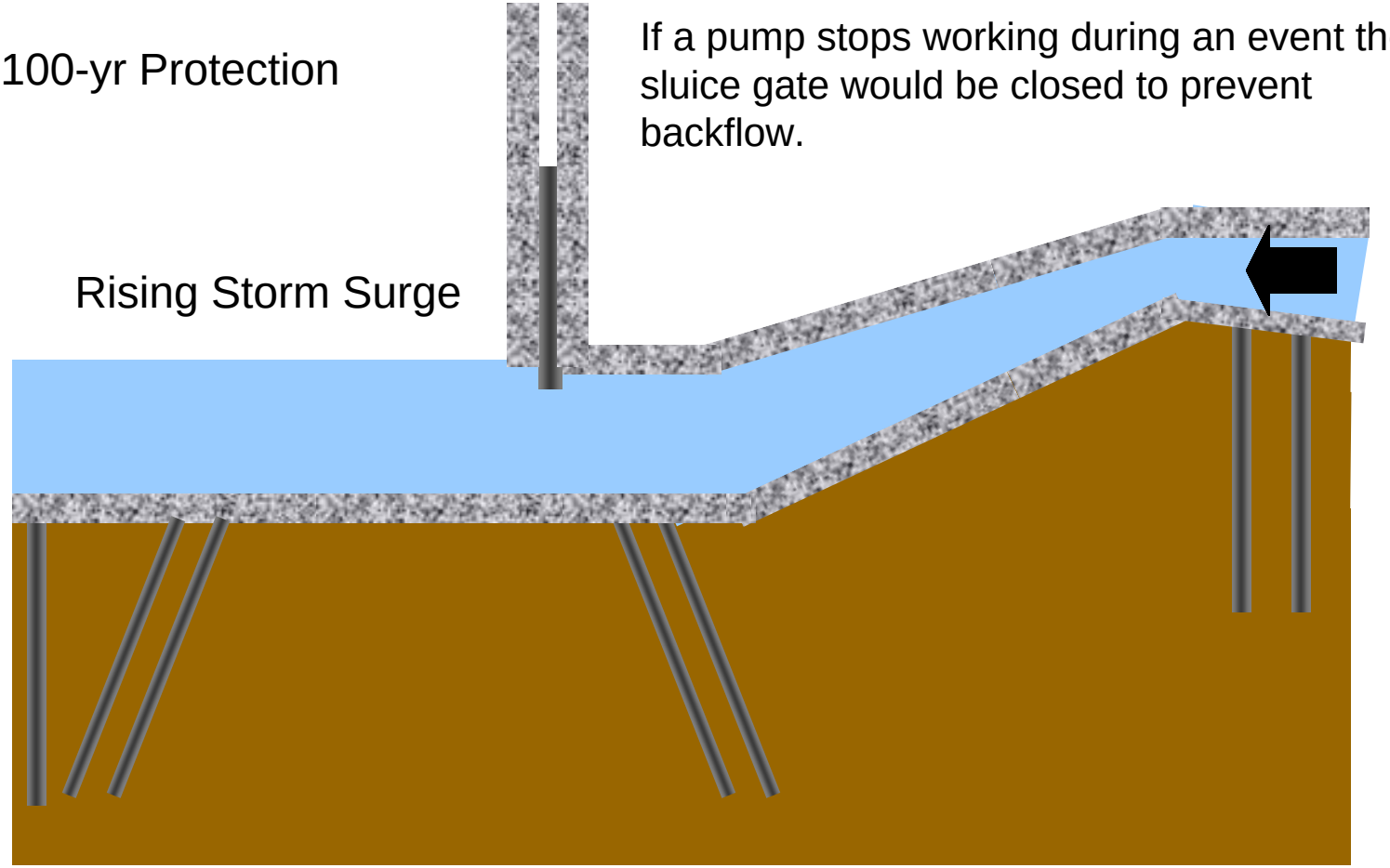
Typical Fronting Protection

Jefferson Parish Horizontal Pumps

100-yr Protection

If a pump stops working during an event the sluice gate would be closed to prevent backflow.

Rising Storm Surge

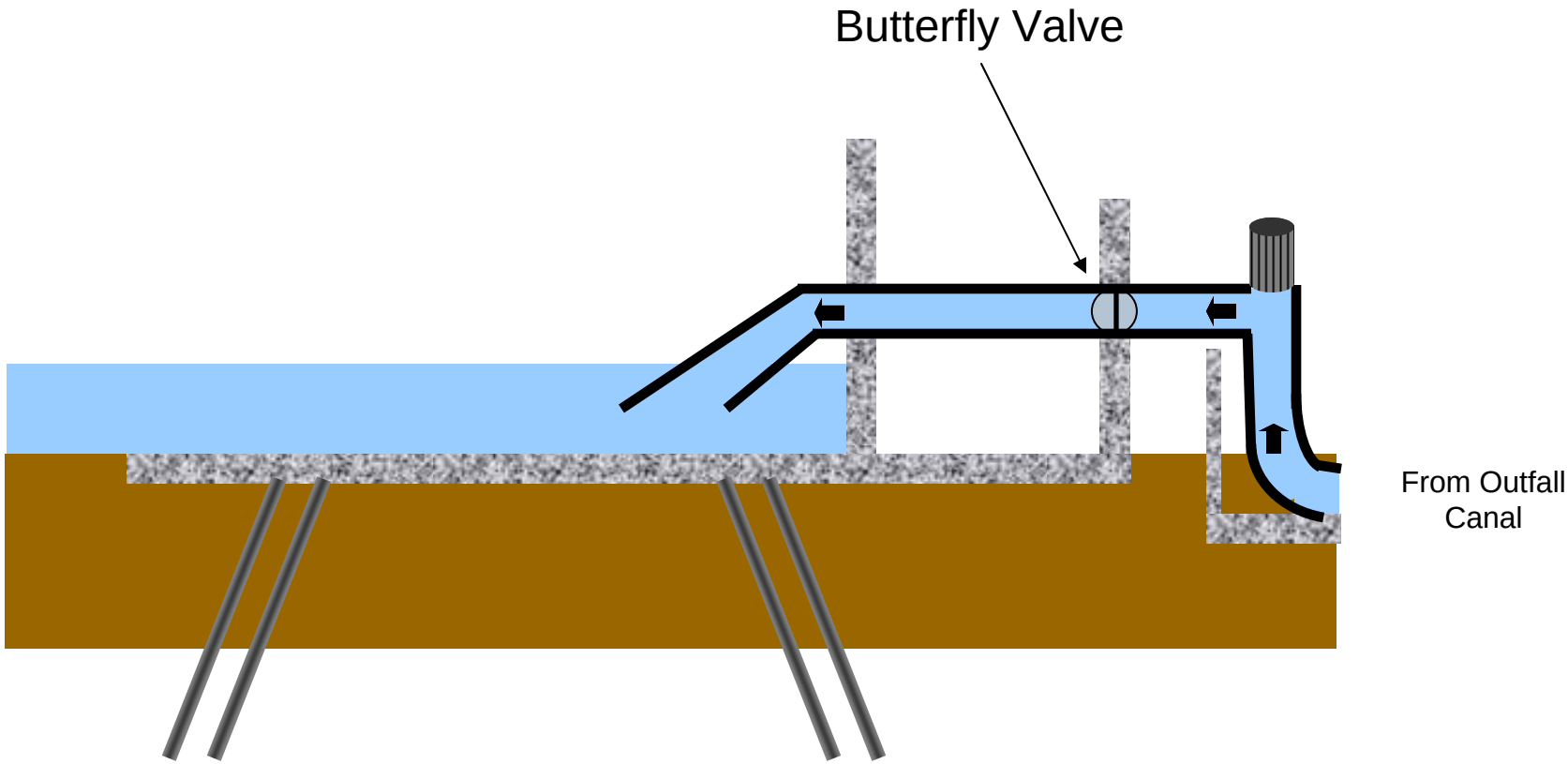


From outfall canal

Typical Fronting Protection

Vertical Pumps

If a pump stops working during an event the butterfly valve would be closed to prevent backflow.



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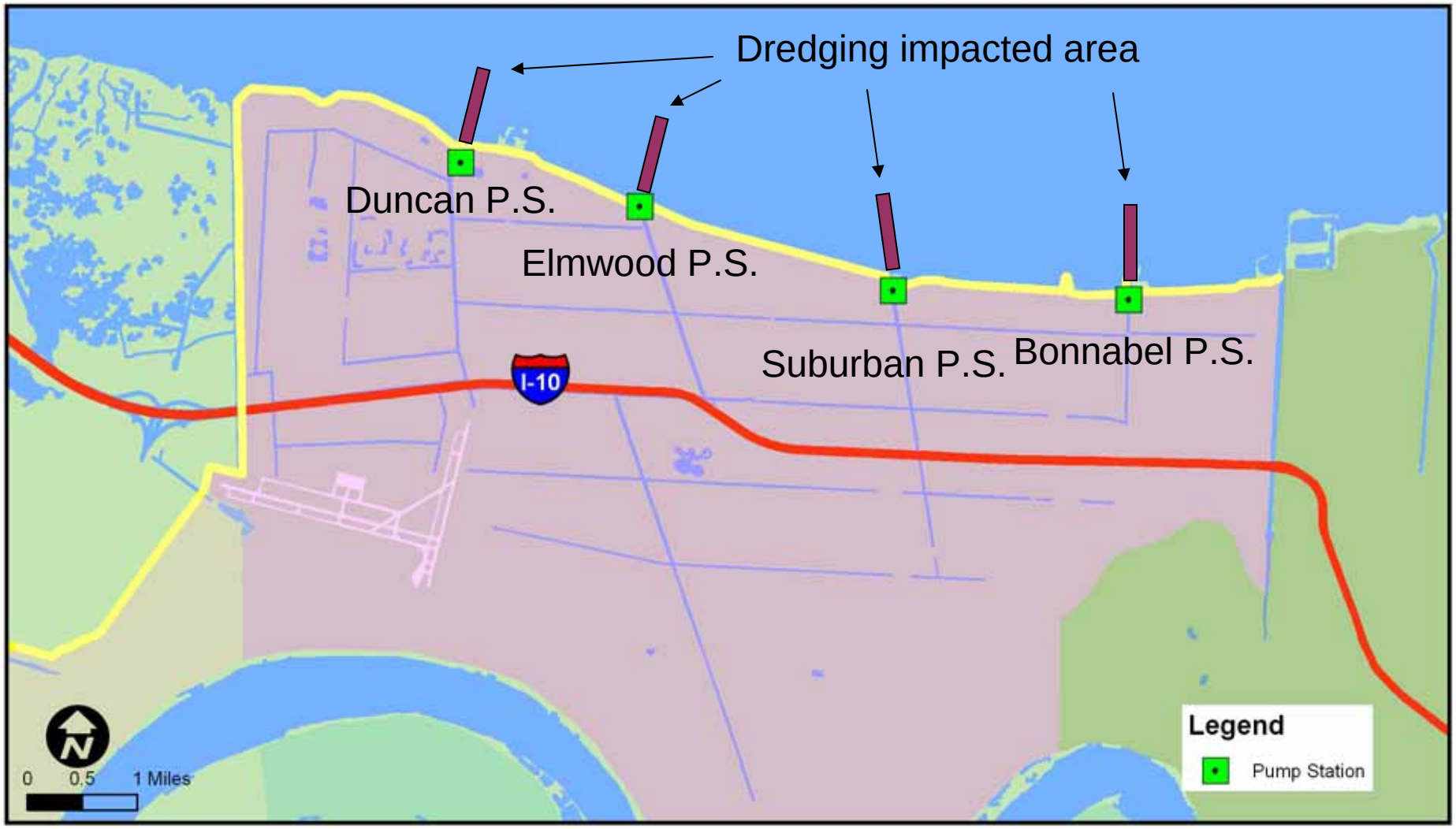
Dredging for Construction Access



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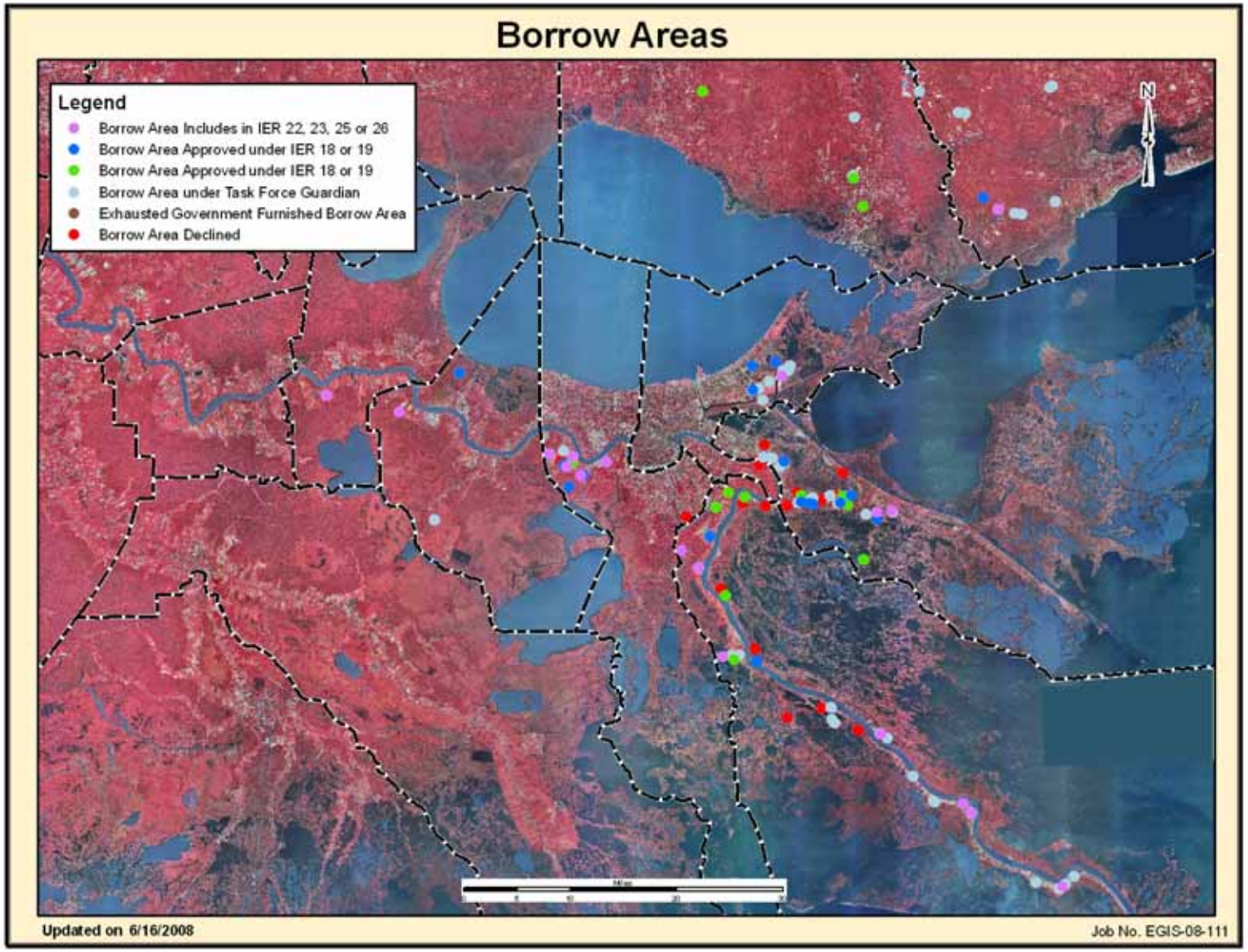
Investigated Borrow Sites – System Wide



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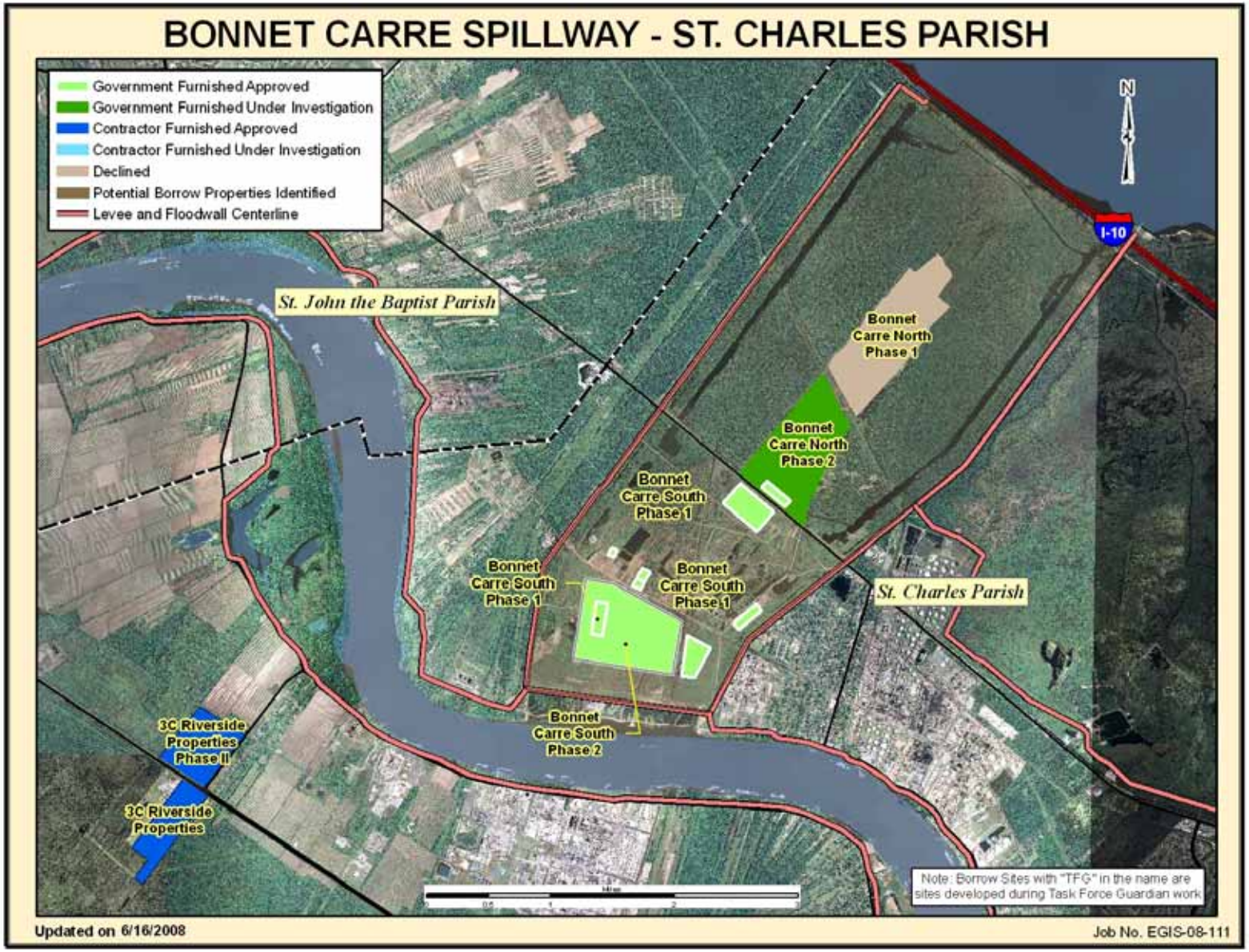
IER 1, 2 and 3 Borrow Sources



US Army Corps of Engineers

Opportunities for Public Input

- Monthly Public Meetings throughout New Orleans Metro Area
  - Make sure to sign in tonight to get on our meeting notification mailing list
- Comments can be submitted at any time at **www.nolaenvironmental.gov**
- Individual Environmental Reports (IER) 30-day Public Review

Questions and comments regarding Hurricane Protection Projects

should be addressed to:

Gib Owen
PM-RS
P.O. Box 60267
New Orleans, LA 70160-0267
Phone: 504-862-1337

E-mail: mvnenvironmental@usace.army.mil

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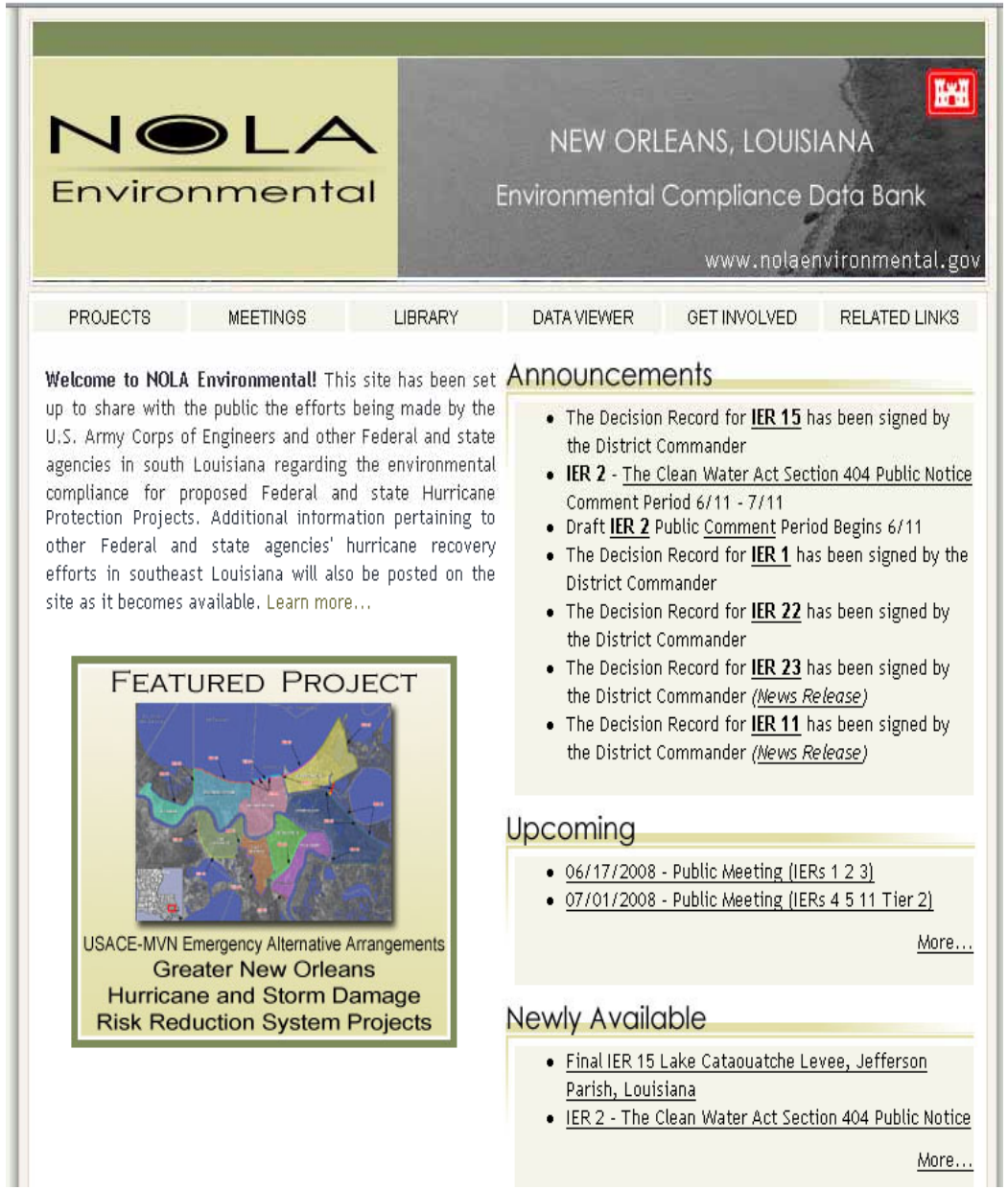

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HURRICANE AND STORM DAMAGE RISK REDUCTION SYSTEM