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

REPLY TO
ATTENTION OF

Planning, Programs, and
Project Management Division
Environmental Planning
And Compliance Branch

Decision Record

Individual Environmental Report #13
West Bank and Vicinity
Hero Canal Levee and Eastern Tie-In
Plaquemines Parish, Louisiana

IER #13

Description of Proposed Action. The US Army Corps of Engineers, New Orleans District (CEMVN) proposes to enlarge the Hero Canal levee and to construct the Eastern Tie-In portion of the West Bank and Vicinity Project as part of the Hurricane and Storm Damage Risk Reduction System (HSDRRS). The proposed action is located in Plaquemines Parish in the State of Louisiana (LA).

The proposed action, as described in the Final Addendum to IER #13, begins at Hero Canal south of the confluence of the Algiers and Harvey Canals off of the Gulf Intracoastal Waterway. The first portion of the alignment is referred to as WBV-12 (Hero Canal Levee), which is an earthen levee bordering the north bank of Hero Canal. The alignment then crosses Hero Canal to the south with a closure structure and 70 cubic feet per second (cfs) pump station in a reach referred to as WBV-9b. The earthen levee to the south and east of the Hero Canal, as well as the 150 cfs pump station structure, is WBV-9a. As the alignment crosses Highway 23 the closure structures are referred to as WBV-9c. The WBV-9c structures transition into earthen levee (WBV-9a) that tie into the Mississippi River Levee (MRL).

Final IER #13 and the Final Addendum to IER #13 are referenced and incorporated herein.

Factors Considered in Determination. CEMVN has assessed the impacts of the proposed action on significant resources in the proposed project area, including wetlands, bottomland hardwood forest (BLH), non-wetland/upland resources, prime and unique farmland, fisheries, wildlife, threatened and endangered (T&E) species, cultural resources, recreational resources, noise quality, air quality, water quality, transportation, aesthetics, Hazardous and Toxic Waste (HTRW) and socioeconomic resources.

All BLH forest and jurisdictional wetlands impacts were assessed by the US Fish and Wildlife Service (USFWS) and CEMVN under NEPA, Fish and Wildlife Coordination Act, and Section 906 (b) WRDA 1986 requirements The impacts for the proposed action are as follows:

Wetlands

A total of approximately 71 acres (of 46.67 AAHUs) of wetlands consisting of wet BLH (19 acres; 10.59 AAHUs), non-wet BLH (13 acres; 7.80 AAHUs) and cypress-tupelo swamp (39 acres; 28.27 AAHUs) habitats will be impacted.

Non-wetland/upland resources

Non-wetland and upland resources would benefit from the protection afforded by the project within the greater Plaquemines Parish area. There would be no adverse impacts.

Prime and unique farmland

Approximately 6.4 acres of impacts to prime and unique farmland soils.

Fisheries

Approximately 39 acres (28.27 AAHUs) to cypress-tupelo swamp south of the Hero Canal that function as part of the Barataria Bay Estuary.

Wildlife

A total of approximately 71 acres (of 46.67 AAHUs) of wetlands consisting of wet BLH (19 acres; 10.59 AAHUs), non-wet BLH (13 acres; 7.80 AAHUs) and cypress-tupelo swamp (39 acres; 28.27 AAHUs) habitats will be impacted.

Threatened and endangered (T&E) species

No adverse impacts.

Cultural resources

No impacts.

Recreational resources

Temporary impacts due to the potential for sediments to escape erosion controls. Temporary impacts during construction might also affect the Walker Road Boat Launch area, but this would be short-term.

Air quality

Direct impacts include minor increases in air pollution that would occur for a short duration from the use of construction equipment and vehicles. No parameters requiring abatement action would be violated.

Water quality

Temporary impacts from construction activities include increased turbidity, decreased dissolved oxygen, increased suspended sediments, slightly increased temperature and increased biological oxygen demand. These temporary water quality impacts would be minimized by using the required BMPs to the extent practicable

Noise quality

Temporary direct increase of noise associated with construction. Minor and temporary maintenance noise would also be expected.

Aesthetics

Most of the proposed construction would be in remote areas, except for the construction in the vicinity of Highway 23. The floodgates across Highway 23 and the floodwall to levee transitions would be new visual features in the Oakville area. The floodgates would be conspicuous visual features that would change the existing visual landscape.

Transportation

Temporary increase in the number of vehicles using Highway 23 and Walker Road. The gate at Highway 23 would not impede traffic on Highway 23 except when the gate is closed during a storm event. When the gate is closed during storm events, vehicles would have to use the emergency bypass. Potential temporary impacts to rail usage during construction. Navigation within Hero Canal would be restricted to vessels that could pass through the 56-foot wide gate. During construction, the stoplog closure would be built in phases, allowing continuous passage of vessels in the canal.

Socioeconomic resources

There would be minimal direct impacts to housing and population. Most construction for this alignment would occur on vacant land. One residence north of Hero Canal would be acquired for the right-of-way. There may be temporary, construction-related impacts to residents in the area as a result of the proposed action.

Potential adverse impacts to businesses due to the width of the sector gate that would be used within the canal. Navigation would be restricted to vessels that could pass through the 56-foot wide gate. During construction, the stoplog closure would be built in phases, allowing continuous passage of vessels in the canal.

Approximately 6.4 acres of prime farmland soil would be unavailable for further agricultural use.

Temporary indirect impacts during construction consisting of increased traffic, construction noise including pile driving noise, and increased road dust and dirt.

Environmental Justice

No adverse impacts.

Hazardous, Toxic, and Radioactive Waste

No adverse impacts.

Mitigation

Mitigation IERs will be prepared documenting and compiling the unavoidable impacts discussed in each IER. The mitigation IERs will implement compensatory mitigation as early as possible. All mitigation activities will be consistent with standards and policies established in the Clean Water Act Section 404 and the appropriate USACE policies and regulations governing this activity.

Environmental Design Commitments. CEMVN is coordinating with USFWS to implement the recommendations laid out in the USFWS Coordination Act Report (CAR) (letter dated 24 November 2009, Appendix M). The recommendations of the USFWS, and CEMVN responses, are found on pg. 112-116 of IER #13.
If any unrecorded cultural resources are determined to exist within the proposed project site, then no work will proceed in the area containing these cultural resources until a CEMVN staff archeologist has been notified and final coordination with the Louisiana State Historic Preservation Officer (SHPO) and Tribal Historic Preservation Officer has been completed.

Agency & Public Involvement. Various governmental agencies, non-governmental organizations (NGOs), and citizens were engaged throughout the preparation of Draft IER #13 and Draft Addendum to IER #13. Agency staff from USFWS, NMFS, EPA, US Geologic Survey (USGS), National Park Service (NPS), Louisiana Department of Natural Resources (LDNR), and Louisiana Department of Wildlife and Fisheries (LDWF) were part of an interagency team that has and will continue to have input throughout the HSDRRS planning process (Appendix C).

CEMVN has hosted more than 130 public meetings since February 2007 to discuss proposed and planned HSDRRS work. CEMVN places public notices in local and national newspapers, distributes news releases (routinely picked up by television, radio, electronic and printed media), and mails printed notifications to stakeholders for each public meeting. In addition, www.nolaenvironmental.gov was established to provide information to the public regarding proposed HSDRRS work. CEMVN also distributes notifications of the meetings to approximately 3000 stakeholders. Public meetings will continue throughout the planning process.

Draft IER #13, which detailed the impacts of the proposed actions, was released for public review on 03 April 2009, the comment period was extended, by request and closed on 01 June 2009. Comments were received from governmental agencies, NGOs, and citizens. Between

February 2007 to June 2009 CEMVN hosted more than 30 public meetings at which the Hero Canal Levee and Eastern Tie-In projects were discussed. An Addendum to IER #13, which addressed comments received during the aforementioned public review period, and changes to Draft IER #13 was released for public review on 27 October 2009. Stakeholders had until 25 November 2009 to comment on the document. Comments were received from citizens; no comments were received from governmental agencies or NGOs.

Comments

Draft IER #13 Public Review Period

A. Agency Comments
    1. USFWS
        a) T&E Concurrence 09 March 2009 (IER #13 Appendix D)
        b) CAR dated 24 November 2009 (IER #13 Appendix I)
        c) Tribal Correspondence (IER #13 Appendix M)

B. Public Comments (IER #13 Appendix B)
   The list of individuals or organizations that commented is enclosed in IER #13 Appendix B

Addendum to Draft IER #13 Public Review Period

A. Public Comments (Addendum to IER #13 Appendix E)
   The list of individuals or organizations that commented is enclosed in the Addendum to IER #13 Appendix E

Decision. The CEMVN Environmental Planning and Compliance Branch has assessed the potential environmental impacts of the proposed action described in this IER, and performed a review of the comments received during the public review periods for Draft IER #13 and the Addendum to Draft IER #13, as well as public meetings held from February 2007 to November 2009. Furthermore, all practicable means to avoid or minimize adverse environmental effects have been incorporated into the recommended plan. Approximately 71 acres (46.67 AAHUs) of wetlands will be addressed in a separate IER specifically written for mitigation implementation.

The public interest will be best served by implementing the selected plan as described in Final IER #13 and the Final Addendum to IER #13 in accordance with the environmental considerations discussed above.

CEMVN will prepare a Comprehensive Environmental Document (CED) that may contain additional information related to IER #13 that becomes available after the execution of the Final IER. The CED will provide a final mitigation plan, comprehensive cumulative impacts analysis, and any additional information that addresses outstanding data gaps in any of the IERs in accordance with the Federal Register notice dated March 13, 2007.

I have reviewed IER #13, and the Addendum to IER #13. I have considered agency recommendations and comments received from the public during the scoping phase and comment periods, and I find the recommended plan fully addresses the objectives as set forth by the Administration and Congress in the 3rd, 4th, and 5th Supplemental Appropriations.

The plan is justified, in accordance with environmental statutes, and it is in the public interest to construct the actions as described in this document.

4 Dec 09
Date

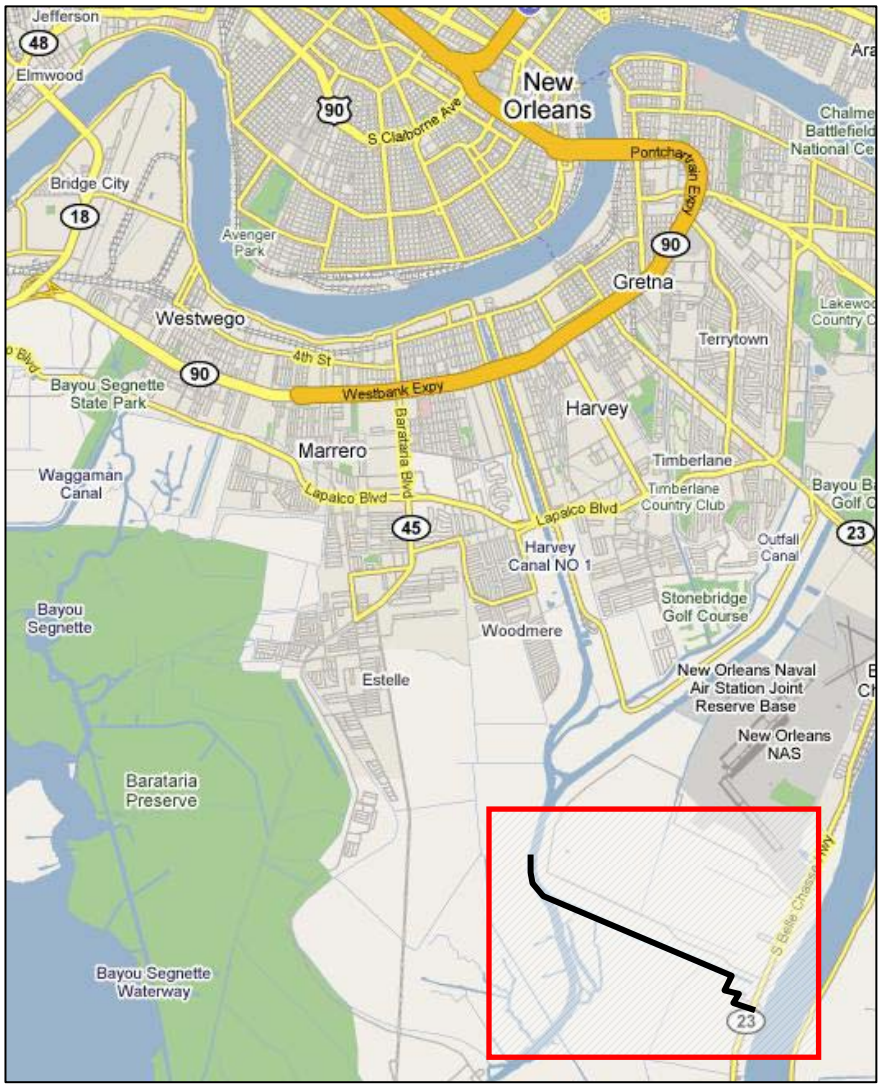
Alvin Lee
Colonel, U.S. Army
District Commander

FINAL INDIVIDUAL ENVIRONMENTAL REPORT

WEST BANK AND VICINITY
HERO CANAL LEVEE AND EASTERN TIE-IN

PLAQUEMINES PARISH, LOUISIANA

IER # 13



US Army Corps of Engineers®

December 2009

TABLE OF CONTENTS

LIST OF TABLES

PAGE

LIST OF FIGURES

PAGE

LIST OF PHOTOGRAPHS

PAGE

LIST OF DIAGRAMS

PAGE

LIST OF APPENDICES

CHAPTER 1 INTRODUCTION

The U.S. Army Corps of Engineers (USACE), Mississippi Valley Division, New Orleans District (CEMVN), has prepared this Individual Environmental Report # 13 (IER # 13) to evaluate the potential impacts associated with the proposed enlargement to the Hero Canal levee, and construction of the Eastern Tie In portion of the West Bank and Vicinity, Louisiana Project (WBV). The WBV project is a portion of the larger Greater New Orleans Hurricane and Storm Damage Risk Reduction System (HSDRRS). The proposed action is located in Plaquemines Parish in the State of Louisiana (LA) (figure 1).

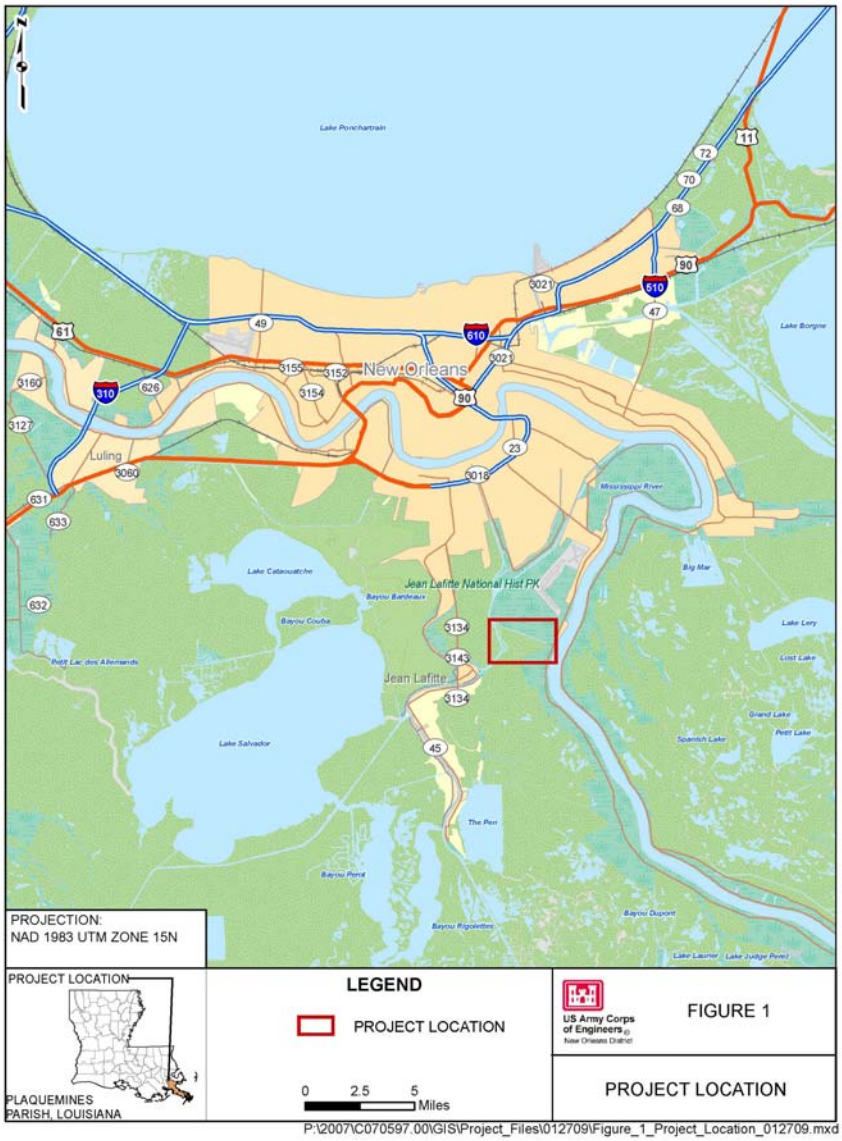


Figure 1: Project Location

IER # 13 has been prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality's (CEQ) Regulations (40 CFR §1500-1508), as reflected in the USACE Engineering Regulation (ER), ER 200-2-2. 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, and are herein incorporated by reference.

The CEMVN implemented Alternative Arrangements on 13 March 2007 under the provisions of the CEQ Regulations for Implementing the NEPA (40 CFR §1506.11). This process was implemented in order to expeditiously complete environmental analysis for any changes to the authorized system and the 100-year level of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System (HSDRRS), formerly known as the Hurricane Protection System (HPS), 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.

This IER was distributed for a 30-day public review and comment period from 03 April 2009 to 04 May 2009 and was extended twice to end on 01 June 2009. Two public meetings specific to the proposed action were held on 29 April 2009 and 04 May 2009.. Any comments received during these public meetings are considered part of the official record. After the extended comment period, and public meetings, the CEMVN District Commander reviewed all comments received during the review period and made a determination that three were substantive. Since three comments were determined to be substantive in nature, an Addendum to the IER was prepared and published for an additional 30-day public review and comment period from 27 October 2009 to 25 November 2009. After the 30-day comment period, and public meeting held on 05 November 2009, the CEMVN District Commander reviewed all comments received during the review period and made a determination on the proposed action. This decision is documented in an IER Decision Record.

1.1 PURPOSE AND NEED FOR THE PROPOSED ACTION

The purpose of the proposed action is to provide hurricane and storm damage risk reduction to a portion of the community on the west bank of the Mississippi River near New Orleans. The USACE would construct and maintain levees, floodwalls, and related facilities designed to provide a 100-year level of risk reduction for the residents and businesses in the Belle Chasse and Oakville vicinity. In particular, the proposed action would enlarge the existing levee along the northern bankline of the Hero Canal and construct the eastern tie-in south of the canal and west to the Mississippi River Levee. This would reduce the flood risk for the greater New Orleans area and complete a necessary component of the HSDRRS. The proposed project is part of the West Bank and Vicinity (WBV) project in the Belle Chasse Basin, and would reduce risk for Belle Chasse, Oakville, and other unincorporated areas in Plaquemines Parish. The proposed action would provide an important segment of the system of levees and floodwalls reducing flood risk for the WBV east of the Algiers Canal (figure 2).

The proposed action would address a need to reduce flood risk and storm damages to urban development and infrastructure from hurricanes and other tropical high water events. Hurricane Katrina on 29 August 2005, and Hurricane Rita on 24 September 2005, made landfall in southeast LA and seriously damaged residences, businesses and portions of the HSDRRS. Since that time, the USACE has been working with state and local officials to restore and improve the HSDRRS. The completed HSDRRS would lower the risk of damage to property and infrastructure during a major storm event. The safety of people in the region is the highest priority of the USACE.

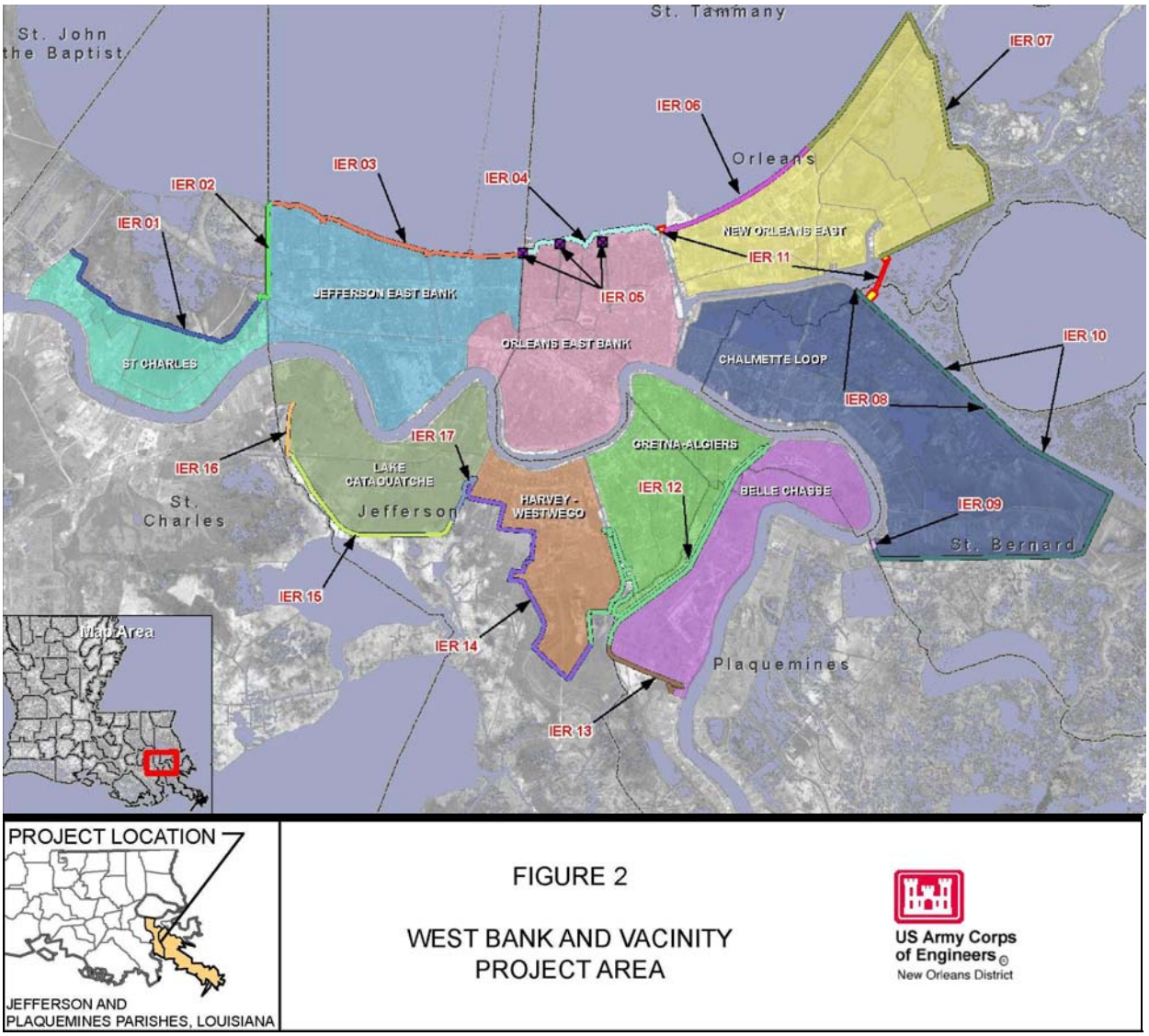


Figure 2: West Bank and Vicinity Project Area

The term "100-year level of risk reduction", as it is used throughout this document, refers to a level of risk reduction which reduces the risk of hurricane surge and wave driven flooding that the New Orleans metropolitan area has a 1 percent chance of experiencing each year.

1.2 AUTHORITY FOR THE PROPOSED ACTION

The authority for the proposed action was provided as part of a number of hurricane and storm damage risk reduction projects spanning southeastern LA, including the Lake Pontchartrain and Vicinity (LPV) Hurricane Protection Project and the WBV Hurricane Protection Project. Congress and the Administration granted a series of supplemental appropriations acts following Hurricanes Katrina and Rita to repair and upgrade the project systems damaged by the storms and gave additional authority to the USACE to construct the 100-year HSDRRS projects.

The Westwego to Harvey Canal Hurricane Protection Project was authorized by the Water Resources Development Act (WRDA) of 1986 (P.L. 99-662, Section 401(b)). The WRDA of 1996 modified the project and added the Lake Cataouatche Project and the East of Harvey Canal

Project (P.L. 104-303, Sections 101(a)(17) and 101(b)(11)). The WRDA of 1999 combined the three projects into one project under the name the West Bank and Vicinity Hurricane Protection Project (P.L. 106-53, Section 328).

The Department of Defense, Emergency Supplemental Appropriations to Address Hurricanes in the Gulf of Mexico, and Pandemic Influenza Act of 2006 (3rd Supplemental - P.L. 109-148, Chapter 3, Construction, and Flood Control and Coastal Emergencies) appropriated funds to accelerate the completion of the previously authorized project and to restore and repair the project at full Federal expense. The Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery of 2006 (4th Supplemental - P.L. 109-234, Title II, Chapter 3, Construction, and Flood Control and Coastal Emergencies) appropriated funds and added authority to raise levee heights where necessary, reinforce and replace floodwalls, and otherwise enhance the project to provide the levels of protection necessary to achieve the certification required for participation in the National Flood Insurance Program. Additional Supplemental Appropriations include the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (P.L. 110-28) Title IV, Chapter 3, Flood Control and Coastal Emergencies, Section 4302 (5th Supplemental), and the 6th Supplemental (P.L. 110-252), Title III, Chapter 3, Construction..

1.3 PRIOR REPORTS

A number of studies and reports on water resource development in the proposed project area have been prepared by the USACE, other Federal, state, and local agencies, research institutes, and individuals. Pertinent studies, reports, and projects are discussed below:

- On 13 March 2009, the CEMVN District Engineer signed the Decision Record on IER # 4 entitled “Lake Pontchartrain and Vicinity, Orleans East Bank, New Orleans Lakefront Levee, West of Inner Harbor Navigational Canal to Eastbank of 17th Street Canal, Orleans Parish, Louisiana.” IER # 4 evaluates the potential impacts associated with rebuilding and/or modifying earthen levees and floodwalls, replacing or adding new floodgates, modifying the Bayou St. John gate structure, and rebuilding roadway ramps within Orleans parish.

- On 18 February 2009, the CEMVN District Engineer signed Decision Record on IER # 12 entitled “GIWW, Harvey, and Algiers Levees and Floodwalls, Jefferson, Orleans, and Plaquemines Parishes, Louisiana.” IER # 12 evaluates the potential impacts associated with raising and/or constructing levees, floodwalls, and other structures to meet the 100-year level of risk reduction for Harvey-Westwego, Gretna-Algiers, and Belle Chase areas.

- On 3 February 2009, the CEMVN District Engineer signed a Decision Record on IER # 25 entitled “Government Furnished Borrow Material, Orleans, Plaquemines and Jefferson Parishes, Louisiana.” IER # 25 evaluates the potential impacts associated with the actions taken by commercial contractors to excavate borrow material for use in construction of the HSDRRS.

- On 21 January 2009, the CEMVN District Engineer signed a Decision Record on IER #17 entitled “Company Canal Floodwall, Jefferson Parish, Louisiana.” This document evaluates the potential environmental impacts associated with the construction and maintenance of floodwalls built to the 100-year level of risk reduction along the WBV, Company Canal Floodwall from the Bayou Segnette State Park to the New Westwego Pumping Station.

- On 21 October 2008, the CEMVN District Engineer signed a Decision Record on IER # 11 Tier 2 Borgne entitled "Improved Protection on the Inner Harbor Navigation Canal, Tier 2 Borgne Orleans and St. Bernard Parishes, Louisiana." The document evaluates the potential impacts associated with constructing a surge barrier on Lake Borgne.

- On 20 October 2008, the CEMVN District Engineer signed a Decision Record on IER # 26 entitled "Pre-Approved Contractor Furnished Borrow Material # 3, Jefferson, Plaquemines, and St. John the Baptist Parishes, Louisiana, and Hancock County, Mississippi." IER # 26 evaluates the potential impacts associated with the actions taken by commercial contractors to excavate borrow material for use in construction of the HSDRRS.

- On 26 August 2008, the CEMVN District Engineer signed a Decision Record on IER # 14, entitled "Westwego to Harvey, Levee Jefferson Parish, Louisiana." IER # 14 was prepared to examine the potential environmental impacts associated with the proposed construction and maintenance of levees built to a 100-year level of risk reduction along the WBV, Westwego to Harvey Levee project area.

- On 12 June 2008, the CEMVN District Engineer signed a Decision Record on IER # 15, entitled "Lake Cataouatche Levee, Jefferson Parish, Louisiana." The proposed action includes raising and/or constructing levees, floodwalls, and other structures to meet the 100-year level of risk reduction in the project area.

- On 30 May 2008, the CEMVN District Engineer signed a Decision Record on IER # 22 entitled "Government Furnished Borrow Material, Plaquemines and Jefferson Parishes, Louisiana." IER # 22 evaluates the potential impacts associated with the actions taken to excavate borrow material for use in construction of the HSDRRS.

- On 6 May 2008, the CEMVN District Engineer signed a Decision Record on IER # 23 entitled "Pre-Approved Contractor Furnished Borrow Material # 2, St. Bernard, St. Charles, Plaquemines Parishes, Louisiana, and Hancock County, Mississippi." IER # 23 evaluates the potential impacts associated with the actions taken by commercial contractors to excavate borrow material for use in construction of the HSDRRS.

- On 21 February 2008, the CEMVN District Engineer signed a Decision Record on IER # 18 entitled "Government Furnished Borrow Material, Jefferson, Orleans, Plaquemines, St. Charles, and St. Bernard Parishes, Louisiana." IER # 18 evaluates the potential impacts associated with the actions taken to excavate borrow material for use in construction of the HSDRRS.

- On 14 February 2008, the CEMVN District Engineer signed a Decision Record on IER # 19 entitled "Pre-Approved Contractor Furnished Borrow Material, Jefferson, Orleans, St. Bernard, Iberville, and Plaquemines Parishes, Louisiana, and Hancock County, Mississippi." IER # 19 evaluates the potential impacts associated with the actions taken by commercial contractors to excavate borrow material for use in construction of the HSDRRS.

- On July 2006, the CEMVN District Engineer signed a FONSI on EA #433 entitled, "USACE Response to Hurricanes Katrina & Rita in Louisiana." EA # 433 evaluated the potential impacts associated with the actions taken by the USACE as a result of Hurricanes Katrina and Rita.

- On 23 August 2005, the CEMVN District Engineer signed a FONSI on EA # 422 entitled "Mississippi River Levees – West Bank Gaps, Concrete Slope Pavement Borrow Area Designation, St. Charles and Jefferson Parishes, Louisiana." EA # 422 investigates the impacts of obtaining borrow material from various areas in LA.

- On 22 February 2005, the CEMVN District Engineer signed a FONSI on EA # 306A entitled "West Bank Hurricane Protection Project – East of the Harvey Canal, Floodwall Realignment and Change in Method of Sector Gate." The report discussed the impacts related to the

relocation of a proposed floodwall moved to accommodate the aforementioned sector gate, as authorized by the LPV Project.

- On 5 May 2003, the CEMVN District Engineer signed a FONSI on EA # 337 entitled "Algiers Canal Alternative Borrow Site."

- On 16 May 2002, the CEMVN District Engineer signed a FONSI on EA # 306 entitled "West Bank Hurricane Protection Project - Harvey Canal Sector Gate Site Relocation and Construction Method Change." The report discusses the impacts related to the relocation of a proposed sector gate within the Harvey Canal, as authorized by the LPV Project.

- On 30 August 2000, the CEMVN District Engineer signed a FONSI on EA # 320 entitled "West Bank Hurricane Protection Features." The report evaluates the impacts associated with borrow sources and construction options to complete the Westwego to Harvey Canal Hurricane Protection Project.

- The final EIS for the WBV, East of Harvey Canal, Hurricane Protection Project was completed in August 1994. A Record of Decision (ROD) was signed by the CEMVN District Engineer in September 1998.

- In December 1996, the USACE completed a post-authorization change study entitled, "Westwego to Harvey Canal, Louisiana Hurricane Protection Project Lake Cataouatche Area, EIS." The study investigated the feasibility of providing hurricane surge risk reduction to that portion of the west bank of the Mississippi River in Jefferson Parish between Bayou Segnette and the St. Charles Parish line. A Standard Project Hurricane (SPH) level of risk reduction was recommended along the alignment followed by the existing non-Federal levee. The project was authorized by Section 101 (b) of the WRDA of 1996 (P.L. 104-303) subject to the completion of a final report of the Chief of Engineers, which was signed on 23 December 1996.

- On 12 January 1994, the CEMVN District Engineer signed a FONSI on EA # 198 entitled, "West Bank of the Mississippi River in the Vicinity of New Orleans, LA, Hurricane Protection Project, Westwego to Harvey Canal, Jefferson Parish, Louisiana, Proposed Alternate Borrow Sources and Construction Options." The report evaluates the impacts associated with borrow sources and construction options to complete the Westwego to Harvey Canal Hurricane Protection Levee.

- In August 1994, the CEMVN District Engineer completed a feasibility report entitled "WBV (East of the Harvey Canal)." The study investigated the feasibility of providing hurricane surge risk reduction to that portion of the west bank of metropolitan New Orleans from the Harvey Canal eastwards to the Mississippi River. The final report recommends that the existing West Bank Hurricane Project, Jefferson Parish, Louisiana, authorized by the WRDA of 1986 (P.L. 99-662), approved November 17, 1986, be modified to provide additional hurricane and storm damage risk reduction east of the Harvey Canal. The report also recommends that the level of risk reduction for the area east of the Algiers Canal deviate from the National Economic Development Plan's level of risk reduction and provide risk reduction for the SPH. The Division Engineer's Notice was issued on 1 September 1994. The Chief of Engineer's report was issued on 1 May 1995. Preconstruction, engineering, and design was initiated in late 1994 and is continuing. The WRDA of 1996 authorized the project.

- On 20 March 1992, the CEMVN District Engineer signed a FONSI on EA # 165 entitled "Westwego to Harvey Canal Disposal Site."

- On 3 June 1991, the CEMVN District Engineer signed a FONSI on EA # 136 entitled "West Bank Additional Borrow Site between Highway 45 and Estelle Pump Station."

- On 15 March 1990, the CEMVN District Engineer signed a FONSI on EA # 121 entitled "West Bank Westwego to Harvey Changes to EIS." The report addresses the impacts associated with the use of borrow material from Fort Jackson for LPV construction. The material was used for constructing the second life for the Plaquemines West Bank levee upgrade, as part of LPV construction.

- In December 1986, the USACE District Engineer completed a Feasibility Report and EIS entitled, "West Bank of the Mississippi River in the Vicinity of New Orleans, La." The report investigates the feasibility of providing hurricane and storm damage risk reduction to that portion of the west bank of the Mississippi River in Jefferson Parish between the Harvey Canal and Westwego, and down to the vicinity of Crown Point, LA. The report recommends implementing a plan that would provide SPH level of risk reduction to an area on the west bank between Westwego and the Harvey Canal north of Crown Point. The project was authorized by the WRDA of 1986 (P.L. 99-662).

1.4 INTEGRATION WITH OTHER INDIVIDUAL ENVIRONMENTAL REPORTS

In addition to this IER, the CEMVN is preparing a draft Comprehensive Environmental Document (CED) that will describe the work completed and remaining to be constructed to complete the HSDRRS. The draft CED will document the work completed by the CEMVN on a system-wide scale. The draft CED will describe the integration of individual IERs into a systematic planning effort. Overall cumulative impacts and future operations and maintenance requirements will also be analyzed. Additionally, the draft CED will contain updated information for any IER that had incomplete or unavailable data at the time it was posted for public review.

The draft CED will be available for a 60-day public review period. The document will be posted on www.nolaenvironmental.gov, or can be requested by contacting the CEMVN. A notice of availability will be mailed/e-mailed to interested parties advising them of the availability of the draft CED for review. Additionally, a notice will be placed in national and local newspapers. Upon completion of the 60-day review period, all comments will be compiled and appropriately addressed. Upon resolution of any comments received a final CED will be prepared, signed by the District Commander, and made available to any stakeholders requesting a copy.

Compensatory mitigation for unavoidable impacts associated with this and other proposed HSDRRS projects will be documented in forthcoming mitigation IERs, which are being written concurrently with all other IERs.

1.5 PUBLIC CONCERNS

This section presents a summary of the public concerns received regarding the proposed action. In addition, section 6.1 lists public involvement meetings held for the project and the concerns stated, while appendix B contains a public comment and response summary.

Comments at public meetings included concern that the community of Oakville be included as part of the HSDRRS; that their community be provided risk reduction by construction of a levee and floodwall system. Other public comments included a concern that construction of the GIWW West Closure Complex, consisting of floodgates in the vicinity of the Hero Canal and the Gulf Intracoastal Waterway would increase the likelihood that the levees along the north bank of the Hero Canal would be overtopped by a hurricane-induced tidal surge. Additional concerns included the perceived lack of integration of the federal and non-federal levee systems. During a number of public meetings there were questions asked, concerning the construction completion date for the 100-year level of risk reduction system.

Residents of Oakville have strongly urged that Oakville be included in the risk reduction plan, that no local residences or businesses be displaced, and that any hazardous waste issues associated with the adjacent landfill be properly addressed. The Oakville residents were very concerned about impacts to their community due to the floodwall access roads and the proposed bridge required to traverse the floodwall across Highway 23. Several questions were posed concerning construction across Highway 23 (Belle Chasse Highway). Members of the public expressed concern for daily traffic, pedestrian safety, and access to Highway 23 during hurricane evacuations. Additionally, residents near the Hero Canal expressed concern about encroachments onto their properties required by enlargement of the Hero Canal Levee, and compensation levels for any potential takings.

Additional commenters urged the consideration of alternative designs that did not impact nearby wetlands or natural areas. Other concerns included the testing of borrow for toxins or other pollutants, understanding who is responsible for closing floodgates and starting pumps, and possible seepage in the vicinity of existing levees along the Mississippi River.

Local businesses along the Hero Canal have expressed a need for canal access during all construction activities and that any proposed floodgate in the Hero Canal allow for barge traffic similar to the Algiers Lock. In addition, local businesses requested that the location of proposed levees take into account future business expansion plans.

1.6 DATA GAPS AND UNCERTAINTY

At the time of submission of this report, engineering evaluations have not been completed for the proposed action and alternatives. The analysis of environmental impacts contained within this IER represents the best possible estimate of qualified professionals utilizing preliminary designs. Final selection and engineering details (e.g., location, type, and height of specific project features, actual footprint) of the proposed action could vary from their current model. Substantial changes to the proposed action resulting in further impact to the natural or human environment would be addressed in a supplemental IER.

Future variations in the final engineering design, construction materials and methods, and the discovery of new information could alter the impacts discussed in this document. For example, construction costs and materials are expected to vary based upon numerous economic factors that are difficult to predict. Impacts of the project to the local transportation infrastructure cannot be fully quantified without final engineering designs, construction materials, and defined transportation routes. The exact dates of construction within the project study area are approximate at the time of this report's development. Changes to the site that will occur between the submission of this IER and the commencement of construction activities will alter impacts and cannot be reasonably predicted with any substantial degree of resolution.

Thus, this analysis has been performed based on an incomplete level of design using reasonable assumptions regarding the proposed action. While the alternatives identified are preliminary, their basic function and their construction footprints should be substantially the same as currently understood. The environmental impacts have been assessed broadly, allowing design to proceed within the proposed footprint and with certain static features without compromising the integrity of this assessment.

CHAPTER 2 ALTERNATIVES

2.1 ALTERNATIVES DEVELOPMENT AND PRELIMINARY SCREENING CRITERIA

NEPA requires that in analyzing alternatives to a proposed action a Federal agency considers an alternative of "No Action." Likewise, Section 73 of the WRDA of 1974 (Public Law (PL) 93-251) requires Federal agencies to give consideration to non-structural measures to reduce or prevent flood damage. The CEMVN Project Delivery Team (PDT) considered a "no-action" alternative and non-structural measures in this IER, discussed in sections 2.4.1 and 2.5.1, respectively.

In addition to these mandated alternatives, a range of reasonable alternatives was formulated through input by the CEMVN PDT, Value Engineering Team, engineering and design consultants, Federal and state resource agencies, local government, and the public.

The "action" alternatives are comprised of varying alternatives. The CEMVN investigated all possible alternative alignments to provide the most reliable, time sensitive and cost effective solution with the least adverse environmental impacts within the WBV IER 13 study area (figure 3). Once a full range of alternatives was established, a preliminary screening was conducted to identify alternatives which would proceed through further analysis. The criteria used to make this determination included engineering, effectiveness, economic efficiency, and environmental and social acceptability. Those alternatives that did not adequately meet these criteria were considered infeasible and therefore were eliminated from further study in this IER.

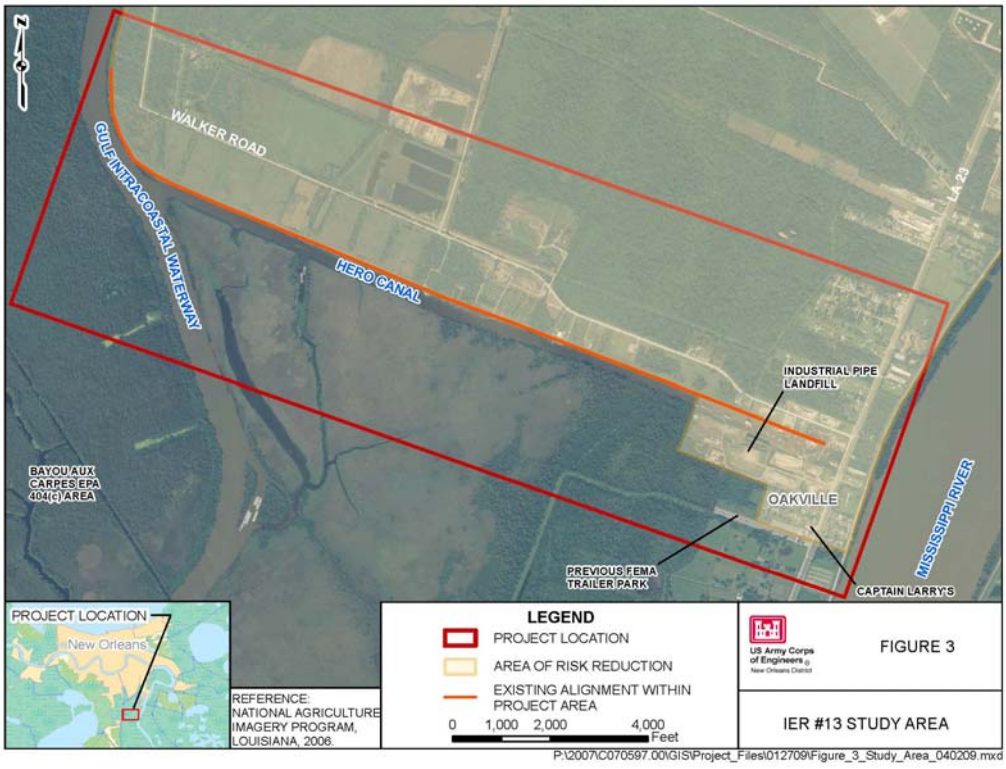


Figure 3: IER #13 Study Area

2.2 DESCRIPTION OF THE ALTERNATIVES

Although it is the CEMVN's intent to employ an integrated, comprehensive, and systems-based approach to hurricane and storm damage risk reduction in constructing and/or raising the HSDRRS to provide a 100-year level of risk reduction (LORR), each reach has its own range of alternatives. For this reason planners have allowed unique local circumstances to guide

decisions about individual reach alternatives. At the same time, the alternatives analysis and selection remain integrated and comprehensive, considering reaches in relation to one another and other past, current, and reasonably foreseeable actions by the CEMVN and other entities within the project study area. The alternatives analysis also states how each alternative would tie into other, adjacent HSDRRS projects to ensure that the functionality of the system as a whole remains a priority in decision-making.

The report "Elevations for Design of Hurricane Protection Levees and Structures Lake Pontchartrain, Louisiana and Vicinity Hurricane Protection Project and West Bank and Vicinity, Hurricane Protection Project" provides detailed documentation of the coastal and hydraulic engineering analysis performed to determine the 1 percent project design elevations for hurricane protection projects (USDOD 2007). The report has been prepared to provide levee and structure elevations so that the USACE could initiate detailed design and construction as described in the 4th Supplemental Appropriation, Public Law 109-234 of the One Hundred Ninth Congress.

All references to project feature elevations or El. (height) are design elevations for a specific level of risk reduction (i.e. previously authorized, 100-year, etc.). For more information on the existing flood protection system, the upgrades proposed, and details on risk and reliability visit www.nolaenvironmental.gov.

The project is divided into two Reaches: Reach 1- improvements to the existing levee north of the Hero Canal (photograph 1) where improvements are common to all alternatives; and Reach 2 - provision of a levee/floodwall system south of the Hero Canal in the vicinity of the community of Oakville (photograph 2) where three alignments were considered in detail.

The existing Hero Canal levee, Reach 1, extends eastward approximately 2.3 miles along the Hero Canal from its western terminus near the Gulf Intracoastal Waterway (GIWW) to near Oakville. At its western terminus, Reach 1 ties into the GIWW West Closure Complex, as discussed in IER 12. Land use in this part of the project area is partially rural with vegetative cover and some industrial development along the Hero Canal's north bank. Improvements to the levee would include raising the height of the existing Hero Canal levee approximately 5.5 feet over the current height, and widening the levee as required to meet the USACE design criteria (USACE design criteria can be found at http://www.mvn.usace.army.mil/eng/hurrdesign.asp).

Reach 2 is near Oakville and south of the Hero Canal. This IER includes evaluation of alternatives for protecting Oakville and nearby commercial and industrial areas. Land uses in the area include a salvage yard and landfill, a restaurant/convenience store, churches, a cemetery, a community park, residential properties, sections of 4-lane Louisiana State Highway 23 (LA 23), among other uses. At its eastern end, reach 2 ties into the Mississippi River Levee (MRL) system.

Alternatives. Four alternatives were evaluated for Reach 1 and 10 alternatives were considered for Reach 2. During the preliminary screening process for reasonableness, constructability, and probability that the alternative would meet the project purpose and need two alternatives were eliminated from further consideration for Reach 1 and six alternatives were eliminated for Reach 2. The alternatives carried forward for detailed analysis are discussed in sections 2.3 and 2.4. The alternatives eliminated from further consideration are described in section 2.5. A no action alternative, as well as non-structural alternatives (sections 2.4 and 2.5), were evaluated for each reach. The following is a list of the alternatives carried forward for a detailed analysis.

Reach 1

- No-Action Alternative

- Alternative 1, Enlargement via protected side shift (proposed action)
- Non structural
- Hollow Core

Reach 2

- No-Action Alternative
- Alternative 1, Hero Canal closure structure with levee along eastern side of landfill and Oakville included (bridge and gate options) (Proposed Action) (figure 4A)
- Alternative 3, Hero Canal closure structure with additional wetlands and Oakville included (figure 4B)
- Alternative 5, Around Hero Canal and through landfill with Oakville included (figure 4C)
- Alternative 2, Hero Canal closure structure with additional wetlands enclosed and Oakville included
- Alternative 4, Along Hero Canal crossing Highway 23 straight to MRL excluding landfill and Oakville
- Alternative 6, Around Hero Canal through landfill with Oakville impacted and included
- Alternative 7, Along Hero Canal crossing Highway 23 to MRL excluding landfill and Oakville
- Non structural
- Hollow Core

The discussion of levees, floodwalls, gates, and alignments associated with these alternatives are excerpted from these reports: (1) *Engineering Alternatives Report (EAR), WBV-09, Hero to Oakville, March 5, 2008*; (2) *Hero Canal levees and Floodwalls, Hero Canal to Oakville Reach – 1st Lift, Alternative Alignment Study*, July 2006; (3) *West Bank of the Mississippi River in the Vicinity of New Orleans, LA (East of Harvey Canal) Feasibility Report and Environmental Impact Statement, August 1994*; (4) *Supplemental Soils Report for the Hero Canal, September 1996;* and (5) *Planning – Planning Guidance Notebook, ER 1105-2-100 dated April 22, 2000.*

All elevations (El.) throughout this IER are presented as North American Vertical Datum of 1988, 2004.65 (NAVD88). NAVD88 uses one base monument located at Father's Point, Quebec Canada as Mean Sea Level (MSL). All other bench marks in North America are referenced to that one base monument for NAVD88 elevations. The NAVD88 datum is now the standard datum used by the surveying community. In addition, all elevations for any flood risk reduction structures (i.e., levees, floodwalls, gates) presented here are design elevations. Design elevations represent the final elevations that are necessary for a given structure to achieve the 100-year level of risk reduction. Earthen flood risk reduction structures would typically be constructed, in lifts, to elevations above the stated design elevation to account for settling and subsidence.

Photograph 1: Existing Hero Canal levee

Photograph 2: West Oakville Street

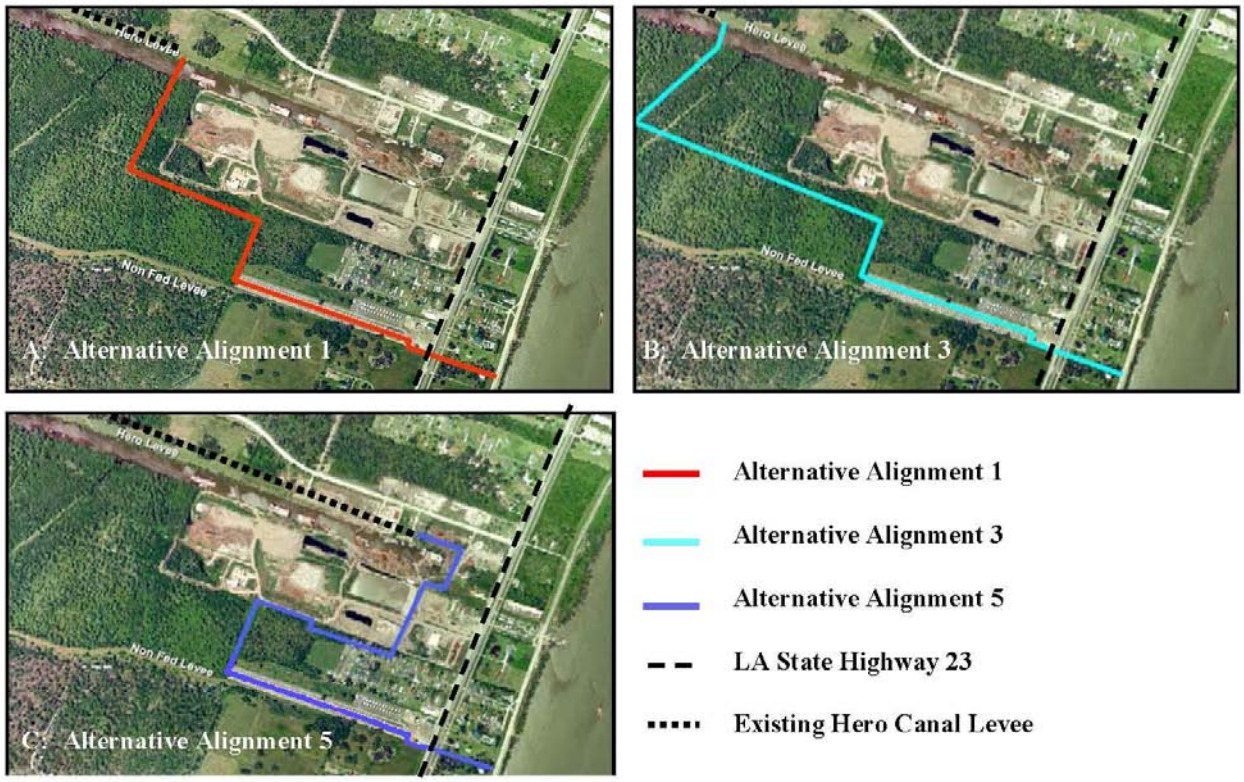


Figure 4: Alternatives carried forward for detailed analysis.

2.3 PROPOSED ACTION

2.3.1 Alternative Alignment 1

The PDT evaluated many factors in the process of identifying the overall best alternative to provide hurricane and storm damage risk reduction. These factors included criteria such as risk reduction and reliability, economic efficiency, environmental and social acceptability, cost, schedule, operability, and maintenance. The review team investigated the use of floodwalls to minimize footprint impacts to the environment, however, the loads in the landfill and the geotechnical soil properties would create an unstable plane and exert a large unbalanced force on the t-wall making this option impractical.

Use of the existing right-of-way (ROW) for the Hero Canal levee and innovation in design served as guiding principles. Incorporation of these concepts in the early analytical stages helped to avoid or minimize potential adverse environmental consequences. Other significant factors considered were maximizing reliability of the system and minimizing impacts to the environment and social systems. The selection of the proposed action, alternative 1, is the result of internal and external meetings, public involvement, stakeholder comments, and field investigations to determine the most feasible action, taking into consideration all applicable factors and related parameters.

The proposed action for the existing levee north of the Hero Canal (Reach 1) is an earthen levee enlargement on the protected side. Only one action alternative has been considered in detail for bringing the existing levee north of the Hero Canal up to the standard of a 100-year level of risk reduction. The alternatives, floodside shift or straddle alignment, were determined to be unreasonable due to navigation and environmental impacts to the Hero Canal channel and adjacent bottomland hardwood (BLH)system on the southern side of the Hero Canal (figure 5A,

5B). This proposed action would follow the approved alignments as described in an Environmental Impact Statement (USACE 1994) (figure 5C). Details are provided in section 2.3.1.1.

For Reach 2 (figure 5B sheet 1, figure 5B sheet 2), alternative 1 starts at the eastern end of the proposed Reach 1 levee enlargement on the northern side of the Hero Canal and crosses the Hero Canal via a new closure structure and follows the previously authorized levee alignment south before turning east, generally following along the Industrial Pipe Inc, southern boundary until it joins with an existing Plaquemines Parish non-Federal levee. A positive barrier system would be installed on the protected side of the levee to clearly mark a no work area in order to prevent future expansions of the landfill within the no work area. The proposed levee would again proceed south and upon reaching the point where the existing non-Federal levee turns west, the proposed levee would instead turn east towards LA 23. Floodgate structures would be constructed across LA 23 and the existing New Orleans and Gulf Coast Railway Company Railroad's (NOGCR) railroad track. These floodgate structures would transition to an earthen levee that would then tie into the Mississippi River Levee (MRL) section. An emergency bypass road would be built to allow for authorized vehicles to bypass the LA 23 floodgates when they are closed.

The option to build a floodwall and bridge across Highway 23 was investigated, but due to public concerns for socioeconomic impacts and safety the bridge option was not further developed.
Two new pump stations along reach 2 are proposed to allow for the expected drainage of stormwater confined by the levees.

The 100-year elevation for all levees, floodwalls, and floodgates would be approximately 14 NAVD88 in reach 1 and 14 - 16 feet NAVD88 in Reach 2. The proposed action for Reaches 1 and 2 are described in greater detail in sections 2.3.1.1 to 2.3.1.6. These reaches are arranged spatially from north to south as the alternative runs from the GIWW toward Oakville to the existing MRL.

2.3.1.1 Reach 1 - North of the Hero Canal (alternative alignment 1, proposed action)

The proposed action for Reach 1 is a protected-side shift, with all toe-to-toe growth occurring on the protected side of the existing levee (figure 5B sheet 1)(diagram 1). This approach would utilize undeveloped land on the protected side and construction would incur only minor environmental impact. Additional actions to meet the newest design criteria would currently require the relocation of one residential structure.

The existing Hero Canal levee consists of a 10-foot wide crown with 1V:3H side slopes on the flood side, 1V:4H on protected side, and is below the currently authorized elevation of 10.5 feet NGVD. The proposed action consists of raising the top of the levee elevation to a 100-year elevation (+14 NAVD88), with a 10-foot wide crown, 1V:3H side slopes on flood side and 1V:4H on the protected side, and landside stability berms at varying elevations and slopes. All improvements would be constructed on the protected side. Approximately 12,000 LF of levee would be improved in this reach of the project (see diagram 1).

Access for construction of Reach 1 of the proposed action would be provided via staging areas and access roads in between the existing levee and Walker Road. These staging areas and access roads would be located in previously disturbed and cleared lands or existing public roads. Improvements to gravel or dirt roads may be necessary.

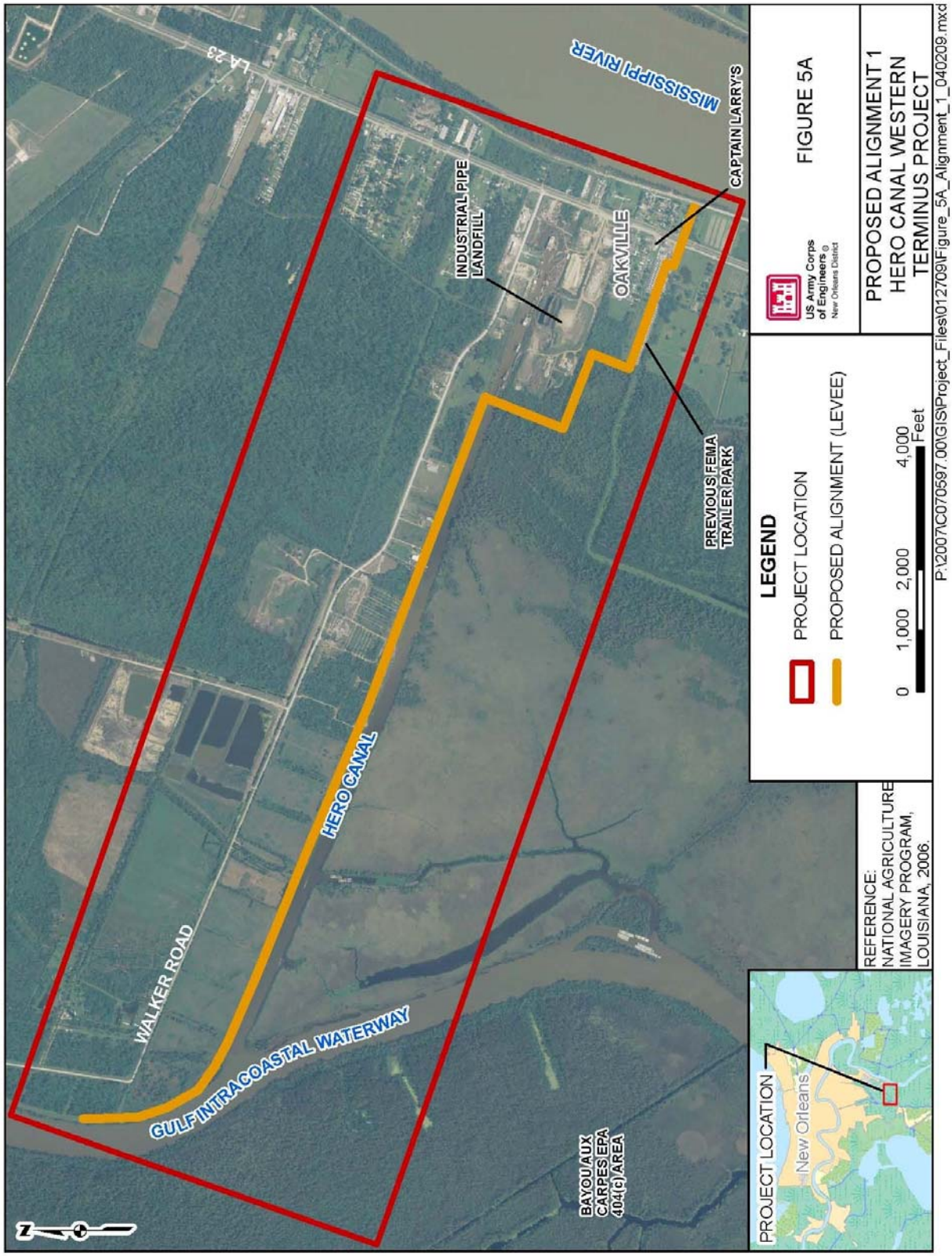


Figure 5A: Proposed alternative alignment 1

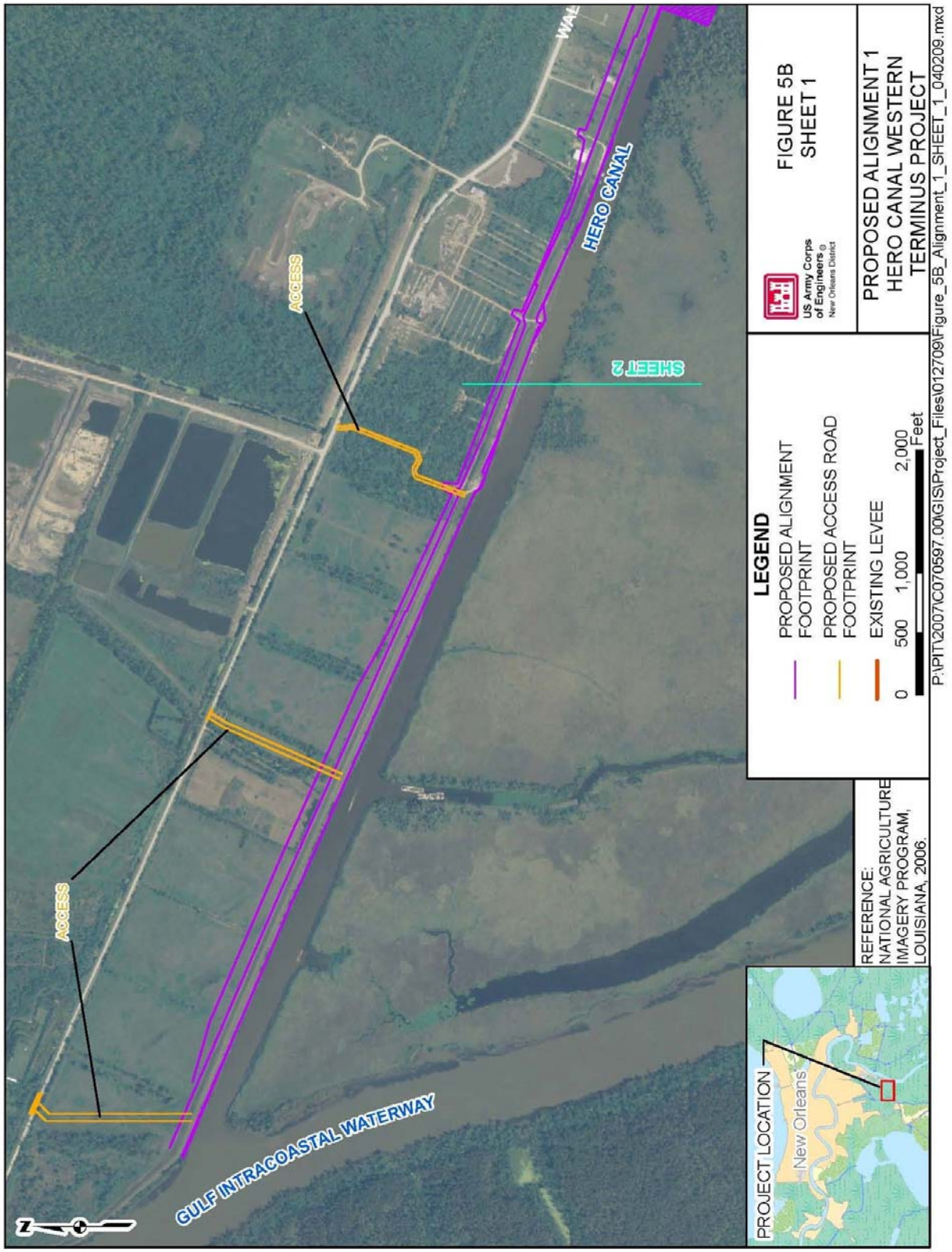


Figure 5B Sheet 1: Proposed alternative alignment 1

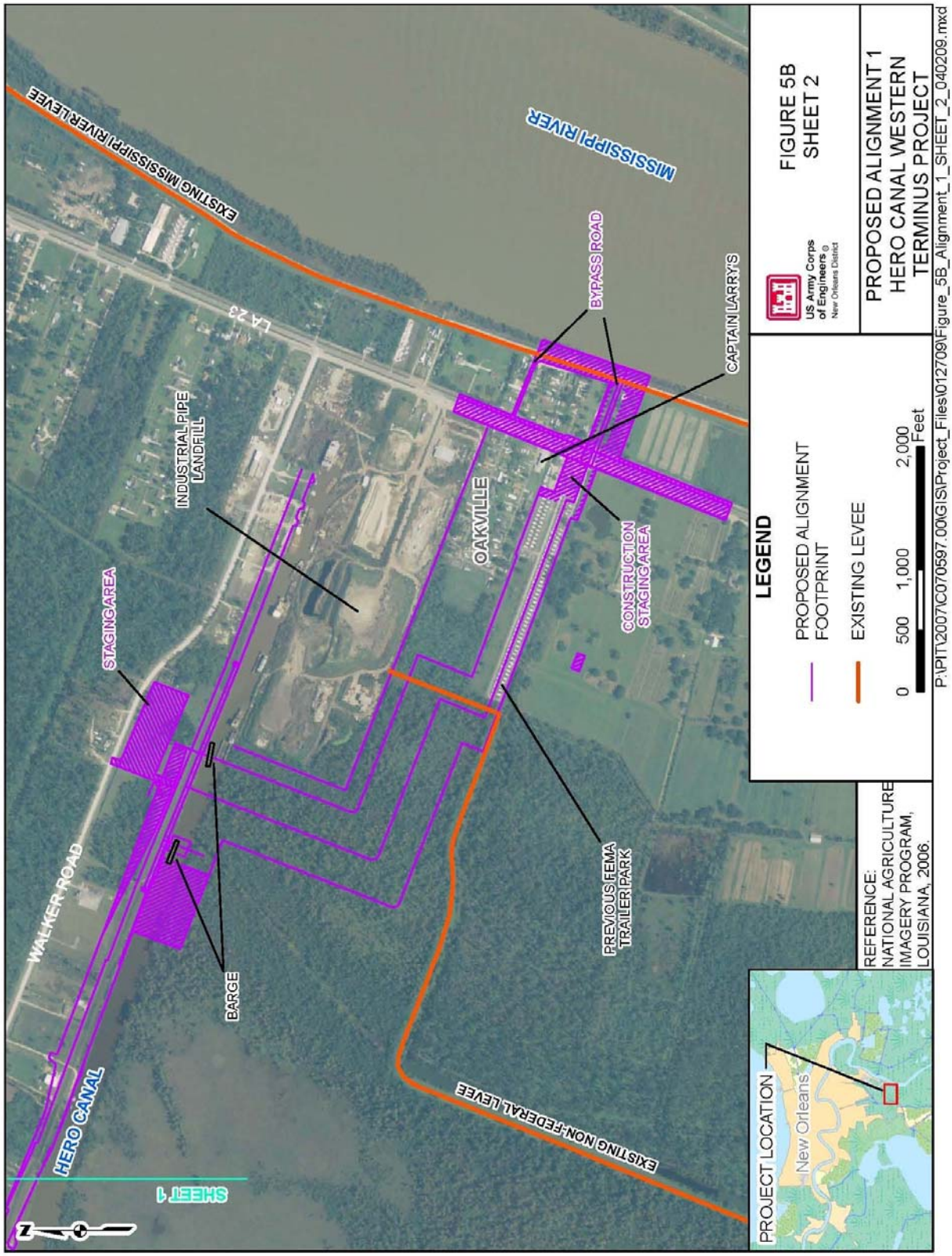


Figure 5B Sheet 2: Proposed alternative alignment 1

Figure 5C: 1994 previously authorized alignment

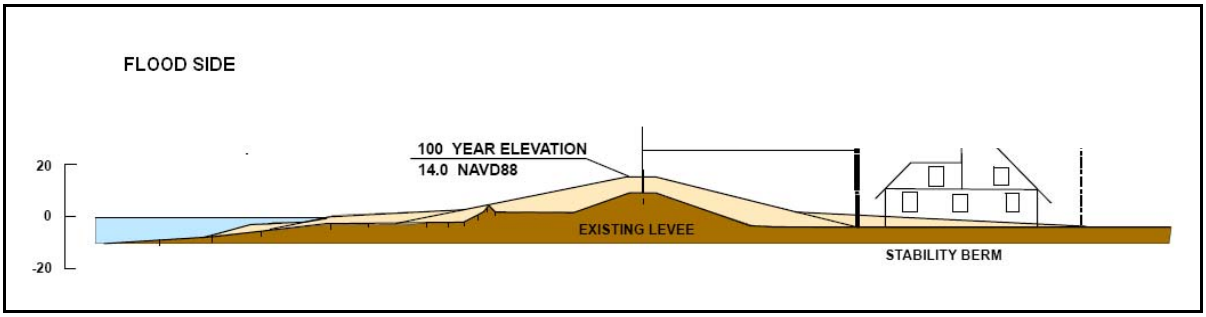


Diagram 1: Earthen levee construction diagram

2.3.1.2 Reach 2 - Crossing the Hero Canal (alternative 1, proposed action)

For Reach 2 near Oakville (figure 5B sheet 2), alternative 1 begins at the Hero Canal levee just west of the Industrial Pipe Inc. landfill and proceeds southward across the Hero Canal. A new 56-foot wide stoplog closure structure with T-wall transitions would connect the existing Hero Canal levee on the north side to a new levee on the south side of the canal. A new 70 cfs pump station would be constructed at the closure structure location to evacuate stormwater intercepted by the levees and closure structure. The top of the proposed closure structure would be at an elevation of 15 feet to 16 feet, with the bottom at an elevation of -10 feet to -12 feet. The structure would be a stoplog gate with a crane mounted in place to allow for installing the stoplogs and needles as needed for maintenance and or during a storm event.

During construction the stoplog closure would be built in phases, allowing continuous passage of vessels in the canal. It may be necessary to dredge reaches of the Hero Canal in the vicinity of the proposed gate to establish the designed depth for vessel passage. Dredged materials would be used, if suitable, as borrow or, if not, disposed of in the designated disposal areas identified for the WBV HSDRRS projects. This activity would increase the potential for the release of suspended sediments into the water column.

The stoplog closure would allow for navigation throughout the canal; however, vessels exceeding 52 feet in width would not be able to pass through the stoplog closure. The enclosed area behind the stoplog closure would have a small pump station without any valves to allow water levels to equalize. The stoplog closure would be opened only when flood waters recede and the water level is approximately equal on both sides of the gate.

The structure foundations would be slabs founded on steel H-piles due to the very weak soil in the project area. Both vertical and battered piles would be used to resist the water pressure from either the direct (flooded) side or the reverse side. The surrounding walls would be cantilevered. There would be a walkway on top of the walls.

Two abandoned barges are located in Hero Canal in the vicinity of the project footprint (figure 5B). In order for construction of the proposed action to proceed, the barges would have to be removed.

2.3.1.3 Reach 2 - South of the Hero Canal Crossing (alternative 1, proposed action)

In 1994, the USACE approved the construction of a Federal levee south of the Hero Canal (figure 5C). The majority of the levee alignment for alternative 1 follows the previously approved alignment, but due to improved post Hurricane Katrina design standards the levee footprint and elevation is wider and higher than what is discussed in the 1994 EIS. A new earthen levee to elevation 14 feet would continue south approximately 1,400 LF from the Hero Canal closure structure, and then turn east along the south side of the landfill for a distance of approximately 1,360 LF where it would intersect with a non-Federal parish levee.

For levee designs south of the Hero Canal, various construction methods were considered to address levee stability, including unreinforced levees with and without stability berms, levees using deep soil mixing, and levees with geotextile-reinforcement and stability berms. Generally the proposed levee section would have a crown approximately 10 feet wide with slopes of 1V:4H. If stability berms were added, they would extend outward on 1V:20H or shallower slopes in order to meet the required design safety factors. Geotextile reinforced earthen levee would be used when possible to reduce the environmental impact.

2.3.1.4 Reach 2 - Non-Federal Levee Improvements (alternative 1, proposed action)

Beginning at the intersection of the non-Federal levee with the portion of Reach 2 described in section 2.3.1.3, alternative 1 continues south along the non-Federal levee alignment for approximately 400 feet. Improvements to the non-Federal levee in this area would impact surrounding BLH. Any existing portions of the non-Federal levee would be razed to the surrounding grade, with initial federal levee construction straddling the non-Federal levee centerline. The Federal levee would be constructed to the HSDRRS authorized design elevation of 14 feet.

2.3.1.5 Reach 2 - Pump Station, South Levee, and LA 23 Crossing (alternative 1, proposed action)

In this portion of Reach 2 under alternative 1, the levee alignment continues south from the landfill for approximately 400 LF then turns eastward. At this location, a new 150 cfs pump station would be required to discharge intercepted stormwater. This pump station would discharge into the existing Oakville drainage canal. A sluice gate at this location would allow rain to drain during non-hurricane events and would be closed during storm events. The Reach 2, alternative 1 levee alignment in this area proceeds for a distance of approximately 1,773 LF running through an area previously utilized as a FEMA trailer park. From the site of the former FEMA trailer park, a T-wall (diagram 2) alignment runs south and east for approximately 485 feet. The T-wall alignment connects with new vehicular gate(s) across Highway 23 then ties into a railroad gate (photograph 3) across the New Orleans and Gulf Coast Railway Company railroad tracks. The T-wall along the Reach 2, alternative 1 alignment would transition to an earthen levee for approximately 551 LF and tie into the Mississippi River Levee. The T-wall, vehicular floodgate(s), and railroad floodgate would be constructed to elevation 14 feet, which includes 1.5 feet of structural superiority.

During a storm event, the vehicular and railroad gates would be closed. Vehicular traffic would be detoured to an emergency bypass roadway. Such measures are necessary since LA 23 is the primary vehicular access to and from lower Plaquemines Parish, and is a designated hurricane evacuation route. The emergency bypass roadway would begin just south of the proposed vehicular gate location, proceed east along an existing private road, and ramp up the Mississippi River Levee. The bypass road is approximately 640 feet long and the ramp height would be approximately 15 feet to 20 feet. At this point, the bypass road would continue north on top of the Mississippi River Levee for approximately 915 LF. The bypass road continues down a ramp off of the Mississippi River Levee to East Oakville St. East Oakville Street connects to Highway 23. The bypass road would be hardened and designed for emergency and other authorized vehicular traffic.

2.3.1.6 Reach 2 - Levee from the Railroad to the MRL (alternative alignment 1, proposed action)

New earthen levee would be built from the railroad crossing to the MRL, a distance of approximately 580 LF. This portion of reach 2, alternative 1 would be built to elevation 14 feet.

See table 1 for an overall summary of the project features required by the proposed action.

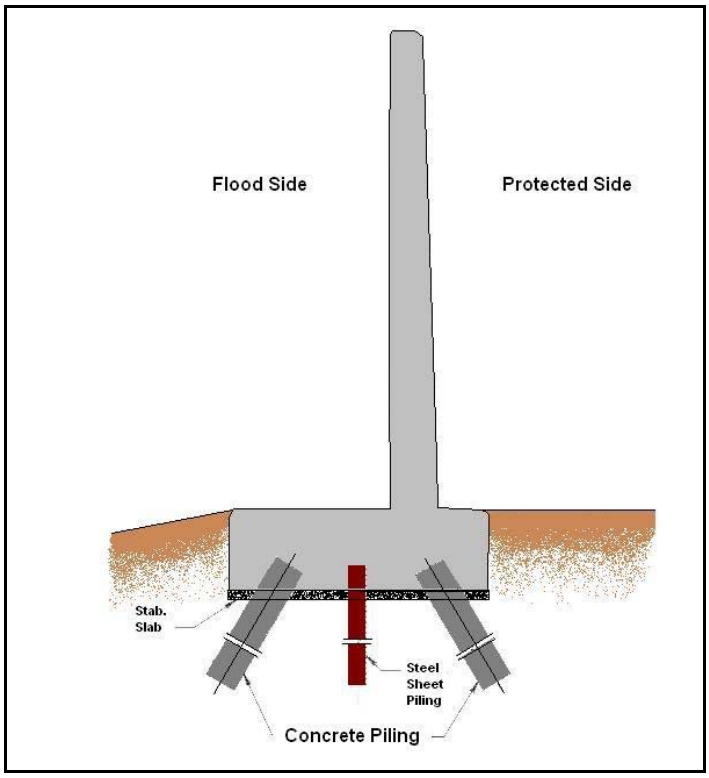


Diagram 2: Typical T-wall diagram

Photograph 3: Typical railroad gate (shown open)

Table 1: Summary of Project Features

Alternative 1 – Proposed Action	2057 Design Elevations * (ft)	Approximate Length (LF)	Estimated New ROW Needed (acres)	Estimated Existing ROW Utilized (acres)	Descriptions
Hero Canal levee (Reach 1)	14	12,250 LF Levee	41	49	Existing Levee Enlargement
Hero Canal Crossing (Reach 2)	16	56-foot wide Stoplog Closure Structure (70 cfs Pump Station), 400 – 500 LF Floodwall	2.5	0	Stoplog Closure Structure, Pump Station Floodwalls, Crane Platform
Levee (Reach 2)	14	3,200LF Levee	54.9	0	New Levee in BLHs
Pump Station and Levee (Reach 2)	14	1750-1850 LF Levee, (150 cfs Pump Station)	6.7	0	New Levee along non-Federal Levee alignment, Tie-ins, New Pump Station
LA 23 Crossing (Reach 2)	14	400-800 LF Vehicular Gate(s) with T-wall and Levee tie ins	1	0	New T-wall/Levee/ Vehicular Gate(s)
NOGCR Crossing (Reach 2)	14	T-wall transitions and Railroad Gate	0.5	0	Railroad Gate/Transition T-wall
RR to MRL Levee	14	500-600 LF Levee	1.8	0	New Levee
Bypass Road	N/A	2,250 LF	0.22	N/A	For Emergency and Authorized Vehicles

* Includes initial HSDRRS elevation plus likely settlement to the 2057 design year.

2.3.2 Alternative 1 Design and Construction Considerations

Overview of Design Consideration: For the alternative 1 proposed action, all flood protection structures would be built to the HSDRRS elevation with a design year of 2057 (calculated to provide a 100-year level of risk reduction). Levees would be constructed in lifts plus some overbuild for initial settlement. Floodwalls would be constructed to 2057 elevation and some hardened structures (like floodgates) would be constructed to the 2057 elevation plus 1.5 feet of structural superiority.

Construction Duration and Materials: Construction durations for the proposed action are estimated as follows: approximately 0.8 years for LA 23/NOGCR crossing, 1.4 years for levee construction, and 1.4 years for Hero Canal closure structure. These estimates include

construction based on initial build (2011), secondary lift and final lift construction to the 2057 design year (providing 100-year level of risk reduction).

Table 2 lists estimated construction material data for the proposed action. Over one million cubic yards of fill material would be needed for the levee work alone.

Table 2: Alternative 1 Estimated Construction Materials

Reach 1 North of the Hero Canal		**Reach 2 South of the Hero Canal**	
Material	**Quantity**	**Material**	**Quantity**
Fill	665,000 cy	Soil	28,000 cy
Surfacing, Crushed Stone	525 cy	Sand	92,000 cy
		Fill	600,000 cy
Reinforced Geotextile	19,675 sy	Reinforced Concrete	5,000 cy
Silt Fence	20,000 LF	Sheet Pile	59,000 sf

Note: (cy – cubic yard, sf – square feet, sy – square yard, LF – linear feet).
*Approximations subject to change as engineering designs progress.

2.3.3 Other Necessary Actions

2.3.3.1 Armoring

Armoring may be required at a number of locations throughout the HSDRRS. These locations may include: transition points (where levees transition into any hardened features such as other capped levees, floodwalls, and pump stations), floodwall protected side slopes, pipeline crossings, and earthen levees that are exposed to excessive wave overtopping during a 500-year hurricane event. The specific locations have not yet been determined. Armoring types vary, but the following materials are commonly used, and listed below in order of hardness:

- ACB – Articulated concrete blocks.
- ACB/TRM – Articulated concrete blocks/turf reinforced mattress.
- TRM – Turf reinforcement mattress.
- TRM/Grass - Turf reinforcement mattress which could allow a reduction to grass.
- Well maintained grass cover.

2.3.3.2 Relocations

As needed, utilities would be relocated to cross the project area in accordance with existing standards. Disruptions of service would be kept to a minimum.

2.3.3.3 Operation and Maintenance, Repair, Replacement, and Rehabilitation (OMRR&R)

In addition to initial construction activity, the proposed action includes all of the routine Operation and Maintenance, Repair, Replacement, and Rehabilitation (OMRR&R) activities required to keep this element of the HSDRRS at full operational capability. OMRR&R activities include mowing, re-paving, repairs to the structures, in-kind replacement, etc., to be provided by Coastal Protection and Restoration Authority of Louisiana (CPRA).

OMRR&R of the HSDRRS would have minimal impact on the significant resources in the area. Levees would be periodically mowed and herbicides might be used (on a very limited basis) around control structures. The floodwalls and levees would be annually inspected and repaired, as needed, to maintain design standards. This includes adding subsequent lifts of earthen material to levees in order to address subsidence. The stoplog closure would require periodic equipment maintenance and the crane would be replaced after 25 years. All activities would be conducted within the established ROW and within previously disturbed areas. Temporary and localized maintenance-related effects (e.g., noise, air emissions, increased traffic, temporary erosion and sedimentation, etc.) might occur during OMRR&R work.

2.3.3.4 Temporary Flood Risk Reduction Contractually Required During Construction

As part of the construction process, temporary flood risk reduction measures would be required whenever a reach of the existing floodwall or levee is degraded until the replacement floodwall or levee was sufficiently completed to withstand floodwaters. Sufficiently completed is defined as the time when the concrete in the replacement floodwall reaches a compressive strength of 4,000 pounds per square inch (psi) and all earthwork for the floodwall/levee replacement has been completed. Typically, the contractor would provide temporary flood risk reduction through installation of a cofferdam that would not diminish the flood protection of the existing facility or the facility under construction. The contractor would maintain all temporary flood control measures, including maintaining and operating drainage facilities. The contractor would provide, maintain, and operate pumps of adequate capacities, for the removal of the water that could accumulate in excavations within the areas protected by the temporary flood risk reduction facilities during construction. All temporary pumps would discharge to the project's flood side. The contractor would remove all temporary flood control structures and incidental features when no longer required. All material used in providing temporary flood control structures, and any debris generated during their removal would be removed from the job site prior to completion.

Prior to beginning work, the contractor would submit for approval his proposed plan to accomplish the specified temporary flood risk reduction. The submittal would be in accordance with Section 01330, "Submittal Procedures" and would include, but not necessarily be limited to the following:

1. Design and layout of temporary flood risk reduction works,

2. Methods and duration of maintenance of temporary flood risk reduction,

3. Methods, sequence, equipment and materials to be used for draining of excavations for floodwall demolition and floodwall replacement, and

4. Method and sequence of removal, including disposal of materials.

These measures provide assurance that risk reduction would be maintained during the construction process even in the event of significant flooding.

2.4 ALTERNATIVES TO THE PROPOSED ACTION

Three alternatives to the proposed action were considered in detail. These alternatives include the no action alternative and alternatives 3 and 5.

2.4.1 No-Action Alternative

Under the no action alternative, the proposed action would not be constructed by the CEMVN. The previously authorized levee alignment would be constructed, according to the plans approved in the 1994 USACE West Bank EIS, using the newest design standards, which may increase the footprint and/or elevation. The previously authorized alignment would include the

existing Hero Canal levee, and a new levee extending from the existing Hero Canal levee along the northern and western borders of the landfill, eventually tying into the existing non-Federal levee to the south of Oakville. The authorized alignment did not close the polder because this alignment did not include a levee reach that tied into the Mississippi River Levee. The previously authorized alignment would provide the eastern section of the project area with approximately 50-year level of risk reduction. This is the approximate level of risk reduction (except for new levee improvements near the landfill and Oakville recently completed) afforded the area prior to Hurricanes Katrina and Rita.

2.4.2 Alternative 3, Hero Canal Expanded

In alternative 3, Reach 1 is similar to alternative 1, Reach 1. All proposed construction methods are the same as alternative 1. For Reach 2, the proposed stoplog structure across the Hero Canal would be 961 feet west of the location for the structure proposed in alternative 1 (figure 6A). Once across Hero Canal, alternative 3 Reach 2 is similar to alternative 1 Reach 2 in that it proceeds essentially through BLH land and consists almost entirely of earthen levee construction (figure 6B). However, natural system impacts are greatest for this alternative since this alternative encloses more wetlands (approximately 53 acres).

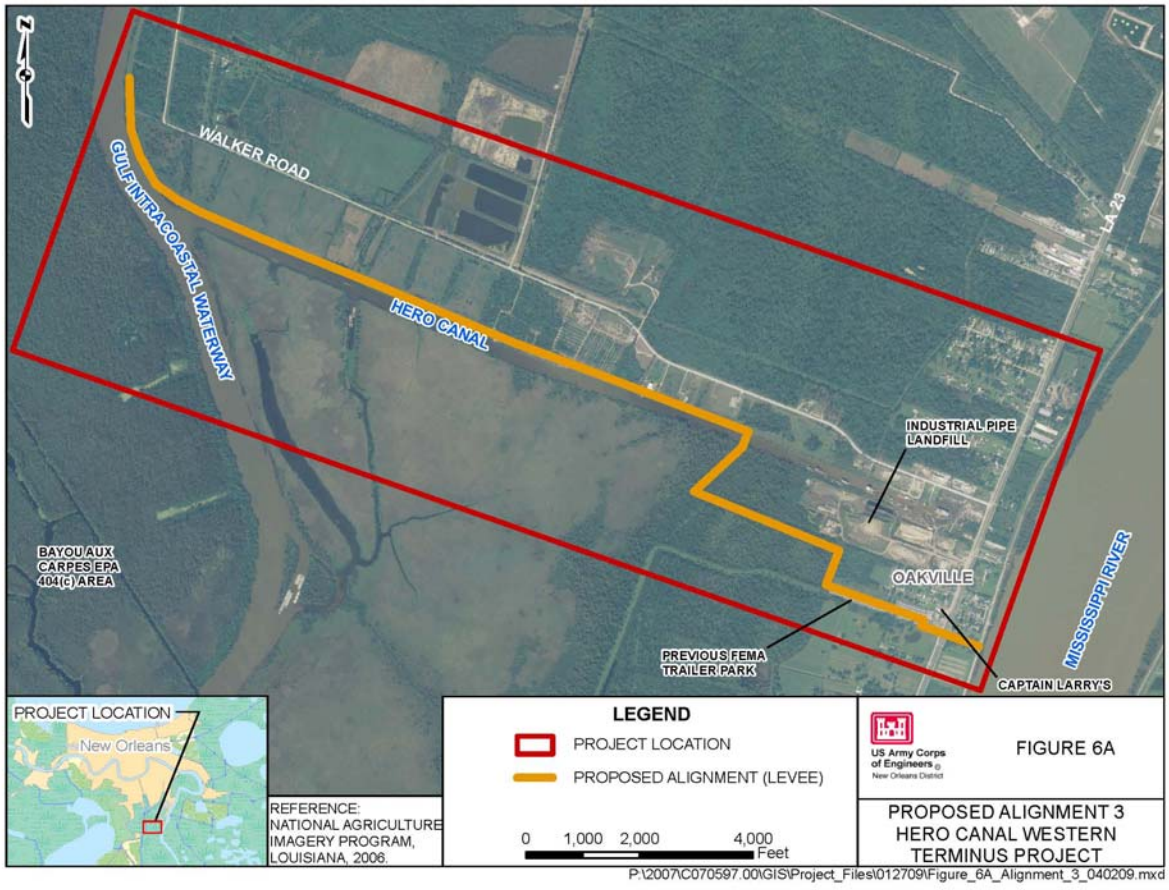


Figure 6A: Proposed Alternative 3

The major change for this alternative from alternative 1 is that it begins further west on the Hero Canal Levee and extends further west through BLH land. After turning east through BLH land, this alignment joins the non-Federal levee. From this point onward, the alternative 3 is exactly the same as the proposed action. Alternative 3 considers all of the structure and levee

engineering options as described in alternative 1. The total length for the entire alternative 3, Reach 2 segment is approximately 7,900 feet (compared to appx. 5,500 feet for alternative 1, Reach 2 and appx. 7,300 feet for alternative 5, Reach 2). Alternative 3, Reach 2 also requires a pump station, floodgates across Highway 23 and the NOGCR railroad, and a bypass road. Natural system impacts are greatest for this alternative due to the impacted and enclosed wetlands. This alternative is not recommended for implementation because it presents more impact to BLH and cypress/tupelo swamp wetlands and is more difficult to construct, thereby increasing construction duration.

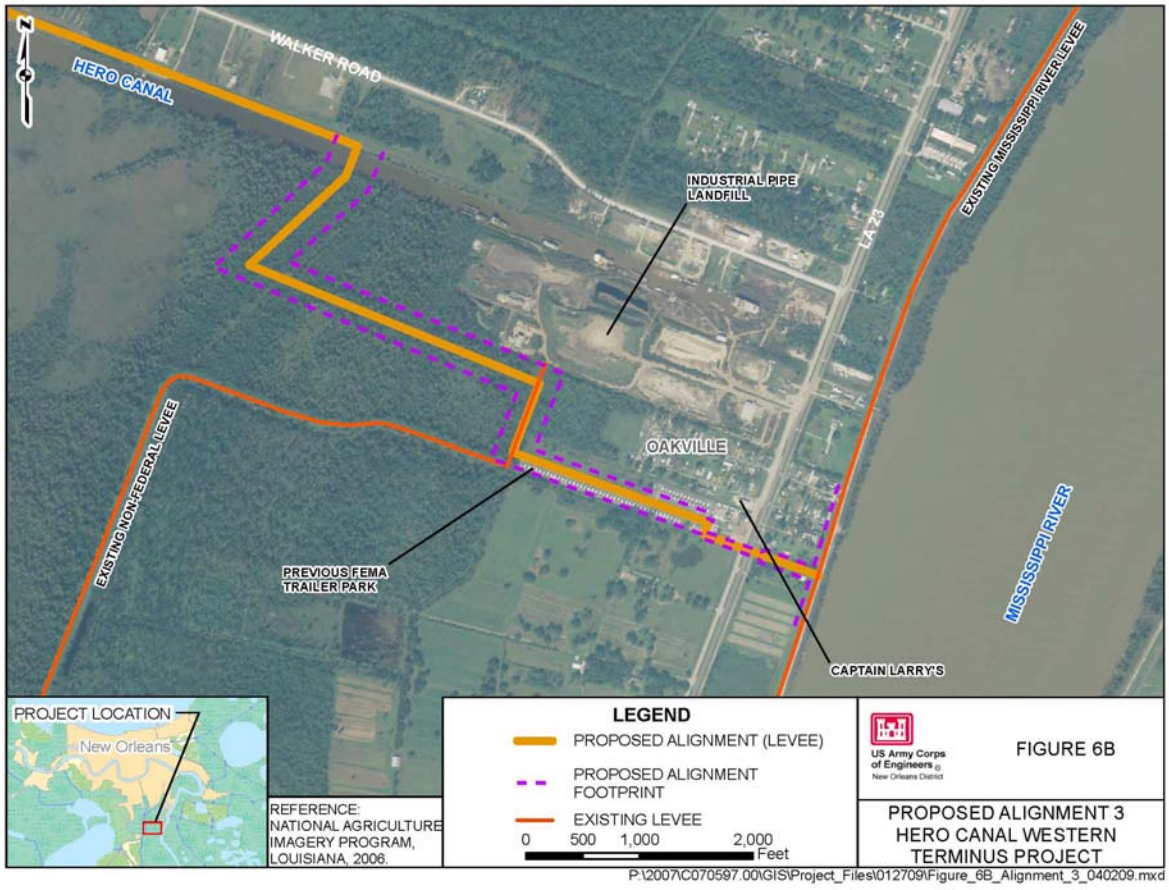


Figure 6B: Proposed Alternative 3

2.4.3 Alternative 5, Hero Canal through Industrial Pipe

In common with the other alignments considered, alternative 5, Reach 1 would include the same improvements to the Hero Canal levee, except for the exit point (see figure 7A for general alignment location). The alternative 5 alignment would not require the construction of a stoplog closure structure across Hero Canal. Alternative 5, Reach 1 would begin on the existing Hero Canal levee near the GIWW and extend eastward for 19,000 LF (compared to 12,000 LF for alternatives 1 and 3). A portion of this 19,000 feet would be new levee that begins at the end of the existing Hero Canal and continue east and then south at the end of the Hero Canal. The alignment for the portion of Reach 2, alternative 5 near Oakville is depicted in figure 7B. The levee continues south past Hero Canal and transitions to a new T-wall through the landfill area with four vehicular gates for access to active work areas. The T-wall continues south and then turns west proceeding along West Oakville Street requiring relocation of approximately 16 residences on the north side of that street. ROW requirements would also encroach onto the community park at the western end of West Oakville Street.

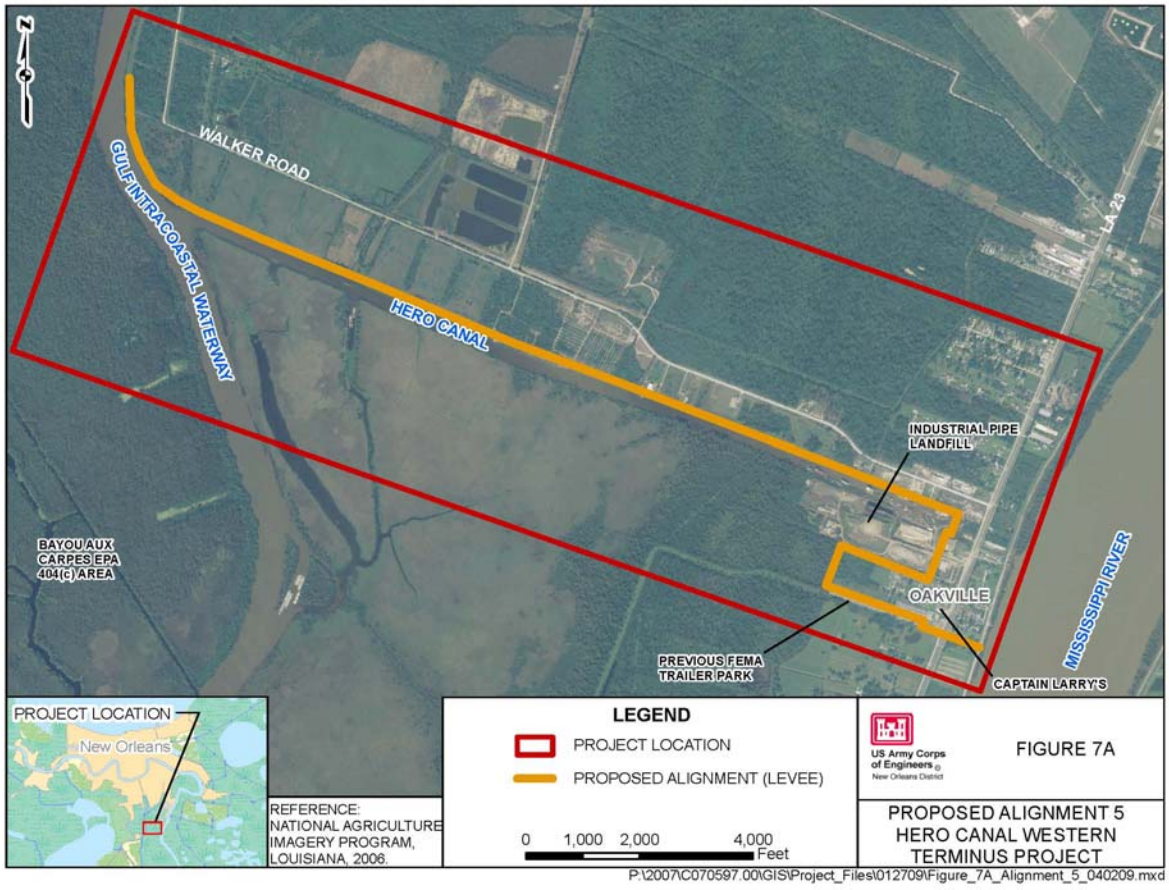


Figure 7A: Proposed Alternative 5

The T-wall transitions to an earthen levee at the Oakville community park boundary and continues west tying into the non-Federal levee. From the intersection with the non-Federal levee, alternative 5 continues south and at the point where the non-Federal levee turns west, this alternative alignment turns east to the MRL. This alternative has similar engineering options for the LA 23 and NOGCR crossings as well as the levee and T-wall from the non-Federal levee to the MRL as alternatives 1 and 3. The entire alternative 5, Reach 2 length would be approximately 7,300 LF (5,000 LF earthen levee and 2,000 LF of floodwall).

The authorized elevation of the landfill combined with the vicinity soil properties creates an instable plane, which would cause a large, unbalanced force on the alternative 5 T-wall.

Alternative 5 was not recommended as the proposed action because of impacts to residential structures in Oakville and because of significant subsurface instability surcharging to the proposed T-wall.

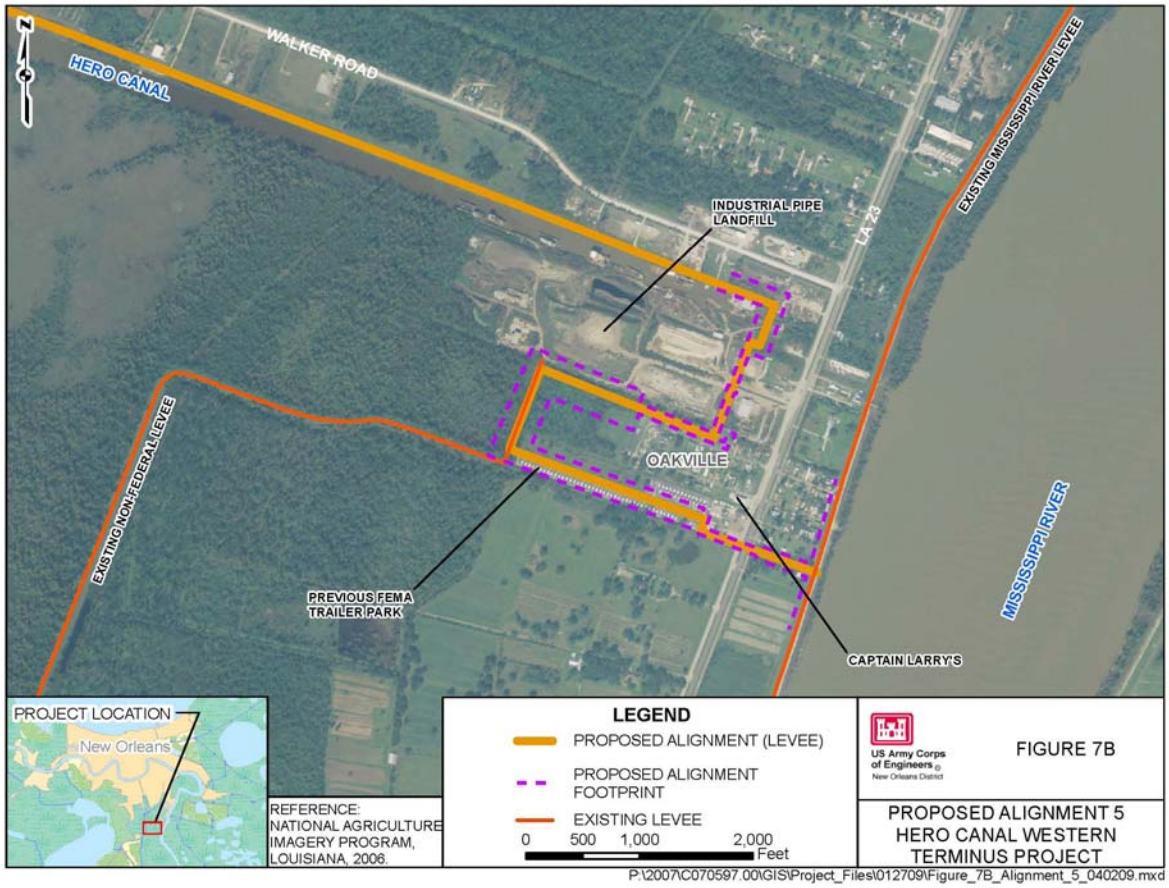


Figure 7B: Proposed Alternative 5

2.5 ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION

2.5.1 Hollow Core Levees

Large amounts of borrow material are needed to construct the hurricane risk reduction system in the New Orleans area to the levels required. The CEMVN considered several alternatives to earthen levees that would reduce the quantity of borrow material required. One alternative requiring less borrow material would be construction of a hollow core levee. The concept of the hollow core levee system is that open sections fill with water from the bottom as the storm surge rises. The combined weight of the concrete frame and its water-filled voids inside the frame result in a gravity structure that is designed to resist hydrostatic forces (from a surge), while resisting impact forces from possible vessel collisions. Hollow core levees are comprised of trapezoidal shapes similar to earthen levees. The levee superstructure is comprised of sloped side-walls with a flat-bottom slab, with access to the interior via steel grating or manholes in the crest.

Water inlets or ports are incorporated into the cross-sections near the levee base on the flood side to allow the section to flood with water to contribute to the overall weight for stability purposes. Shear keys in the base are designed to protect against sliding under design loading conditions. The substructure consists of a concrete base slab (pad) that would be supported by steel pipe piles.

Excavation and granular backfilling would be required to construct the pile-supported concrete pad. The concrete base slab serves a two-fold purpose. It distributes loads to the pile foundation as well as serves as a "roadway" for cast-in-place construction.

Hollow core levees would not be advantageous to use in lieu of traditional reinforced levee sections for this proposed project. The existing levees in Plaquemines Parish only need to be raised approximately 4 feet to 6 feet. Hollow Core levees are costly and would require a massive footprint to stabilize in the IER # 13 wetland terrain. Therefore, degrading an existing levee and replacing it with a hollow core levee section would not be cost effective.

2.5.2 Reach 1 - Straddle and Flood Side Levee Construction

Originally, the options of straddle, flood side construction, and protected side construction were considered. The existing Hero Canal levee is built near water's edge, leaving little or no land area for levee expansion. Straddle or flood side shift construction would require enlarging the levee into the Hero Canal. Typically this is accomplished by placing fill at the toe of the existing grade and proceeding out into the open water with a "mud wave" until the desired ground surface elevation is achieved. Preliminary calculations of flood side expansion of a levee from elevation 10 feet to approximately 14 feet NAVD88 indicate that the toe of the existing levee would need to be expanded at least 40 LF into the canal. The mud wave might push existing vegetation out an addition 70 LF into the channel. Due to the relatively small size of Hero Canal, approximately 200 feet in width, the mud wave would create considerable permanent impacts to the canal and to the wetlands adjacent to it. These impacts would be avoided by building on the protected side, which is currently pasturelands and small wooded plots. In addition, improvements on the protected side allow for better opportunities in the future for increased protection in this area.

2.5.3 Nonstructural Measures

The nonstructural measures alternative includes options that might significantly reduce flood damage without the construction of major flood risk reduction structures. Such measures include raising residential and commercial structures in flood prone areas, structure relocation, and rezoning, among others. Generally, each of these potential options incurs high costs and could have high socioeconomic impacts, while providing limited and varying levels of flood damage relief.

According to Section 73 of WRDA, ER 1105-2-100, non-structural measures can be considered independently or in combination with structural measures. Independently, nonstructural measures cannot achieve the federal statutory mandate of 100-year level of risk reduction in the project area. Nonstructural measures reduce flood damages without significantly altering the nature and extent of flooding, so a gap would occur in the required 100-year level of risk reduction for the WBV if this option were pursued. Flood damage reduction is achieved from nonstructural measures by changing the use of the floodplain, or by accommodating the uses there to the flood hazard. The typical non-structural measures employed to reduce flood damage risk include structure relocations, raising of structures, flood proofing, and regulation of the use of the floodplain.

2.5.3.1 Structure Relocations

One way to reduce damages from storms and hurricanes is a mandatory public acquisition of vulnerable properties in areas subject to flooding. Acquisitions would be accomplished pursuant to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, which mandates financial assistance to owners of properties affected by Federal actions. Accordingly, a nonstructural program based on acquisition of commercial and residential properties in flood-prone areas would be subject to these guidelines, including payment of just compensation for the acquired properties and payment of Uniform Relocation Assistance Benefits under Title II of the Uniform

Act for the displacement of individuals, families, businesses, farms, and non-profit organizations. Two primary options exist under this alternative: (1) relocation of the structure to a comparable site outside of the area of flooding; and (2) acquisition of the structure and site by the local sponsor for demolition of the structure. Neither of these options is considered as viable under the existing circumstances. The entire Belle Chasse polder, town of Oakville, and industry along the eastern end of the Hero Canal would require relocation if excluded from the HSDRRS. Acquisition and relocation would be both very expensive (approximately 1.5 billion dollars) and would not reduce the risk of storm damage and flooding to vulnerable commercial, industrial, and residential structures in Plaquemines Parish.

2.5.3.2 Raise in Place

This form of flood proofing would require elevating all commercial and residential properties subject to flooding in the study area above the 100-year flood level. In addition, certain infrastructure that needs to continue operating in a flood event might have to be raised also, including roadways, public buildings and certain utilities. The average cost of elevating residential structures in the New Orleans area has been estimated at $95 per square foot (USACE 2007). The cost of raising a typical 1,800-square-foot residence would amount to approximately $171,000 and the cost of raising all the residential structures in the polder would be approximately 1.1 billion dollars. Since the proposed action would be a component in the overall system of levee improvements in the WBV, all residential structures in the WBV would need to be raised if the raise-in-place program was implemented for the Hero Canal levee reach.

2.5.3.3 Floodproofing

Flood proofing can be used to reduce flood damages by modifying structures and relocating building contents. Flood proofing involves techniques to keep water out of structures, as well as reducing the damaging effects of inundation. Raising the structure is a primary technique that can be used as part of a collective action. This can be done either when the building is under construction or through retrofitting of an existing structure. For purposes of compliance with the National Flood Insurance Program, non-residential structures are not normally raised. Instead, exterior walls and door framing is sealed with a floodproofing material up to 3 feet. Floodproofing is problematic for heavy-commercial improvement such as warehouses, industrial structures, and critical facilities such as are found at the Belle Chasse Naval Air Station. As just identified, this range of techniques has been eliminated as a major element for consideration due to prohibitive costs, estimated to be more than $500,000,000.

2.5.3.4 Rezoning

This option provides for the use of zoning tools to preclude or limit land development in flood-prone areas. While this option could minimize future damages by restricting new development in flood-prone areas, the goal is to provide a system of 100-year level of risk reduction throughout the WBV according to federal statutory requirements. Zoning changes at this time cannot achieve this goal. However, with this option government agencies would limit the expansion of flood risk within the WBV area

In summary, no combination of non-structural tools for this project area can achieve the required 100-year level of risk reduction needed to provide for hurricane surge risk reduction on the WBV intended by federal statutes.

2.5.4 Alternative 2, Hero Canal Enclosing Wetlands

Alternative 2, Reach 1 would extend 12,000 LF from the existing Hero Canal levee eastward. Alternative 2, Reach 2 (figure 8A) would extend from the same starting point as alternative 1, Reach 2 in a southward direction. From the Hero Canal, the new levee would extend south through BLH habitat until it meets the non-Federal levee. The alignment turns east along the non-Federal levee and continues to the MRL. Alternative 2, Reach 2 would include all of the structure and levee engineering as described in alternative 1, Reach 2. Because it would enclose additional wetlands, this alternative was eliminated from consideration.

This alignment would result in additional avoidable wetland impacts. Thus, it has no advantages over either the proposed action or alternative 3. Due to the BLH impact; other environmental considerations, and a field evaluation, this option was not discussed in broad detail in the engineering alternatives report and in this IER and was not carried forward for detailed analysis.

2.5.5 Alternative 4, Hero Canal to MRL

Alternative 4, Reach 1 is similar to the proposed action. Alternative 4, Reach 2 (figure 8B) is an extension from the end of the existing Hero Canal levee directly eastward, crossing LA 23 and the railroad track using floodgates and connecting with the MRL. This alignment is different from alternatives 1, 2, and 3 as it would be the shortest distance from the existing Hero Canal levee System to the MRL and the least cost to construct. However, it does not protect Oakville, the landfill or nearby industrial/commercial property.

Reach 2 begins with a new levee at the end point of the existing Hero Canal and continues east paralleling Walker Road until reaching LA 23 and the NOGCR crossings. The crossing of LA 23 would be accomplished with vehicular gates and at the NOGCR with a railroad gate, with T-wall transitions similar to that proposed for alternative 1. Beyond the transition T-wall, the new earthen levee would continue onward to tie into the MRL. For the new levee section, unreinforced stability berms with high-strength geotextile and deep soil-mixing options were considered.

Alternative 4 was eliminated from consideration because it would not achieve the planning objective of protecting Oakville. The decision to protect Oakville as a project objective was made in the 1994 Feasibility Report and Environmental Impact Statement. Congress ratified this objective in P.L. 104-303 Sec. 101(a) (17) (WRDA 1996). Thus, risk reduction for Oakville is highly desired for the WBV project and this alternative does not achieve that objective.

2.5.6 Alternative 6, Hero Canal through Landfill, Option B

This alternative is almost exactly the same as alternative 5 except that the location of the T-wall at the eastern side of the landfill area has been moved to the interior of the landfill. In alternative 5 the landfill T-wall is offset approximately 90 feet to 100 feet to the west. In this alternative, the alignment is directly adjacent to the landfill and within its limits of influence for geotechnical slope stability. Due to the large driving force of the landfill from the heavy loads and unstable soil types, the T-wall design is infeasible. As documented by inspection, this alignment has no advantages over alternative 5 and a major disadvantage in that a floodwall could not be used without a much larger footprint. Therefore, alternative 6 was not developed further and was not carried forward for detailed analysis (figure 8C).

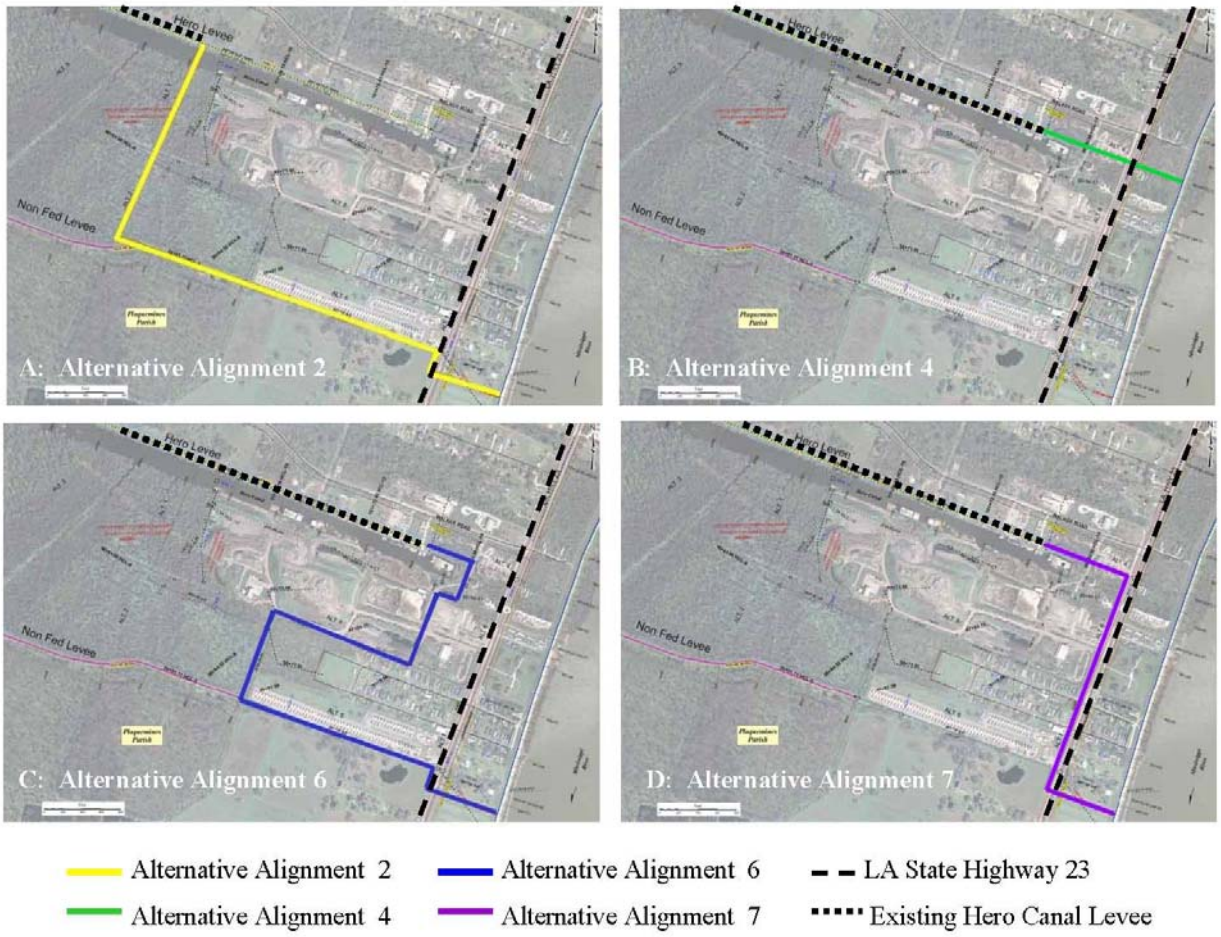


Figure 8: Structural alternatives removed from consideration

2.5.7 Alternative 7, Hero Canal down Highway 23 to MRL

Alternative 7 (figure 8D) was considered in the original preliminary design report completed in 2006. This alignment would begin at the east end of the Hero Canal levee, then extend eastward to LA 23, at which point it would turn south and runs parallel to LA 23 and crosses Highway 23 in the same location as alternative 1. The alignment for alternative 7 would continue eastward crossing LA 23 using floodgates, and connect with the existing Mississippi River Levee. The reach crossing Highway 23 would consist of vehicular and railroad gates.

Alternative 7, for the same reasons as alternative 4, was eliminated from consideration because it would not achieve the planning objective of risk reduction for Oakville. The decision to reduce flood risk for Oakville as a project objective was made in the 1994 Feasibility Report and Environmental Impact Statement. Congress ratified this objective in P.L. 104-303 Sec. 101(a) (17) (WRDA 1996). Thus, risk reduction for Oakville is required for the WBV project and this alternative does not achieve that objective.

2.6 SUMMARY TABLE

Table 3 provides a summary of the preliminary alternative screening results.

Table 3: Preliminary Alternatives Screening Summary

Alternative	Screening Results
No-Action, Authorized Alignment	☑
Non-Structural	X
Existing Alignment	
• Earthen Levee	☑
• T-wall Floodwall	☑
• Earthen Levee with armoring	☑
Flood-side Shift	
• Earthen Levee	X
• T-wall Floodwall	X
• Earthen Levee with armoring	X
Protected-side Shift	
• Earthen Levee	X
• T-wall Floodwall	X
Navigation Closure across Hero Canal	•
Pump Stations	•
Bridge over Highway 23	•
Floodgates across Highway 23	•
T-Wall through Landfill	•

X = eliminated from further study
• = considered in detail
n/a = not applicable; this alternative was not formulated for this reach

CHAPTER 3 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

3.1 ENVIRONMENTAL SETTING

3.1.1 General

The study area is located on the west bank of the Mississippi River within Plaquemines Parish, LA, extending westward from the Mississippi River along the Hero Canal to the eastern bank of the GIWW (figure 3). The study area includes the communities of Belle Chasse, English Turn, and Oakville. Numerous sensitive environmental resources are located near the project study area including the Bayou aux Carpes 404(c) area to the west, Barataria Bay and the Gulf of Mexico to the south, and the Mississippi River to the east. In general, these environmental resources are largely comprised of bottomland hardwood forests, cypress swamps, and various freshwater emergent, scrub-shrub, and forested wetland habitat. Alternatives specific to this project are situated along the Hero Canal, extending from the east bank of the GIWW levee to the west bank of the Mississippi River levee (figures 4-8).

3.1.2 Land Use

3.1.2.1 Hero Canal

The Hero Canal extends from the east bank of the GIWW eastward and terminates near the intersection of Walker Rd. and LA 23. Walker Road runs east to west, paralleling the northern bank of the Hero Canal in this vicinity. Areas to the north of the canal contain scattered remnants of BLH forest nested within a matrix of low-density residential development, emergent wetlands, scattered oil and gas wells, and cleared grazing lands. The eastern end of the canal is surrounded by several construction yards, salvage yards and a dredging operation. Areas south of the Hero Canal near the GIWW consist primarily of marsh habitat. Further east, the marsh transitions into a well established bottomland hardwood/cypress swamp.

3.1.2.2 Oakville

Towards the southeastern end of the Hero Canal, the bottomland hardwood/cypress swamp area abruptly ends at the western boundary of a landfill (Industrial Pipe, Inc.) and the community of Oakville. The landfill abuts the Hero Canal near the canal's eastern terminus. The community of Oakville lies just south and east of the landfill. The community is essentially bisected and served by LA 23. The eastern border of the community abuts the Mississippi River. Oakville is primarily residential, including a park, cemetery, general store (Captain Larry's) and several churches. The community was established shortly after the Civil War by freed slaves. After Hurricane Katrina in 2005, a temporary FEMA trailer park was constructed on the southern border of the community. Currently, the FEMA trailer park has been decommissioned; however, the landowner is allowing recreational vehicles to use the site. Adjacent areas to the south of Oakville are comprised of pasturelands and scattered citrus groves.

Table 4 identifies land uses near the project area described in this document. Figure 9 is a land use map showing features of the study area.

Table 4: Land Use in Study Area, by Reach (acres)

Land Use	Total (acres)
Residential	91.5
Commercial	96.5
Industrial	55.6
Cropland and Pasture	53.3
Streams and Canals	137.0
Forested Wetland	1154.8
Non-Forested Wetland	936.0
Strip Mine, Quarries, and Gravel Pits	74.1
Total	**1,598.8**

*****Many non-forested wetland areas north of the Hero Canal are used as pasture for cattle

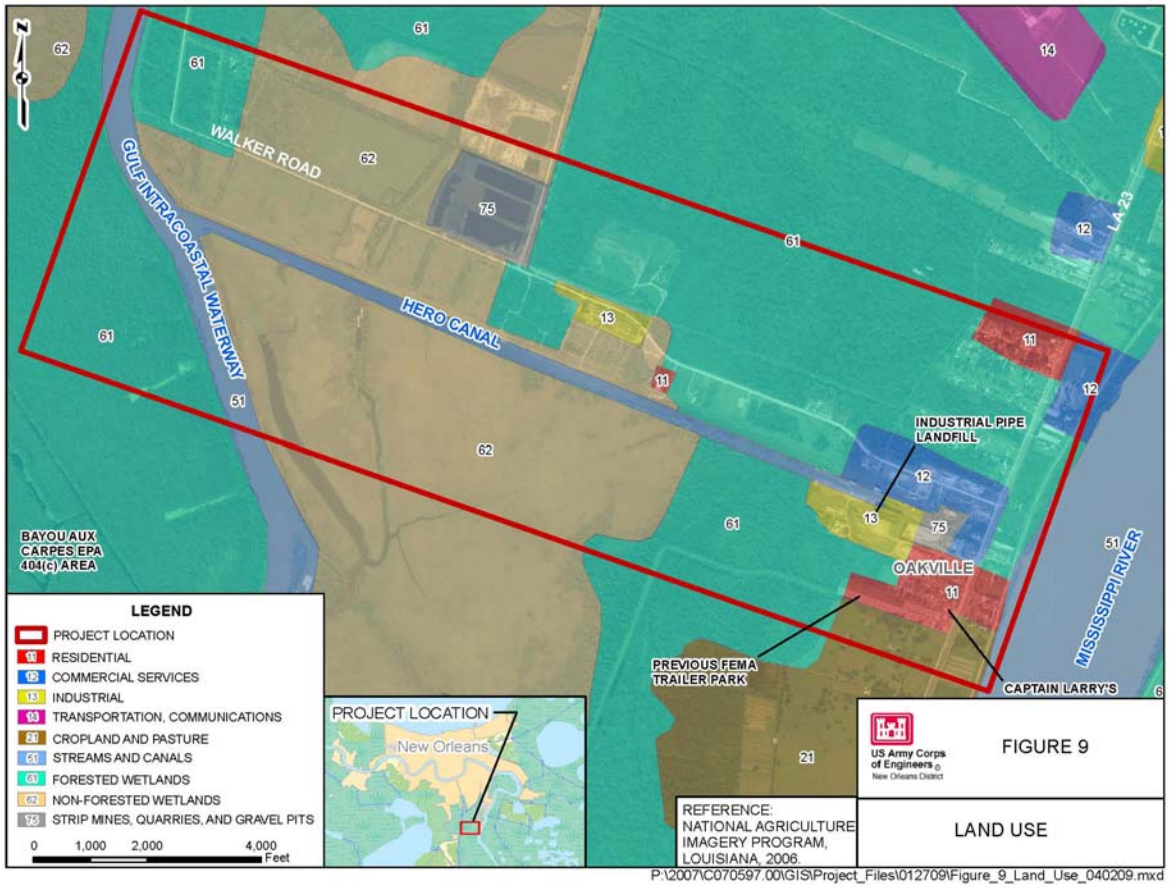


Figure 9: Land use

3.1.3 Climate

The project area and Plaquemines Parish fall within the Gulf Coast regional climate characterized as hot, humid, and subtropical (Ning *et al.* 2003). The maritime air masses associated with the Gulf of Mexico and the many water surfaces of rivers, streams and lakes in the area significantly influence the local climate. Summers are long and hot with high humidity. Tropical storms often enter the Gulf of Mexico in the summer and fall and can generate extensive rainfall and high winds. The area receives approximately 65 inches of precipitation annually. The summer average daily temperature is 81^{o} Fahrenheit, with the average daily high temperature around 90^{o}. During winter, cold, dry, polar air masses often move southward from Canada, often influencing the project area. Winter average daily temperature is 54^{o} and the average daily minimum is 44^{o}.

Tropical storms and hurricanes frequent the region between August and October. These storms bring high winds (capable of exceeding155 miles per hour), heavy precipitation, and storm surges that cause extensive flooding, property damage, environmental devastation, and loss of life (National Hurricane Center 2007).

Regional climate trends show that over the past decade Louisiana has been subject to increasing temperatures and humidity, increasing precipitation and more intense precipitation events, stronger tropical storms, and a rising sea level (Ning *et al*. 2003). Climate modeling to predict future hurricane frequency are currently inconclusive; however, the currently supported climatic trends listed above are generally agreed to result in future increases in flooding, erosion, and subsidence, specifically to coastal areas (Ning *et al.* 2003).

3.1.4 Soils

Soils in the project area consist primarily of: (1) soils found on naturally occurring levees that are protected from flooding, and (2) soils frequently ponded in marshes and swamps that experience frequent flooding. The north side of the Hero Canal is dominated by Rita mucky clay in the cleared areas in the west of the project area, and by Schriever clay in the vicinity of Oakville (USDA 2007). These soils are commonly found on natural levees within the Mississippi delta and alluvial plain, in areas relatively free from flooding. Rita mucky clay is formed from clay alluvial parent material. Schriever clay soils are formed from alluvial clays and are also poorly drained and slowly permeable.

The south side of the Hero Canal is dominated by Allemands Muck, with a minor component of Barbary Muck, in the marsh and BLH areas in the west of the project area. Allemands Muck is formed from an overlay of organic material on clay swamp deposits. Barbary Muck is similar to Allemands Muck, but lacks the organic soil component. These mucky soils are commonly found in low-lying, ponded back swamps and are all very poorly drained and slowly permeable.

The soils in Oakville and the immediate vicinity are a mix of Rita mucky clay, dredged Aquents, Carville silt loam, and Schriever clay (USDA 2007). With the exception of dredged Aquents, these soils are typically found on natural levees, protected from flooding. Carville silt loam is a deep, poorly-drained and moderately-permeable soil generally formed from loamy and clayey alluvium. Dredged Aquents are typically found on spoil banks, protected from flooding.

Almost all of the soils within the study area exhibit substantial subsidence ranging from 6 inches to 51 inches when dried (USDA 2007). To ensure 100-year flood level of risk reduction, final levee elevation should be determined as the elevation post predicted subsidence, or levee elevation should be monitored and reconstructed as needed. In addition, Carville silt loam and Schriever clay are designated prime farmland soils (USDA 2007). Areas of prime farmland soils are designated in figure 10.

3.1.5 Geology

The study area is located in Plaquemines Parish, which, in conjunction with St. Bernard Parish, forms the Lower Mississippi Delta Region. Natural ground elevations are near sea level. Dominant physiographic features in the area consist of the Mississippi River and its associated natural levees and Bayou Barataria.

The underlying geology of the study area is composed of extremely young sediment deposited by the Mississippi River and various tributaries. Exposed surfaces are typically Quaternary Holocene alluvial and coastal marsh deposits. The alluvial deposits are primarily sand, gravel, and rich muddy organic matter. The coastal marsh deposits are composed chiefly of muddy organic matter (Louisiana Geologic Survey 1936). Historically, the river system freely deposited sediments via flooding events, and continually changed course. These processes are responsible for the continual formation and maintenance of the Lower Mississippi Delta Region; however, due to human influences these processes no longer occur with the frequency needed to maintain the land masses in their current state. Levee construction has created a permanent unwavering path for the Mississippi River and has greatly limited flooding.

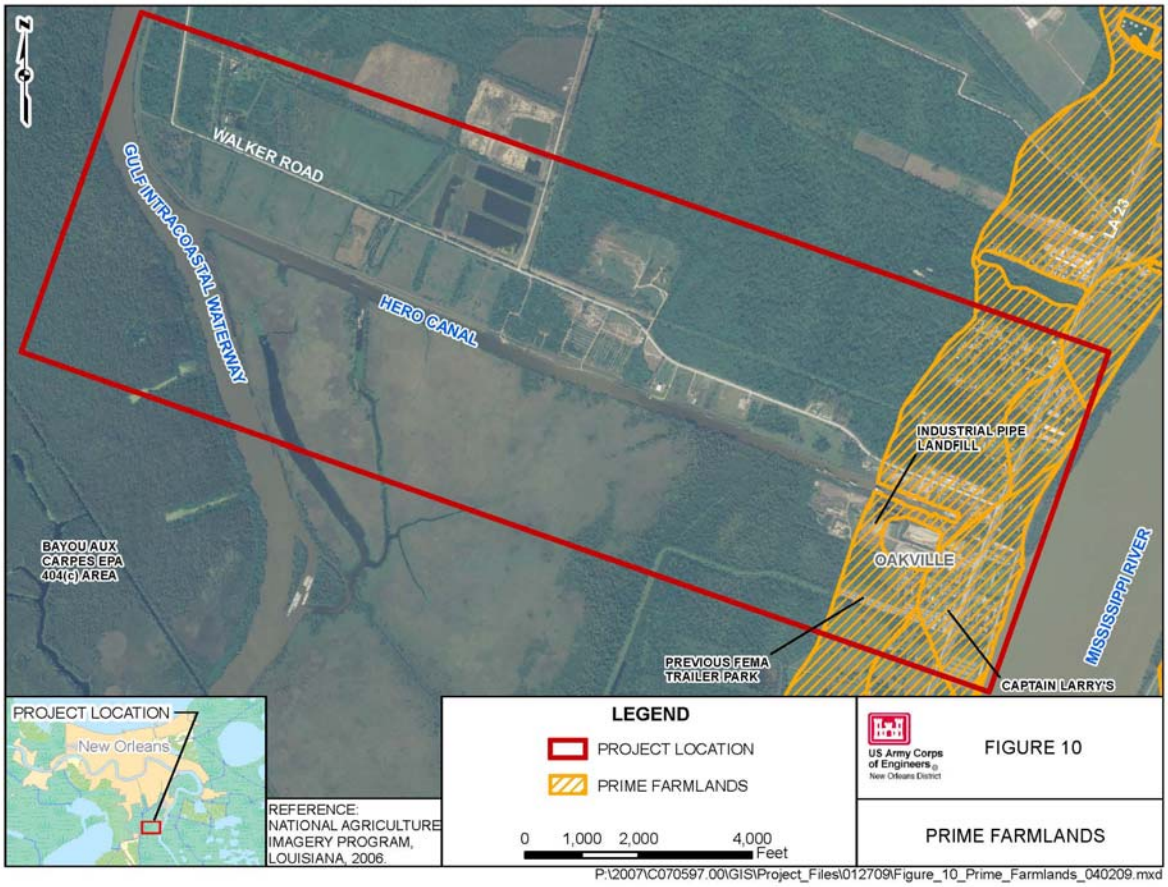


Figure 10: Prime farmland

Along the Hero Canal, the soil surface is largely composed of artificial levee material that ranges from 10 feet to 24 feet thick. Beneath the artificial levee deposits lie swamp deposits that are composed of organic clays, fat clays, and peats with occasional sand and silt layers. Swamp deposits are generally between 10 feet and 20 feet thick. Peat layers are common in the swamp deposits between 10 feet and 20 feet in elevation. An abandoned distributary channel crosses the

Algiers Canal due west of English Turn. It is located between 5 feet and 46 feet in elevation and filled with interbedded layers of sands, silts, and clays. Flanking the abandoned distributary are natural levee deposits composed of predominantly fat clays and silts. Natural levee deposits are located between 4 feet and 28 feet elevation and range in thickness from 4 feet to 24 feet. Interdistributary deposits are located beneath the natural levee and swamp deposits and consist of interbedded layers of fat and lean clays, silts, and silty sands. They average 40 feet in thickness. Intradelta deposits are present beneath swamp and within interdistributary deposits. Intradelta deposits are typically coarse material with interbedded layers of silt, silty sand, and sand with some clay layers. Intradelta deposits range in thickness from 2 feet to 20 feet and are generally found between 20 feet and 40 feet in elevation. Beneath the interdistributary deposits lie nearshore gulf sediments that are composed predominantly of sand and silty sand with clay layers and shell fragments and prodelta deposits that are mainly clay. Nearshore gulf deposits lie atop Pleistocene deposits that are composed of stiff to very stiff oxidized clays interbedded with layers and lenses of silts and sands. The top of the Pleistocene ranges from 75 feet to 100 feet in elevation and extends to an unknown depth.

Groundwater is at or near the surface and may be hydraulically connected to the Mississippi River and the GIWW.

Long-term relative subsidence rates average approximately 0.5 ft/century in the study area. It is estimated that eustatic sea level will rise an additional 1.3 feet over the next 100 years (Intergovernmental Panel on Climate Change 2002). Combined, the relative subsidence rate is estimated to be 1.8 feet over the next 100 years. (Note: all elevations are in NAVD 88).

3.2 SIGNIFICANT RESOURCES

This section contains a list of the significant resources located in the vicinity of the proposed action, and describes in detail those resources that would be impacted, directly or indirectly, by the alternatives. Direct impacts are those that are caused by the action taken and occur at the same time and place (40 CFR §1508.8(a)). Indirect impacts are those that are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable (40 CFR §1508.8(b)). Cumulative impacts are discussed in section 4.

The resources described in this section are those recognized as significant by laws, executive orders, regulations, and other standards of National, state, or regional agencies and organizations; technical or scientific agencies, groups, or individuals; and the general public. Further detail on the significance of each of these resources can be found by contacting the CEMVN, or on www.nolaenvironmental.gov, which offers information on the ecological and human value of these resources, as well as the laws and regulations governing each resource. Table 5 shows those significant resources found within the project area, and notes whether they would be impacted by the proposed alternative.

This report assumes that under the “no action” alternative the risk reduction system would be raised to the originally authorized grade (El. 10 NAVD88), rather than the 100-year level of risk reduction (2057 El. 14 NAVD88). Consequently, the impacts discussed in this report are those impacts specifically associated with raising the level of risk reduction from the originally authorized grade up to the 100-year level of risk reduction. Rather, the no action alternative is considered as the baseline for the purposes of the analysis preformed. All impact calculations and discussions are assumed to be impacts incurred in addition to the authorized action.

Table 5: Significant Resources in Project Study Area

SIGNIFICANT RESOURCES	IMPACTED (temporary or permanent)	NOT IMPACTED
Wetlands	X	
Upland Resources		X
Prime Farmland	X	
T&E Species		X
Fisheries	X	
Wildlife	X	
Water Quality	X	
Cultural Resources	X	
Recreational Resources		X
Air Quality	X	
Noise	X	
Socioeconomic	X	

X = Designates resource as impacted or not impacted

3.2.1 Wetlands

3.2.1.1 Existing Condition

Most of the project area consists of wetland, or previously drained wetland habitats retaining various wetland characteristics (figure 11). Certain locations within the project area have experienced a significant hydrological shift due to the construction of numerous levees and pumping stations during the 1960s to locally control drainage. These drained wetland habitats are primarily located to the north of the current Hero Canal levee and retain historic vegetative characteristics of BLH forests; however, many of these areas have been cleared for grazing. The remainder of the project area contains a wide array of wetland habitat types typical of the Bottomland Hardwood Region of the Mississippi River Alluvial Plain. These wetland habitat types include; (1) wet and non-wet bottomland hardwood forest, (2) cypress/tupelo swamp, (3) freshwater emergent and shrub-scrub wetland, and (4) marsh (figure 9). The only areas resembling any substantial upland habitat characteristics are the existing levees.

Bottomland hardwood forest provides all basic ecosystem services of a typical wetland (Smith et al. 1995). Hydrologically, forested wetlands act to store ground water, maintain surface water and aid in flood and storm risk reduction by acting as natural "sponges." Biogeochemically, forested wetlands provide numerous valued services such as carbon sequestration, nutrient retention, and natural non-point source pollution mitigation (Coastal Wetland Forest Conservation and Use Science Working Group 2005). BLH forests also support significant wetland biological communities. Numerous species of insects, fish, amphibians, mammals, and birds utilize critical habitat found within BLH forests.

The maintenance of wetland habitat types in the bottomland hardwood region was historically dependent upon sediment input from freshwater flooding events producing a slow and gradual elevation transition. The gradual elevation change provides a highly elongated freshwater to saltwater transition zone capable of supporting a high diversity of wetland and marsh vegetation

communities. Currently, these coastal areas are in a transgressive phase resulting in the rapid replacement of freshwater marsh and swamp habitat with increasingly marine-dominated habitats (Roberts 1997). Historically, the coastal region encompassing the project area would receive freshwater and sediment inputs during frequent flooding events from the Mississippi River. These flooding events would act to maintain the freshwater habitat characteristics and negate the effects of tidal outwash through silt deposition; however, the construction of levees and other flood control measures have significantly altered freshwater, nutrient, and sediment inputs (Kesel 1989, Boesch et al. 1994, Day *et al*. 2000). If not developed, areas protected from both freshwater and backwater tidal flooding with levees and water pumps have significantly dried causing both subsidence, and the conversion of BLH forest to more upland habitat. Other areas protected from freshwater flooding and silt deposition, but not protected from backwater tidal flooding, have high rates of tidal outwash without silt replenishment and higher than normal saltwater concentrations.

Bottomland hardwood forests were once the dominant vegetation community type of the Mississippi River Alluvial Plain Region. Originally covering a nearly continuous 50 million acre expanse throughout the Southeastern United States, the vast majority of the BLH forests were cleared for their valuable timber and converted into agricultural lands throughout the last 100 years (Frayer et al. 1983, Dahl *et al.* 1991). Furthermore, extensive water control measures intended to maintain adequate drainage for converted agricultural land and other developments has negatively impacted any remaining BLH forest patches by drastically altering the natural hydrological regime, resulting in the colonization and establishment of upland species over time, thereby indirectly and slowly converting any remaining bottomland forest (Coastal Wetland Forest Conservation and Use Science Working Group 2005). Consequently, less than 10 million acres of BLH forest habitat remains, almost none of which is old growth. The degradation of BLH forests also impacts a highly lucrative economic resource. Containing countless species of harvestable high quality timber, habitat loss and regeneration failure have significantly impacted Louisiana's timber industry; an industry that has traditionally accounted for over 55% of land and water based economic production (Louisiana Department of Wildlife and Fisheries 2000).

In the immediate area of the Hero Canal levee, small remnant patches of non-wet BLH forest habitat are located adjacent to the north side of the existing Hero Canal levee. Most likely once entirely forested, the area has been cleared, drained, and is primarily utilized as grazing lands for cattle. Any remaining BLH habitat in this area becomes increasingly patchy, and less intact, moving from west to east along the northern border of the Hero Canal. The dominant overstory vegetation in the area is characterized by secondary growth water oak (*Quercus nigra*), live oak (*Quercus virginiana*), black willow (*Salix nigra*), swamp red maple (*Acer rubrum* var. *drummondii*), green ash (*Fraxinus pennsylvanica*), hickory species (*Carya spp*.) and hackberry species (*Celtis spp.*). Additional non-forested wetland habitats are scattered along the northern expanse of the Hero Canal. The transitional wetland habitat on the north side of the Hero Canal, between the Hero Canal and the Hero Canal levee consists of black willow, elephants ear (*Colocasia antiqurom*), bulltongue (*Sagittaria lancifolia*), *Sesbania spp.*, and soft rush (*Juncus effusus*) among others. These areas are also heavily invaded by chinese tallow (*Sapium sebiferum*). Most of the cleared land used for grazing north of the Hero Canal levee functions as palustrine emergent or scrub/scrub wetland habitat comprised of soft rush (*Juncus effusus*), marsh morning glory (*Ipomea sagittata*), *Carex spp.*, poison ivy (*Toxicodendron radicans*), waxmertyle (*Myrica cerifera*), and buttonbush (*Cephalanthus occidentalis*).

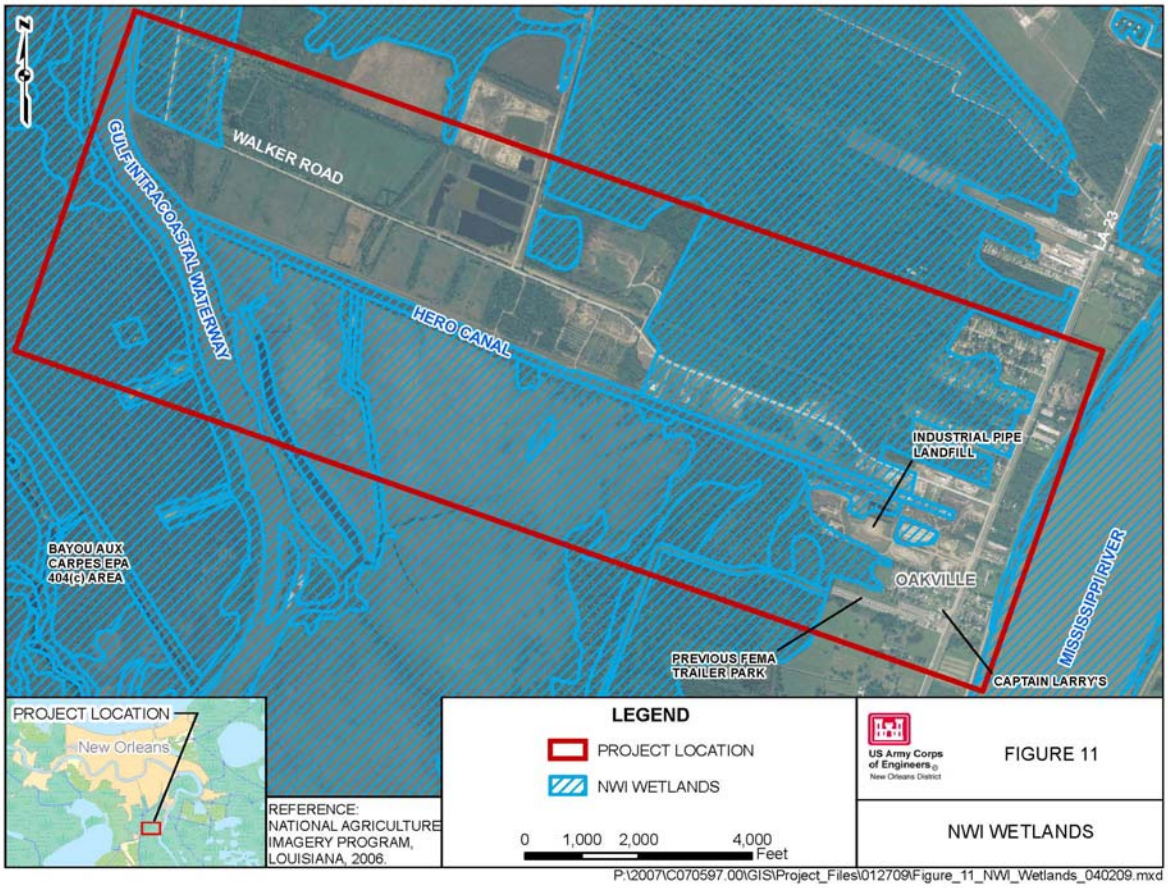


Figure 11: National Wetland Inventory Wetlands

Wet BLH forest habitat is primarily found south of the Hero Canal. High quality cypress-tupelo swamp habitat extends westward from Oakville and the landfill, gradually transitioning into non-forested marsh habitat approaching the GIWW. The forested overstory is dominated by bald cypress (*Taxodium distichum*), swamp red maple and tupelo gum (*Nyssa aquatica*), with a relatively sparse and flooded understory dominated by dwarf palmetto (*Sabal minor*). The marshes in this area are dominated by smartweed (*Polyganum spp.*), bulltongue, pennywort (*Hydrocotyle spp.*), and softstem bullrush (*Scirpus validus*). These areas are south of the Hero Canal are completely inundated. Consequently, these areas provide spawning and nursery areas for larval and juvenile fish and shellfish of both freshwater and estuaries such as sunfish (*Lepomis spp.*), menhaden (*Brevoortia sp.*), blue crabs (*Callinectes sapidus*), and bay anchovies (*Anchoa mitchilli*). Regionally, the cypress/tupelo swamp and marsh habitat south of the Hero Canal functions as part of a large and highly-productive estuary complex consisting of the Bayou aux Carpes 404(c) area, Barataria Bay, and the greater Gulf of Mexico.

3.2.1.2 Discussion of Impacts

3.2.1.2.1 *No Action*

With the no action alternative, the 100-year level of risk reduction work would not occur and the HSDRRS system would be built around Hero Canal and along the landfill boundary only to the levels authorized prior to Hurricane Katrina. The alignment authorized in 1994 would be built using the latest design standards, which would increase the levee footprint. Generally, this would mean raising levee embankments and floodwalls to approximately 10 feet in elevation, and

providing higher access gates and modified pumping stations, if required. Wetland acreage impacted would increase because of the newer design standards. Few wetland impacts would occur that have not been previously authorized.

3.2.1.2.2 *Proposed Action*

Direct Impacts. Implementation of the proposed action (alternative 1) would directly impact approximately 71 total acres of quality wetland habitat (table 6). Wetlands types impacted by this alternative include wet and non-wet BLH hardwood forest and cypress-tupelo swamp habitats.

North of the Hero Canal, all wetland impacts would occur adjacent to sections of pre-existing ROW along the existing Hero Canal levee. In these areas, the proposed action would impact 13 acres of altered BLH, on the protected side. The quality of the BLH habitat north of the Hero Canal has been affected by previous levee construction or development activities. This BLH is considered to be a lower quality habitat as compared to the BLH south of the Hero Canal because it has been significantly altered due to land clearing and impoundment.

South of the Hero Canal, the proposed action (alternative 1) would impact 19 acres of high-quality BLH and 39 acres of cypress-tupelo swamp. The impacted area would primarily be a result of new ROW required adjacent to the western and southern borders of the existing landfill. Additional impacts would result from a straddle build along the parish levee running south from the landfill to the western border of the former FEMA trailer park. The BLH cypress/tupelo swamp is the only wetland type that would be impacted south of the Hero Canal.

Overall, a total of 39 acres of cypress-tupelo swamp, 13 acres of lower quality altered BLH, and 19 acres of high quality BLH habitat would be unavoidably impacted, specifically requiring in-kind mitigation. Direct impacts to any quality BLH forest habitat and cypress swamp would be permanent. Wetlands would be mechanically cleared and grubbed to facilitate the construction of the new levee structure and would require mitigation. All construction impacts would occur in or adjacent to reaches of the area which have been previously disturbed. Specific information regarding mitigation due to the proposed action can be found in section 7.

Indirect and Cumulative impacts. Indirect effects of construction (e.g., increased turbidity, noise, vibrations, fugitive dust, etc.) would have only temporary effects to the wetlands habitats adjacent to the areas directly impacted by the proposed action. The adjacent wetlands would stabilize following construction, allowing sediment to settle and vegetation to stabilize the area. Construction-related runoff into the wetlands would be managed through best management practices, which would minimize the potential indirect adverse impacts from this alternative on wetlands. Best management practices (BMP) are effective, practical, structural, or nonstructural methods which prevent or reduce the movement of sediment, nutrients, pesticides, and other pollutants from the land to surface or ground water, or which otherwise protect water quality from potential adverse effects of construction activities. BMPs would be used to minimize construction related impacts along the entire proposed action alignment.

By maximizing the use of existing habitat edges and levee ROWs, the proposed action would not significantly increase edge habitat, fragmentation, or hydrologic isolation within the study area. However, overall indirect and cumulative impacts due to additional wetland losses and levee construction may have a lasting and delayed impact on wetland habitat due to altered hydrological regimes leading to habitat alterations, changes in water salinity and nutrient load, and increased rates of subsidence. These factors may contribute to long-term wetland loss within the region and subsequent negative trickle-down effects on fish and wildlife community's dependent upon nearby wetland habitat.

Table 6: Wetland Impacts

Alternative	Tidal BLH wetland impacts (acres)	Impounded BLH wetland impacts (acres)	Swamp wetland impacts (acres)	Total wetland impacts (acres)	AAHUs*
1	19	13	39	71**	46.67
3	26	21	31	78	47.51
5	1	4	40	45	26.90

* Average Annualized Habitat Units (AAHUs) lost due to each alternative. See section 7 for a more detailed discussion. **These acreages reflect an expanded footprint developed further along in the design process to compensate for Spencer's Optimized standards, include staging areas, and account for the emergency bypass road.

Cumulative wetland impacts are expected due to implementation of the proposed action in concert with additional WBV projects (see table 17). Construction of the proposed action would contribute to the cumulative losses of BLH within the HSDRRS.

3.2.1.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Each alternative to the proposed action would directly impact wetland habitat within the project area.

North of the Hero Canal, alternatives 3 and 5 would impact wetland habitat adjacent to existing Hero Canal levee ROW. Similar to the proposed action, these impacts would primarily occur on the protected side of the existing levee. Both alternatives to the proposed action would primarily impact altered BLH. The quality of the BLH habitat north of the Hero Canal has been affected by previous levee construction or development activities. This BLH is considered to be a lower quality habitat as compared to the BLH south of the Hero Canal because it has been significantly altered due to land clearing and impoundment. North of the Hero Canal, alternative 3 would impact 31 acres of swamp, and 21 acres of BLH. Approximately 40 acres of swamp and 4 acres of BLH would be impacted by alternative 5.

South of the Hero Canal, alternative 3 would impact 26 acres of high-quality BLH and 40 acres of cypress-tupelo swamp. The impacted area would primarily be a result of new ROW required to the west of the existing landfill. Additional impacts would result from a straddle build along the parish levee running south from the landfill to the western border of the former FEMA trailer park. Alternative 5 would impact 1 acre of high-quality BLH and 4 acres of cypress-tupelo swamp. These impacts would occur due to newly acquired ROW along the southern border of the landfill between the parish levee and Oakville, and due to a straddle build along the parish levee ROW to the western border of the FEMA trailer park. Cypress-tupelo swamp is the only wetland type that would be impacted south of the Hero Canal by either alternative to the proposed action.

Direct impacts to any quality BLH forest habitat and cypress swamp due to the implementation of alternative 3 or 5 would be permanent. Wetlands would be mechanically cleared and grubbed to facilitate the construction of the new levee structure and would require mitigation. Both alternative 3 and 5 would require mitigation for wetland impacts incurred.

Alternative 3 utilizes an alignment that does not exclusively follow existing ROW or habitat edges. South of the Hero Canal this alternative would create new edge habitat and contribute to the fragmentation of the cypress-tupelo swamp adjacent to the landfill. The implementation of this alternative may cause long-term alterations of these isolated habitat patches. Overall changes in habitat type and quality would be expected due to habitat fragmentation, isolation, and changes in abiotic conditions (i.e., hydrology) as a result of the levee construction south of the Hero Canal

required for alternative 3. Alternative 5 would not significantly increase edge habitat, fragmentation, or hydrologic isolation within the study area by maximizing the use of existing habitat edges and levee ROWs.

Indirect and Cumulative Impacts. Overall, the indirect effects of construction (e.g., increased turbidity, noise, vibrations, fugitive dust, etc.) would have only temporary effects to wetland habitats adjacent to the areas directly impacted by either alternative to the proposed action. The adjacent wetlands would stabilize following construction, allowing sediment to settle and vegetation to stabilize the area. Construction-related runoff into the wetlands would be managed through BMPs, which would minimize the potential indirect adverse impacts from this alternative on wetlands.

Cumulative wetland impacts would be expected due to implementation of all of the alternatives in concert with additional WBV projects (see table 17). Construction of both alternatives would contribute to the cumulative losses of BLH within the HSDRRS.

3.2.2 Non-Wetland Resources/Upland Resources

3.2.2.1 Existing Conditions

There are non-wetland and upland resources that would benefit from the protection afforded by the project within the greater Plaquemines Parish area; however, there are no naturally occurring non-wetland or upland resources within the immediate area potentially impacted by any of the alternatives. Naturally occurring non-wetland upland resources are defined as areas naturally containing; (1) a prevalence of facultative or obligate upland plant species, (2) non-hydric soils, and (3) few or no occurrences of periodic inundation or soil saturation throughout the growing season. Historically, the entire study area was most likely BLH forest or inundated swamp habitat typical of lowland. The study area falls within the Southern Holocene Meander Belts and Deltaic Coastal Marshes and Barrier Islands Eco regions. These regions are generally characterized by coastal marshes, channels, oxbows, and natural levees with ponded and poorly drained soils. Natural elevation changes within the study area are slight, and the entire area is generally less than 3 feet above sea level. The limited areas that are not wetlands are the result of the deposition of soil or fill for the construction of levees, roads, railways; spoil from excavation of waterways; and landfill material. Therefore, naturally occurring non-wet uplands are not a significant resource in this area.

Although natural uplands and non-wetlands are not a significant resource within the study area, there are significant land uses in the study area that are typically associated with upland habitats. Within the study area, these land uses are limited to agricultural production on previously cleared and drained BLH forest lands. These areas currently support cattle and citrus orchards, and are located north of the Hero Canal along the Hero Canal levee, and adjacent to the MRL to the north and south of Oakville (figure 12). Impacts to these upland land uses are considered in section 3.3.

3.2.2.2 Discussion of Impacts

There are no naturally occurring uplands in the IER # 13 project footprint. Those limited areas that are not wetlands are the result of the deposition of soil fill for construction of levees, roads, and railways; spoil from excavation of waterways; and landfill material. Therefore, non-wet uplands are not a significant resource in this area and are not evaluated further with regard to potential impacts.

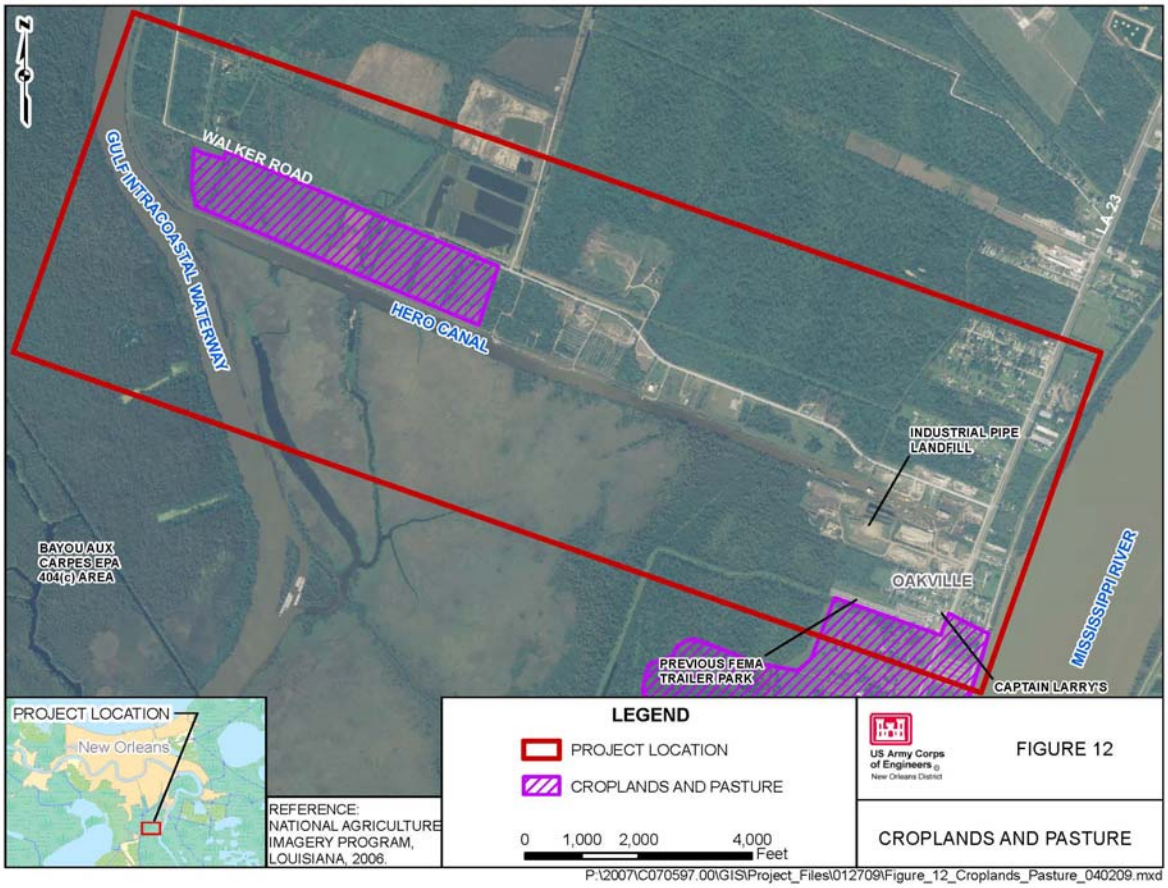


Figure 12: Croplands and Pastures

3.2.3 Prime Farmland Soils

3.2.3.1 Existing Conditions

Prime farmland soils and soils of statewide importance are best used for food, forage, and agricultural production due to their high and sustained yields. Most designated prime farmland soil within the study area have been previously developed or contains existing levees and ROW; however, some potentially impacted areas are currently used for agricultural production (cattle and citrus) and fall under jurisdiction of the Farmland Protection Policy Act (FPPA) —Subtitle I of Title XV, Section 1539-1549. United States Department of Agriculture (USDA) Farmland Conversion Impact Rating documents and correspondence with the USDA Natural Resources Conservation Service (NRCS) for the project can be found in appendix J. Cancienne silt loam, Cancienne silty clay loam, Carville silt loam, and Shriever clay are designated prime farmland soils (USDA, 2007) found within the IER #13 study area. These soils are found in a band running parallel to the Mississippi River, and are constrained to locations within the IER #13 study area extending from the MRL westward approximately 2,000 ft., including Oakville, the landfill, the salvage and construction yards, the former FEMA trailer park, and surrounding developments. There are no other prime farmland soils or soils of statewide importance mapped to the remainder of the study area.

Areas of prime farmland soils are illustrated in figure 10.

3.2.3.2 Discussion of Impacts

3.2.3.2.1 *No Action*

With the no action alternative, the 100-year level of risk reduction work would not occur and the HSDRRS system would be built only to the levels authorized prior to Hurricane Katrina. Generally, this would mean raising levee embankments and floodwalls to approximately a 10-foot elevation, and providing higher access gates and modified pumping stations. No foreseeable new impacts would occur to any prime and unique farmland soils within the project area that have not previously been authorized.

3.2.3.2.2 *Proposed Action*

Direct Impact. Implementation of the proposed action, alternative 1, would directly impact 6.4 acres of prime farmland soils in the project area due to levee expansion and new ROW acquisition. These impacts are isolated to areas south of the Hero Canal. Areas of prime farmland soil located within the footprint of the proposed action extend from the MRL tie-in point to the western end of the former FEMA trailer park. Much of the potentially impacted area has been previously developed, indicating that any impacts to prime farmland soils due to the proposed action would be less than anticipated based upon NRCS soil mapping data.

Indirect and Cumulative Impacts. Indirect and cumulative impacts due to the implementation of the proposed action could potentially alter areas of prime farmland soils not directly affected by levee construction and ROW acquisition. Additional flood risk reduction afforded by the implementation of the proposed action in coordination with additional WBV projects, could potentially decrease silt deposition and increase drying and subsidence in areas that are currently unprotected, thereby, potentially changing soils properties over the long term. These changes would result from future hydrological shifts due to any flood risk reduction structures associated with the HSDRRS. Therefore, soil properties could be indirectly altered due to the implementation of the proposed action, or due to the greater overall hydrological regime resulting from the overall HSDRRS system. These impacts have historically been common, and are not unexpected.

3.2.3.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Both alternatives to the proposed action would impact areas of mapped prime farmland soil types.

Alternative 3 shares the same alignment as the proposed action through the band of mapped prime farmland soils south of the Hero Canal on the eastern end of the study area. Consequently, alternative 3 similarly would impact 6.4 acres of prime farmland soil extending from the MRL tie-in point to the western end of the FEMA trailer park. As with the proposed action, many of these areas have been previously developed, suggesting that the realized impacts to prime farmland soils would be less than indicated.

Alternative 5 would impact a total of 12.2 acres of prime farmland soil both north and south of the Hero Canal. Alternative 5 would impact areas of mapped prime farmland soils on the north side of the eastern end of Hero Canal near the construction and salvage yards. Impacts continue from this location along the remainder of the alignment eastward to the MRL tie-in location. This alternative would impact prime farmland soils mapped within the salvage yards, construction yards, landfill, Oakville, the former FEMA trailer park, and cleared undeveloped areas to the east of LA 23. Again, many of these areas have previously been developed suggesting that actual prime farmland impacts would be less than predicted.

Indirect and Cumulative Impacts. Indirect and cumulative impacts due to the implementation of alternative 3 or 5 could potentially alter areas of prime farmland soils not directly affected by levee construction and ROW acquisition. Additional flood risk reduction afforded by the implementation of the these alternatives in coordination with additional WBV projects, could potentially decrease silt deposition and increase drying and subsidence in areas that are currently unprotected, thereby, potentially changing soils properties over the long term. These changes would result from future hydrological shifts due to any flood risk reduction structures associated with the HSDRRS. Therefore, soil properties could be indirectly altered due to the implementation of either alternative, or due to the greater overall hydrological regime resulting from the overall HSDRRS system. These impacts have historically been common, and are not unexpected.

3.2.4 Threatened and Endangered Species

3.2.4.1 Existing Conditions

There are several federal or state-listed threatened and endangered (T&E) species that are dependent on the habitat types present in the study area. Numerous rare migratory birds utilize many local habitats as stop-over points during migration along the Mississippi Flyway migration corridor (e.g., piping plover, peregrine falcon). Other species specifically utilize the habitat for breeding and raising young (e.g., Cooper's hawk, bald eagle, and snowy plover). There are also numerous, permanent, rare wildlife residents (e.g., brown pelican, eastern glass lizard, and manatee). The Louisiana Natural Heritage Program (LNHP) lists BLH forest and all marsh habitats in Louisiana as either critically imperiled or rare natural communities (Louisiana Natural Heritage Program 2005).

According to the United States Fish and Wildlife Service (USFWS) and the LNHP, federally threatened or endangered species are known to occur, or have critical habitat within Plaquemines Parish (table 7).

Table 7: Federally-listed Threatened and Endangered Species for Plaquemines Parish, Louisiana

Scientific Name	Common Name	Federal Status	Likely to Occur In Study Area
Charadrius alexandrines	snowy plover	Threatened	No
Charadrius melodus	piping plover	Endangered	No
Falco peregrines	peregrine falcon	Endangered	No
Pelecanus occidentalis	brown pelican	Endangered	No
Trichechus manatus	manatee	Endangered	No

(Louisiana Natural Heritage Program, 2005)

3.2.4.2 Discussion of Impacts

While these species are known to occur within the vicinity of the study area, there are no known T&E species thought to occur within the study area according to the USFWS (appendix D). Consequently, no direct impacts would be expected to occur due to the proposed action, or any considered alternative. Overall, indirect and cumulative effects due to other HSDRRS (LPV) projects may potentially impact gulf sturgeon (*Acipenser oxyrinchus desotoi*) populations and

habitat according to coordination with the National Marine Fisheries Service (NMFS). No additional indirect or cumulative impacts would be expected to occur due to IER # 13, assuming that areas impacted by the overall HSDRRS are not suitable habitat for any federally-listed species known to occur within the region. However, the conversion of natural areas may increase fragmentation, alter hydrology, and effect habitat quality.

3.2.5 Fisheries

3.2.5.1 Existing Conditions

The BLH forests, cypress swamps, marshes, and tidal channels provide habitat for an abundance of amphibians, reptiles, and shellfish as previously discussed (see section 3.2.1). Coastal wetlands, marshes and forests maintain statewide fish and wildlife resources by directly providing permanent habitat or indirectly acting as breeding and rearing refuges necessary to many economically important species.

Areas in and adjacent to the project area are important contributors to the local and regional fisheries. Water bodies within the project area provide habitat for resident populations of numerous species. The canals and surrounding marshes support bowfin (*Amia calva*), spotted gar (*Lepisosteus spatula*), shads (*Alosa spp*.), mosquitofish (*Gambusia affinis*), and channel catfish (*Ictalurus punctatus*), among others. In addition, the Bayou aux Carpes 404(c) area is located to the west of the designated IER #13 study area. The Bayou aux Carpes area was designated a 404(c) area in 1985 by the Environmental Protection Agency (EPA) as authorized by Section 404(c) of the Clean Water Act of 1972. Analysis of samples collected in 1985 indicated that forage species (e.g. mosquitofish, threadfin shad [*Dorosoma petenense*], and golden top minnow [*Fundulus chrysotus*]) were the most abundant fish species in the area. These areas provide valuable spawning, feeding, and nursery habitat for recreationally-important freshwater fish such as large-mouth bass (*Micropterus dolomieui*), bowfin, and sunfish; crustaceans such as crawfish and grass shrimp and the blue crab (*Callinectes sapidus*). Consequently, the Bayou aux Carpes 404(c) area and the IER #13 study area south of the Hero Canal are considered major contributors to the greater Barataria Bay Estuary, providing sensitive habitat for both freshwater and marine species. These wetland estuaries are critical to maintaining sustainable populations of commercially important marine and freshwater species, such as speckled trout (*Cynoscion nebulosus*), redfish (*Sebastes spp.*), flounder (*Paralichthys lethosigma*), croaker (*Micropogonias undulates*), and numerous shellfish, by functioning as nurseries.

3.2.5.2 Discussion of Impacts

3.2.5.2.1 *No Action*

No foreseeable new impacts would occur to the existing fisheries resources within the project area due to the no action alternative that have not been previously authorized. With the no action alternative, the 100-year level of risk reduction work would not occur and the HSDRRS system would be built only to the levels authorized prior to Hurricane Katrina. Generally, this would mean raising levee embankments and floodwalls to approximately a 10-foot elevation, and providing higher access gates and modified pumping stations.

3.2.5.2.2 *Proposed Action*

Direct Impacts. The proposed action would directly impact cypress-tupelo swamp south of the Hero Canal that function as part of the Barataria Bay Estuary, potentially negatively impacting fish and shellfish populations dependent upon estuary habitat to maintain locally and regionally sustainable populations. Primary impacts would occur while building the 56 feet stoplog gate in the Hero Canal. Other impacted areas would primarily occur to the south and east of the landfill. Impacts to wetlands potentially utilized as fish habitat total approximately 39 acres; however, as

previously discussed, the quality of these wetland areas and associated fish habitat have been affected by past development and flood control activities. BMPs would be used to minimize impacts to water quality and fisheries.

The proposed action consists of constructing gate(s) and a 70 cfs pumping station across the Hero Canal. This would temporarily disrupt open water fish habitat during construction. Installation of the structures would disturb wetland biota and sediments in the vicinity during construction. Additional impacts would be described for the proposed action as follows.

Under normal conditions, the gate structures would be open, channel velocities would remain stable, and the pump station would not be in operation; however, during a storm event, operation of the closure complex on the Hero Canal would directly impact fisheries. Only during a storm event would the gate structure be closed to fish, and during that time, closing the gates would limit fish movement on one side or the other. The pump station would only operate during a storm event, and at that time fish could be caught in the ancillary structures. Any increased velocities to the pump station during a storm event would be countered by storm surge.

The 150 cfs pumping station that would be constructed east of the non-Federal levee to evacuate stormwater from the protected side to the flood side of the alignment would only be operated during a storm event. A sluice gate at that location would allow rain to drain during non-hurricane events, and impacts to fisheries are not expected. During a storm event the pump station would discharge into the Oakville Drainage Canal. Any increased velocities in that canal during a storm event would be countered by storm surge. Similar to the pump station on Hero Canal, installation of the pump station would disturb wetland biota and sediments in the vicinity during construction.

Indirect Impacts. Indirect impacts on the fisheries and aquatic habitat are expected. Construction of the project features would disturb wetland biota and sediments in the vicinity and could cause downstream increases in turbidity and sedimentation. Suspended materials could clog fish gills, lower growth rates, and affect egg and larval development (USEPA 2003). Fisheries would be impacted as the habitat is cleared and grubbed for new construction. Motile organisms would relocate to adjacent undisturbed waters. Some benthic organisms would be impacted because they cannot vacate the construction area. Indirect effects to adjacent waters would consist primarily of effects from increased local turbidity on the surrounding open water areas, decreased dissolved oxygen levels, vibrations, and subsurface noise due to construction activities. Conditions of adjacent waters would return to normal after construction is completed, allowing sediment to settle, benthos to repopulate, and fish to return.

Cumulative Impacts. Although cumulative impacts due to the proposed action would be expected to be minimal, construction of the proposed action would contribute to the cumulative losses of fisheries and aquatic habitat resources within the HSDRRS.

3.2.5.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Similar to the proposed action, Alternative 3 would directly impact cypress/tupelo swamp south of the Hero Canal that function as part of the Barataria Bay Estuary, potentially negatively impacting fish and shellfish populations dependent upon estuary habitat to maintain locally and regionally sustainable populations. Alternative 3 would also impact fisheries due to the gate across Hero Canal. The construction of alternative 3 would directly result in 31 acres of cypress swamp habitat loss.

Similar to the proposed action, alternative 3 consists of constructing gate(s) and a pumping station across the Hero Canal. This would temporarily disrupt open water fish habitat during construction. Installation of the structures would disturb wetland biota and sediments in the vicinity during construction. Additional impacts would be described for the proposed action as follows.

Under normal conditions, the gate structures would be open, channel velocities would remain stable, and the pump station would not be in operation; however, during a storm event, operation of the closure complex on the Hero Canal would directly impact fisheries. Only during a storm even would the gate structure be closed to fish, and during that time, closing the gates would limit fish movement on one side or the other. The pump station would only operate during a storm event, and at that time fish could be caught in the ancillary structures. Any increased velocities to the pump station during a storm event would be countered by storm surge.

Alternative 3 would also include construction of a 150 cfs pumping station that would be constructed east of the non-Federal levee to evacuate stormwater from the protected side to the flood side of the alignment. This pump station would only be operated during a storm event. A sluice gate at the pump station location would allow rain to drain during non-hurricane events, and impacts to fisheries are not expected. During a storm event, the pump station would discharge into the Oakville drainage canal. Any increased velocities in that canal during a storm event would be countered by storm surge. Similar to the pump station on Hero Canal, installation of the pump station would disturb wetland biota and sediments in the vicinity during construction.

Alternative 5, to a lesser extent, may impact fisheries in the wetland habitat. Impacts due to the implementation of alternative 5 would likely result in the loss of 40 acres of wetland. The general location of these impacts would be comparable to the preferred (to the south and/or east of the landfill). Alternative 5 would not include gate(s) or a pump station across the Hero Canal, therefore, none of the direct impacts previously discussed associated with these structures would occur.

The quality of the wetland areas and associated fish habitat that would be impacted by either Alternative 3 or 5 has been affected by past development and flood control activities. Best management practices would be used to minimize impacts to water quality and fisheries.

Indirect Impacts. Both alternative 3 and, to a lesser extent, 5 would be expected to result in additional indirect impacts on fisheries and aquatic habitat. These additional impacts would be comparable to those outlined for the proposed action. Construction of the project features would disturb wetland biota and sediments in the vicinity and could cause downstream increases in turbidity and sedimentation. Suspended materials could clog fish gills, lower growth rates, and affect egg and larval development (USEPA 2003). Fisheries would be impacted as the habitat is cleared and grubbed for new construction. Motile organisms would relocate to adjacent undisturbed waters. Some benthic organisms would be impacted because they cannot vacate the construction area. Indirect effects to adjacent waters would consist primarily of effects from increased local turbidity on the surrounding open water areas, decreased dissolved oxygen levels, vibrations, and subsurface noise due to construction activities. Conditions of adjacent waters would return to normal after construction is completed, allowing sediment to settle, benthos to repopulate, and fish to return.

Cumulative Impacts. Although cumulative impacts due to the proposed action would be expected to be minimal, construction of the proposed action would contribute to the cumulative losses of fisheries and aquatic habitat resources within the HSDRRS.

3.2.6 Wildlife

3.2.6.1 Existing Conditions

The diversity and abundance of wildlife inhabiting the project area is largely dependent on the quality and extent of suitable habitat present. The project area falls within a fragmented transition zone consisting of a patchy matrix of developed and natural areas. The project area is covered by fragments of forested wetlands, swamps, and marshes. To the south extend large expanses of marsh

habitat functioning as part of the greater Barataria Bay Estuary. Farther north, the landscape changes to industrial, commercial, and residential use. Numerous dredged canals traverse the project area. In addition, levees and floodwalls line the existing waterways.

Undeveloped areas to the west of the IER #13 project area, including the Bayou aux Carpes 404(c) area, are dominated by freshwater and brackish marsh and varying quality wooded wetlands that provide valuable food and shelter to a wide range of wildlife species.

A bald eagle (*Haliaeetus leucocephalus*) nest was documented in the nearby Bayou aux Carpes area in 2007. However, no bald eagles are known exist in the immediate IER # 13 project area. The bald eagle was removed from the List of Endangered and Threatened Species but, recommendations to minimize potential project impacts to eagles and their nests are provided by the USFWS in their National Bald Eagle Management Guidelines publication. The bald eagle continues to be protected under the Bald and Golden Eagle Protection Act and by the Migratory Bird Treaty Act.

BLH forests, cypress swamps, marshes, and tidal channels provide habitat for an abundance of birds, mammals, amphibians, reptiles, and fish as previously discussed (see sections 3.2.1, 3.2.4, 3.2.5). Coastal wetlands, marshes and forests maintain statewide fish and wildlife resources by directly providing permanent habitat or indirectly acting as breeding and rearing refuges necessary to many economically important species. Local wildlife specifically observed within the vicinity of the proposed project included alligator (*Alligator mississippiensis*), great blue heron (*Ardea herodias*), gray squirrel (*Sciurus carolinensis*), and white-tail deer (*Odocoileus virginianus*). The wildlife resources found within the project area have significant recreation and commercial uses.

Numerous rare migratory birds utilize project area habitats as stop-over points during migration (e.g., peregrine falcon). Other species specifically utilize the habitat for breeding and raising young (e.g., bald eagle). These species are highly dependent on BLH forest habitat found throughout the project area (Louisiana Department of Wildlife and Fisheries, 2007). Wetland game birds that occur in the study area are the wood duck (*Aix sponsa*), common snipe, and American woodcock. Non-game birds in the study area include many species of shorebirds, and songbirds (both migratory and non-migratory). Wading birds that utilize the nearby canals and roost in trees include the little blue heron, great blue heron, great egret, and snowy egret.

Amphibians likely to occur in these habitats include the southern dusky salamander (*Desmognathus auriculatus*), dwarf salamander (*Eurycea quadridigitata*), central newt (*Notophthalmus viridescens louisianensis*), three-toed amphiuma (*Amphiuma tridactylum*), western lesser siren (*Siren intermedia nettingi*), gulf coast toad (*Bufo valliceps*), and northern cricket frog (*Acris crepitans crepitans*), (Conant and Collins 1998, Felley 1992, Wigley and Lancia 1998).

Reptiles that typically utilize habitats such as those of the project area include the common snapping turtle (*Chelydra serpentina*), green anole (*Anolis carolinensis*), broadhead skink (*Eumeces laticeps*), and western cottonmouth (*Agkistrodon piscivorous leucostoma*) (Conant and Collins 1998, Felley 1992, Wigley and Lancia 1998).

Mammals that may occur in the habitats of the project corridor include the nutria (*Myocastor coypus*), muskrat (*Ondatra zibethicus*), mink (*Mustela vison*), swamp rabbit (*Sylvilagus aquaticus*), cotton mouse (*Peromyscus gossypinus*), fox squirrel (*Sciurus niger*), and raccoon (*Procyon lotor*) (Whitaker and Hamilton 1998, Wigley and Lancia 1998).

3.2.6.2 Discussion of Impacts

3.2.6.2.1 *No Action*

With the no action alternative, the 100-year level of risk reduction work would not occur and the HSDRRS system would be built only to the levels authorized prior to Hurricane Katrina. Generally, this would mean raising levee embankments and floodwalls to approximately a 10-foot elevation, and providing higher access gates and modified pumping stations. No new impacts to wildlife would occur that have not been previously authorized.

3.2.6.2.2 *Proposed Action*

Direct Impacts. The proposed action would directly impact wetland habitat utilized by local wildlife within the project area. ROW acquisition would potentially cause habitat loss to BLH forest and cypress-tupelo swamp totaling 71 acres both north and south of the Hero Canal. It is likely that local wildlife would disperse from the area during the construction phase of the project. Many dispersing wildlife species would most likely recolonize the project area post construction. Alternatively, adjacent habitat would likely be sufficient to absorb any species permanently displaced due to habitat alternations.

The greatest potential for effects on wildlife associated with the implementation of the proposed action would occur during the construction period (approximately 1.4 years). The presence of construction-related activity, machinery, and noise would be expected to cause most wildlife to avoid the area during the construction period. Although birds are highly mobile and able to move to other habitats in the vicinity, local populations of species that nest in colonies could be adversely affected if construction activities caused abandonment of nesting sites. In order to minimize the potential for construction under the proposed action to disturb colonial-nesting wading birds, procedures recommended by the USFWS would be followed (USFWS 2007a).
A small number of less mobile and wetland dependent species (i.e., mice, reptiles, amphibians) would be lost during construction; however, most wildlife species would likely avoid the vicinity of the proposed action during the construction period but return following the completion of construction.

The overall abundance and diversity of species within the project area should remain unchanged. Levees constructed as part of this alignment would not act as a dispersal barrier for the majority of local native species; however, floodwall construction would hinder dispersal and migration of some terrestrial species

Indirect Impacts. Potential indirect impacts on wildlife from the proposed action include the potential movement of displaced wildlife currently inhabiting the project area into nearby habitats that would not be directly impacted by this alternative. Most likely, relatively small populations would be directly affected by the proposed alternative. The extensive adjacent habitats should be able to support any potential influx of migrants from the project area. This migration would not be expected to result in exceeding the carrying capacity of the extensive, similar terrestrial and aquatic habitats in the vicinity.

Cumulative Impacts. Although cumulative impacts due to the proposed action would be expected to be minimal, construction of the proposed action would contribute to the cumulative losses of wildlife habitat resources within the HSDRRS.

3.2.6.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Both alternatives 3 and 5 would have impacts similar to those discussed for the proposed action, relative to the amount of habitat directly affected.

Alternative 3 would directly impact 78 acres of wildlife habitat, including BLH and cypress-tupelo swamp.

Approximately 45 acres of similar habitat would be impacted by alternative 5. Each alternative impacts habitat to the north and south of the Hero Canal.

It is likely that local wildlife would disperse from the area during the construction phase of the project. A small number of less mobile and wetland dependent species (i.e., mice, reptiles, amphibians) would be lost during construction; however, most wildlife species would likely avoid the vicinity of the proposed action during the construction period. Many dispersing wildlife species would most likely recolonize the project area post construction. Alternatively, adjacent habitat would likely be sufficient to absorb any species permanently displaced due to habitat alternations.

The greatest potential for effects on wildlife associated with the implementation of the proposed action would occur during the construction period (alternative 3 - 2.2 years, alternative 5 - 1.5 years). The presence of construction-related activity, machinery, and noise would be expected to cause most wildlife to avoid the area during the construction period. Although birds are highly mobile and able to move to other habitats in the vicinity, local populations of species that nest in colonies could be adversely affected if construction activities caused abandonment of nesting sites. In order to minimize the potential for construction under the proposed action to disturb colonial-nesting wading birds, procedures recommended by the USFWS would be followed (USFWS 2007a).

The overall abundance and diversity of species within the project area would remain unchanged due to the implementation of either alternative 3 or 5. Levees constructed as part of this alignment would not act as a dispersal barrier for the majority of local native species; however, floodwall construction would hinder dispersal and migration of some terrestrial species.

Indirect Impacts. Potential indirect impacts on wildlife from either alternative include the potential movement of displaced wildlife currently inhabiting the project area into nearby habitats that would not be directly impacted by this alternative. Most likely, relatively small populations would be directly affected by the proposed alternative. The extensive adjacent habitats should be able to support any potential influx of migrants from the project area. This migration would not be expected to result in exceeding the carrying capacity of the extensive, similar terrestrial and aquatic habitats in the vicinity.

Cumulative Impacts. Although cumulative impacts due to alternative 3 and 5 are expected to be minimal, construction of either alternative would contribute to the cumulative losses of wildlife habitat resources within the HSDRRS.

3.2.7 Cultural Resources

3.2.7.1 Existing Conditions

Records indicate five previously recorded archaeological sites are located within one mile of the IER #13 project area. Site forms and archaeological reports on file at the Louisiana Division of Archaeology and the CEMVN describe these known sites as associated with historic plantations or structures. None of these previously recorded archaeological sites are located in the proposed action or alternative alignments. One of these sites, Idlewild Plantation (16PL115), is located immediately south of the proposed action's eastern terminus adjacent to the Mississippi River levee. The remaining four sites (16PL89, 16PL116, 16PL124, and 16PL129) are located across the Mississippi River on the east bank. There are no National Register of Historic Places (NRHP) listed properties or historically significant standing structures previously recorded in the proposed action or alternative alignment footprints.

The CEMVN contracted Coastal Environments, Inc. to conduct reconnaissance, Phase 1 and Phase 2 cultural resources surveys of the proposed action and alternative alignments for the IER #13 project (Wells, 2008). In this study, researchers utilized background research, previous cultural resource investigations review, aerial photography and soil and topographic analyses, field reconnaissance information, and Phase 1 and Phase 2 survey data to identify, investigate and assess high potential areas for archaeological resources, historic structures and potential historic districts. One historic structure, the Sarpy House (38-00008), one previously recorded archaeological site, Idlewild Plantation (16PL115) and two newly discovered archaeological sites, Oakville (16PL168) and Mahoney-Crouere (16PL169), were identified.

The CEMVN held meetings with State Historic Preservation Office staff and Tribal governments to discuss the emergency alternative arrangements approved for NEPA project review and the development of a Programmatic Agreement (PA) to tailor the Section 106 consultation process under the alternative arrangements. The CEMVN formally initiated Section 106 consultation for the West Bank and Vicinity Hurricane Protection Project (100-year), which includes IER #13, in a letter dated April 9, 2007. This letter emphasized that standard Section 106 consultation procedures would be implemented during PA development. A public meeting was held on July 18, 2007 to discuss the working draft PA. We anticipate the PA will be executed in the near future.

In our initial letter sent to the State Historic Preservation Officer (SHPO) and Indian Tribes dated January 26, 2009, the CEMVN provided project documentation, evaluated cultural resources in the alternative 1 alignment, and found that the proposed action would have no impact on significant cultural resources. The SHPO, Choctaw Nation of Oklahoma and the Alabama Coushatta Tribe of Texas concurred with our "no historic properties affected" finding in letters dated February 18, 2009, February 5, 2009 and February 24, 2009 respectively. No other Indian Tribes responded to our first request for comment. In a second letter sent to SHPO and Indian Tribes dated February 17, 2009, the CEMVN evaluated the potential for cultural resources in newly expanded portions of the alternative 1 alignment and again found that the proposed action would have no impact on cultural resources. The SHPO and the Quapaw Tribe of Oklahoma concurred with our second "no historic properties affected" finding in letters dated March 30, 2009 and February 18, 2009 respectively. No other Indian Tribes responded to our second request for comments.

Section 106 consultation for the proposed action is concluded. However, if any unrecorded cultural resources are determined to exist within the proposed action boundaries, then no work would proceed in the area containing these cultural resources until a New Orleans District archaeologist has been notified and final coordination with the SHPO and Indian Tribes has been completed.

3.2.7.2 Discussion of Impacts

3.2.7.2.1 *No Action*

Under the no action alternative, the 100-year level of risk reduction work would not occur and the HSDRRS system would be built only to authorized levels within existing project right of way. No direct impacts to cultural resources would be expected to occur. The existing project right of way has been severely impacted by previous construction of flood control features and the likelihood for intact and undisturbed cultural resources in this area is considered extremely minimal.

3.2.7.2.2 *Proposed Action*

Direct Impacts. A review of background information found no previously recorded archaeological sites, historic structures, or properties listed on the National Register of Historic Places (NRHP) within the alternative 1 proposed action alignment. However, recent NRHP Phase 1 field investigations identified one new historic period archaeological site, the Mahoney-Crouere Site (16PL169), within the proposed action boundaries at the eastern end of the alignment in an area adjacent to the Mississippi River levee (Wells 2008). Subsequent Phase 2 testing at the site identified a strong late nineteenth to mid-twentieth century component with a modest collection of mid-nineteenth century artifacts. However, no intact architectural or subsurface features were identified and the cultural deposits appeared to be disturbed. Researchers found that the Mohoney-Crouere Site (16PL169) is not eligible for listing on the NRHP and no further investigations are recommended. The proposed action would have no direct impact on significant cultural resources.

Indirect Impacts. One historic structure, the Sarpy House (38-0008), and one previously recorded historic period archaeological site, the Idlewild Plantation Site (16PL115) were identified during recent reconnaissance and Phase 1 investigations (Wells 2008). Both sites are located adjacent to, but well outside of the proposed action alignment and would not be indirectly impacted by the proposed action.

The Sarpy House (38-00008) is located north of the alignment on East St. Peter Street in the Community of Oakville. The house is a one and one half story, central hall, cottage built around 1875 and is one of only two surviving structures from the early settlement of Oakville. Researchers believe the house is eligible for listing on the NRHP under Criterion B for its association with Rene Sarpy, the founder of Oakville. Oakville is an African-American community founded in 1869 and many present day residents are descended from Live Oak Plantation slaves who lived just a few miles down river.

The Idlewild Plantation Site (16PL115) exhibits a primary collection of mid-nineteenth century artifacts with a modest late eighteenth century component. Although recent subsurface shovel testing did not identify any intact deposits, researchers surmise that potentially significant buried features could still be present at the site and recommended Phase 2 subsurface testing if the site could not be avoided. Phase 1 testing clearly delineated site boundaries and confirmed the site is not located in the proposed action alignment. The Idlewild Plantation Site (16PL115) would not be indirectly impacted by the proposed action and Phase 2 investigations at the site are not warranted.

Cumulative Impacts. Implementation of the proposed action would have beneficial cumulative impacts on historic properties in the West Bank area. This proposed action is part of the ongoing Federal effort to reduce the threat to property posed by flooding. The combined effects from construction of the multiple projects underway and planned for the HSDRRS would reduce flood risk and storm damage to significant cultural resources including archaeological sites, individual historic properties, engineering structures and historic districts.

3.2.7.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Implementation of alternative 3 would have the same direct impacts as those described for the proposed action.

Recent reconnaissance, Phase 1 and Phase 2 cultural resources investigations in the alternative 5 alignment identified two historic period archaeological sites, the Oakville Site (16PL168) and the Mahoney-Crouere Site (16PL169). The boundaries of the Oakville Site (16PL168) were initially delineated as the area in the Oakville Community that would most likely be impacted by the proposed construction of the alternative 5 alignment. Archaeological investigations within this

section of the community identified a late-nineteenth century trash pit, an early twentieth century midden, and at least one intact privy pit. Researchers conclude that these features and deposits offer an unusual opportunity to study the material culture of newly freed African-American slaves and believe the site is eligible for listing on the HRHP under Criterion D. Implementation of the alternative 5 alignment would have a direct impact on this NRHP eligible archaeological site. Further consultation with the SHPO, Indian Tribes, and possibly the Advisory Council on Historic Preservation would be required to determine appropriate measures to avoid or mitigate adverse impacts.

Implementation of alternative 5 would have the same direct impacts on the Mahoney-Crouere Site (16PL169) as those described for the proposed action.

Indirect Impacts. Implementation of alternatives 3 and 5 would have the same indirect impacts as those described for the proposed action.

Cumulative Impacts. Implementation of alternatives 3 and 5 would have the same cumulative impacts as those described for the proposed action.

3.2.8 Recreational Resources

3.2.8.1 Existing Conditions

The recreational sites within the project area include the Hero Canal and the GIWW, which are used infrequently for recreational fishing, boating, water skiing, crabbing and swimming, and a community park at Oakville. The park contains a ball field and tot playground with swings, slides, and other children's play facilities. Recreational opportunities include jogging, field sports and picnicking. Finally, the Walker Road Boat Launch is located along the Hero Canal. An unimproved area, the dirt boat ramp has no lighting but is open to the public.

3.2.8.2 Discussion of Impacts

3.2.8.2.1 *No Action*

Direct Impacts. With the no action alternative, the 100-year level of risk reduction would not occur and the HSDRRS would be built only to the levels authorized prior to Hurricane Katrina. There is the potential for erosion escaping mandatory controls; however, effects on the waterways in the project area would be expected to be temporary and short-term. Temporary construction-related impacts during construction might affect recreation at the Walker Road Boat Launch area.

With the no action alternative, no direct impacts would occur to recreational uses or facilities in the project area. With the level of risk reduction improved to the authorized level, the park could be expected to have less flooding incidences then previously, but would still be susceptible to 100-year frequency storm flooding.

Indirect and Cumulative Impacts. No indirect or cumulative impacts would be likely.

3.2.8.2.2 *Proposed Action*

Direct Impacts. Alternative 1 would cross the Hero Canal with a floodgate and other associated facilities. There is potential for sediments to escape erosion controls that would be required for the project. These would be temporary and have little or no long term effect on recreational fishing or uses made of the Hero Canal or the GIWW. Temporary impacts during construction might also affect the Walker Road Boat Launch area, but this would be short-term. The road leading to the Walker Road Boat Launch could be used for access to the construction site.

Alignment 1 is removed from the location of the Oakville Park and would not directly affect the park, its access, or park uses.

Indirect Impacts. No indirect impacts would be likely for the proposed action.

Cumulative Impacts. Implementation of the proposed action could be expected to have beneficial cumulative impacts on recreational resources in the greater New Orleans metropolitan area. This proposed action is part of the ongoing Federal effort to reduce the threat to property posed by flooding. The combined effects from construction of the multiple projects underway and planned for the LPV and WBV reduce risk of flood and storm damage to recreation facilities and infrastructure. On the other hand, construction of the HSDRRS could have adverse impacts on recreation infrastructure by impeding use of land for recreation or by forcing the removal of recreational structures such as volleyball courts, picnic tables, and shelters. Additionally, some proposed actions could also affect fisheries, which would impact recreational fishing opportunities.

3.2.8.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Alternative 3 would also cross the Hero Canal with a floodgate and other associated facilities. The effects would be similar to the proposed action. There is potential for sediments to escape erosion controls that would be required. These would be temporary and have little or no long term effect on recreational fishing or uses made of the Hero Canal or the GIWW. Temporary impacts during construction might also affect the Walker Road Boat Launch area, but this would be short-term. The road leading to the Walker Road Boat Launch could be used for access to the construction site. Alignment 3 is removed from the location of the Oakville Park and would not directly affect the park, its access, or park uses.

Alternative 5 remains on the north side of the Hero Canal passing south around the end of the canal and does not cross the canal. Thus the potential for erosion escaping mandatory controls is less than for alternatives 1 and 3. Effects on the waterways in the project area would be expected to be temporary and short-term. Temporary impacts during construction might affect the Walker Road Boat Launch area, the same as for the proposed action.

However, the centerline for Alignment 5 is located adjacent to the community park and the alignment requires park property for ROW. Construction of this alignment would directly affect the park and park uses, requiring approximately 1.73 acres of park land. Of this, approximately 0.92 acres are forested while 0.81 acres are cleared land, most used as a baseball field. Some uses of the park, possibly including the baseball field, would be eliminated under alternative 5.

Indirect and Cumulative Impacts. No indirect impacts would be likely for alternatives 3 and 5. Cumulative impacts would be similar to the proposed action.

3.2.9 Air Quality

3.2.9.1 Existing Conditions

Through the Federal Clean Air Act, National Ambient Air Quality Standards (NAAQS) have been established for seven pollutants: nitrogen dioxide (NO_2), carbon monoxide (CO), ozone (O_3), sulfur dioxide (SO_2), lead (Pb), and two sizes of particulates (those with a diameter of 10 micrometers (Particulate Matter [PM] 10) or less and those with a diameter of 2.5 micrometers (PM 2.5) or less). If one or more of the NAAQS parameters is exceeded (called non-attainment) in an area, then Federal and state governments must implement an air quality management plan for the air shed. The state must prepare a State Implementation Plan (SIP) designed to attain ambient NAAQS for those air sheds not "in attainment." All Federal actions in those managed

areas are subject to an air "Conformity Determination." The Conformity Determination must show that the Federal action in the non-attainment area conforms to the SIP and conforms to the state's plan to achieve its air quality goals.

Air quality in the project area is generally good. There are few nearby industrial facilities, other than a landfill at the eastern end near Oakville, and several nearby construction firms that have offices and construction equipment on their lots. A gas pumping station is located in the project's vicinity along Walker Road, with a burning gas vent. The Belle Chasse Naval Air Station adjacent to the project area also adds to the ambient air pollution load. Impacts, both long-term and short-term, have been evaluated for this proposed action. The proposed construction of levees and floodwalls, by their nature, would have no long term effects. Construction impacts would be of short duration and are considered minor.

3.2.9.2 Discussion of Impacts

3.2.9.2.1 *No Action*

Direct Impacts. With the no action alternative, the 100-year level of risk reduction would not occur and the HSDRRS would be built only to the levels authorized prior to Hurricane Katrina. Generally this would mean raising the Hero Canal levee to approximately a 10-foot elevation. This construction action would lead to minor temporary, direct air quality impacts. Any associated air impacts have largely been considered in the environmental clearance for previously authorized actions. Any additional work done to meet current design standards would not greatly increase the air quality impacts.

Indirect and Cumulative Impacts. Long term, there would be a few indirect and cumulative impacts. Flooding could be more frequent than if the 100-year level of risk reduction is achieved. This flooding could result in the contamination of land and water with sewage and other contaminants such as debris from the unprotected landfill. This could lead to temporary indirect fugitive dust from street sweeping and other clean-up actions. Also, the transportation of debris and rubble from storm clean-up could contribute to local air quality emissions and result in a temporary decrease in air quality. These total actions in the New Orleans metropolitan area would constitute the cumulative impacts from no action.

3.2.9.2.2 *Proposed Action*

Direct Impacts. Direct impacts include minor increases in air pollution that would occur for a short duration from the use of construction equipment and vehicles including: bulldozers, haul trucks, cranes, pile divers, excavators, and the possible use of clamshells and tug boats. Construction of levees and flood walls could temporarily be a source of fugitive dust including PM 10 and PM 2.5 particulates. Local weather patterns and mandatory dust controls implemented during construction would determine the extent of this temporary condition.
An estimate of annual project emissions is shown in table 8. This estimate includes both emissions from diesel equipment, as well as fugitive emissions. Long term, there is no anticipated effect to air quality. Regional air quality standards would not be violated. The proposed project would be in conformance with NAAQS.

Construction vehicles using Walker Road could generate fugitive dust during levee work. The fact that the construction period for these improvements would be short and a possible borrow pit for material for the levee construction is just across Walker Road at the mid-point in the project corridor would tend to lessen potential for particulate generation. EPA's NONROAD2005 Model was used to calculate the emissions due to use of construction equipment for the proposed project. The emissions for each pollutant are listed in table 8. These indicate that no parameters requiring abatement action would be violated.

Plaquemines Parish is currently in attainment of all NAAQS. This classification is the result of area-wide air quality modeling studies. Thus, no Conformity Determination or other effort is required of this proposed action.

Indirect and Cumulative Impacts. No permanent indirect or cumulative impacts would occur. However, this proposed action in combination with other HSDRRS actions could contribute to a temporary cumulative effect in the HSDRRS area. Temporary indirect fugitive dust from construction operations and small amounts of NO_2. CO, O_3 and SO_2 from engine combustion could occur. This could result in a temporary and minor decrease in air quality in the region.

Table 8: Estimated Project Air Emissions

Pollutant	**Acronym**	**Emissions (tons/yr)**	**Emissions (total tons)**
Volatile Organic Compounds	VOCs	6.17 tpy	11.63 tons
Particulate Matter	PM	81.56 tpy	153.73 tons
Carbon Monoxide	CO	24.04 tpy	45.31 tons
Nitrous Oxides	NO_x	71.61 tpy	134.97 tons

Notes:
1. Emissions totals for each activity taken from appendix K. Total project emissions based on 688 total working days.
2. Equipment usage estimates based on a twelve-month construction period, however, not all equipment would operate every day of the construction period (see appendix K).
3. The project is located in Plaquemines Parish, LA. Plaquemines Parish is in attainment for all criteria pollutions, thus Conformity Thresholds (available from 40 CFR 51) are not applicable.

3.2.9.2.3 *Alternatives to the Proposed Action*

Direct Impacts. With implementation of either of the available alternatives, the direct, indirect and cumulative impacts to air quality would be approximately the same. Temporary impacts would occur in generally the same amount as identified for the proposed action, but no long-term impacts to air quality would occur. Alternative 5 would tend to have slightly greater impact on urban areas owing to a reach of construction along West Oakville Street in Oakville. Still, this would be minor.

Indirect and Cumulative Impacts. No permanent indirect or cumulative impacts would occur. However, construction of any of these alternatives in combination with other HSDRRS actions could contribute to a temporary cumulative effect in the HSDRRS area. Temporary indirect fugitive dust from construction operations and small amounts of NO_2. CO, O_3 and SO_2 from engine combustion could occur. This could result in a temporary and minor decrease in air quality in the region.

3.2.10 Water Quality

Water Quality affects the physical, chemical, geological and biological processes throughout the estuary system including the Hero Canal, the Intracoastal Waterway, and adjacent marshes and bayous in the project area. The Louisiana Department of Environmental Quality (LDEQ) has prescribed standards for surface waters in order to protect the quality of these water bodies.

3.2.10.1 Existing Conditions

The Hero Canal study area is located within the East Central Louisiana Coastal Watershed, U.S. Geological Survey Cataloging Unit 08090301 (USEPA 2008). Three water bodies in that unit with identification numbers (ID) are pertinent to the IER 13 project area. The State of Louisiana regularly evaluates and reports water quality in the watershed for inclusion in the EPA's National Assessment Database. Typically five types of monitored data are presented: biological integrity, and chemical, physical, habitat, and toxicity factors. Based on these parameters, a water body is listed by the USEPA as either Good or Impaired. (If Impaired, a Total Maximum Daily Load [TMDL] for the offending parameter(s) would be developed to help resolve the impairment.) Table 9 provides water quality data for the IER 13 project area.

Table 9: Water Quality Data for Project Area

Waterbody Name	Waterbody ID	Most Current Data Available	Location	Size	Unit	Status
Intracoastal Waterway – Larose To Bayou Villars & Barataria	LA020801_00	2006	Intracoastal Waterway – Larose to Bayou Villars and Bayou Barataria	34.0	Miles	Good
Bayou Barataria/Barataria Waterway	LA020802_00	2006	Bayou Barataria/Barataria Watercourse-Intracoastal Waterway to Bayou Rigolettes (Estuarine)	6.0	Miles	Good
Barataria Waterway	LA020903_00	2006	Barataria Waterway (Estuarine)	1.0	Square Miles	Good

Source: *USEPA, Watershed Assessment Results*

Within the IER project area there are water quality resources such as cypress-tupelo swamps, BLHs, and borrow sites on the protected side of the existing Hero Canal levee. Area wetlands, including cypress-tupelo swamps and BLHs perform important functions by removing and /or transforming nutrients such as nitrogen and phosphorus. The mechanism by which wetlands perform this function include the storage of nutrients within the sediment or plant material, the transformation of inorganic nutrients to their organic forms, and strategic transformation and subsequent removal of nitrogen as a gas. The ability of wetland vascular plants to remove nutrients from water and sediments during the growing season and release then later when light or temperatures would not support profuse algae growth is a general phenomenon, and important in maintaining water quality in adjoining systems.

3.2.10.2 Discussion of Impacts

Key factors for the assessment of alternatives involve the potential for changes in regional salinity values, changes in dissolved oxygen (DO), and sediments/turbidity from water scour.
Salinity is the dissolved salt content of a body of water and is an ecologically important factor because it influences the types of organisms that exist in a body of water. Salinity measurement is utilized for evaluating estuarine hydrology and habitat potential (Orlando et al. 1993) because it is the predominate factor responsible for change of freshwater, intermediate, brackish, and saline habitats. Increases in salinities have been documented as leading to the conversion of

fresh and intermediate marshes to open water, leading to less wetland protection from Hurricane surge flooding. According to Orlando et al. (1993), the salinity patterns throughout the major basins of coastal Louisiana may be influenced by changes in the following mechanisms: freshwater inflow, tides, wind, and coastal shelf processes (wetland changes, etc.).

DO is a good measure of the health of the water body being evaluated. Low DO can be indicative of nutrient, chemical, and/or temperature impacts. Hypoxia is a phenomenon that occurs in aquatic environments as dissolved oxygen becomes reduced in concentration to a point detrimental to aquatic organisms.

Sediments can cover spawning areas leading to mortality and can lead to turbidity interfering with sunlight transmission to aquatic animal and vegetative organisms.

The ambient values of key factors in the project area are currently identified as Good (Not Impaired) by the USEPA (table 9).

3.2.10.2.1 *No Action*

Direct, Indirect, and Cumulative Impacts. With the no action alternative, the 100-year level of risk reduction work would not occur and the HSDRRS system would only be built to the levels authorized prior to Hurricane Katrina. This would generally mean that the existing levee embankments and floodwalls would be raised to approximately 10-feet elevation. The associated access gates and pump stations would also be modified to the appropriate higher levels. Any associated water quality impacts have largely been considered in the environmental clearance for previously authorized actions. Any additional work done to meet current design standards would not greatly increase any direct, indirect, or cumulative water quality impacts.

3.2.10.2.2 *Proposed Action*

Direct Impacts. The proposed action would not permanently impact any of the factors for assessing water quality; however, temporary impacts could occur. Most of the project improvements would occur to existing levees or in the vicinity of existing levees which have already established local runoff characteristics. The flow of surface water during normal runoff periods would be little changed, and local salinity long-term is not expected to change as a result of the construction of the project. Similarly, the proposed action should not change the oxygen levels long-term in local waterways and water bodies for the same reasons: surface runoff and storage would be little changed by the project.

The potential for scouring in the vicinity of proposed floodwalls and the Hero Canal closure complex exists. Proper sediment control and scour protection would be included as part of the design criteria for the structures to prevent the project from having significant impact on water quality. After construction is complete, no lasting impacts from scouring or from fugitive sediments is expected.

It is expected that both fill and excavation would be required for levee and floodwall construction, and for erecting gates, pump stations and associated facilities. The operation of the pump stations could also affect water quality. These construction and operation activities could result in localized, temporary turbidity from fugitive sediments. These suspended sediments could be released into surrounding waters and wetlands. It is expected that the majority of the earth-moving activities would occur in the first few months of project construction; minimal dredging and filling would occur after that time. Operation of the pump stations would occur during a storm event and the impacts (suspended sediments, turbidity, etc.) would be similar to those of storm surge. These temporary water quality impacts would be minimized by using the required BMPs to the extent practicable.

It may be necessary to dredge reaches of the Hero Canal in the vicinity of the proposed gate to establish the designed depth for ship passage. Dredged materials would, if suitable, be used as borrow or, if not, disposed of in the designated disposal areas identified for the WBV HSDRRS projects. This activity would increase the potential for the release of suspended sediments into the water column.

The release of sediments into the water column associated with project construction activities could temporarily decrease oxygen levels by inhibiting photosynthesis or promoting solar heating. This phenomenon would occur only in the vicinity of the construction activity. The crossing of the Industrial Pipe Landfill property poses additional concerns. Some sediment particles emanating from that site could include chemically reduced substances which have high chemical oxygen demand (COD). Other particles could have microorganisms attached which could decompose organic matter and create a biological oxygen demand (BOD). A temporary decrease in DO could occur because of these factors in the immediate area of discharge. It is expected that oxygen levels would return to normal after construction is complete. The Industrial Pipe Landfill does not accept municipal wastes and this factor would moderate biological impacts.

Water temperature increases could result from increased turbidity. The suspended solids that would be produced during construction could absorb sunlight and slightly increase the temperature of water bodies, depending on the severity of the turbidity. Again, these impacts would be temporal and would abate soon after construction is complete.

Indirect and Cumulative Impacts. Indirect negative impacts might occur during ship passage through the gates during normal operations. The Hero Canal gate structures would present a more restrictive opening than currently exists. The Boomtown Belle which is docked near the eastern end of the Hero Canal draws more draft than would be available according to current gate designs. It might be necessary to dredge several feet of silt from the bottom of the canal to allow boat passage if that is required. Sediments would result; these would be temporary. There is also a slight risk with a constricted gate opening that damage might occur to vessels passing through the gates, which could result in releases of oils and fuels into the waterway. This potential would be minimized through design parameters that require structures to allow for the "safe" passage velocities, and navigation aids including fendering, guidewalls, dolphins, and Coast Guard signage.

A positive impact from the proposed action is to provide long-term risk reduction to the Industrial Pipe Landfill, which it currently lacks. This indirect and cumulative impact would safeguard the landfill from hurricane surge flooding up to a 100-year frequency storm helping prevent local water quality degradation.

None of the incremental effects of the proposed action are expected to have negative long-term consequences or have large-scale water quality impacts. Other concurrent construction of 100-year HSDRRS projects would themselves have short-term impacts that could exceed LADEQ's water quality standards. The cumulative construction impacts of the proposed action would be additive to similar impacts caused by other HSDRRS planned projects. This could lead to temporary increased turbidity and reduction in oxygen in downstream areas. However, this is infrequently expected to occur. Implementation of BMPs and Stormwater Pollution Prevention Plans (SWPPPs) would minimize any cumulative impacts

State and Federal programs are in place to regulate and improve water quality; therefore, the net cumulative impacts in the region could be the improvement of water quality. The proposed action for this project would not be expected to detract from these state and Federal programs.

3.2.10.2.3 *Alternatives to Proposed Action*

Direct Impacts. Alternative 3 is similar to the proposed action in that it follows the Hero Canal levee from the GIWW, crosses the Hero Canal with a gated structure, would generate new levee construction in wetlands near the Industrial Pipe Landfill, and would follow the same alignment south of the landfill. It presents similar water quality impacts as a result of scour, salinity changes, and long-term DO demand. It also would protect the Industrial Pipe Landfill and provides a positive impact for this facility. Similar to the proposed action, temporary increases of suspended sediment and velocities would occur during a storm event due to operation of the pump stations.

Alternative 5 presents less temporary water quality construction impacts in that it does not cross the Hero Canal, but extends around the eastern end of the canal. It then winds through Industrial Pipe Landfill property, but does not provide risk reduction for the landfill. It assumes the same alignment as the proposed action south of the landfill property. Alternative 5 presents similar potential for water quality impacts from erosion for improvements to the Hero Canal levee, and for improvements south of the landfill. However, since no crossing of the Hero Canal is needed, this alternative presents the least short-term water quality impacts. Conversely, by not providing risk reduction to the landfill, its long-term impacts are considered greatest. Temporary increases of suspended sediment and velocities would occur during a storm event due to operation of the pump stations.

Indirect and Cumulative Impacts. The indirect and cumulative impacts for alternative 3 to water quality would be similar to those described for the proposed action. Both negative and positive impacts would apply. Alternative 5 presents the least temporary indirect impacts but has the greatest cumulative impact potential in that no risk reduction is provided for the Industrial Pipe Landfill property. However, both the proposed action and alternative 3 provide the greatest potential for positive cumulative impacts.

3.2.11 Noise

3.2.11.1 Existing Conditions

Noise can be identified as unwanted sound. Noise in the study area is sourced from various forms of traffic on LA 23 and Walker Road, and from vehicles using the commercial development in the area. Heavy equipment operating at the landfill and sand excavation pit also contributes to noise levels. Periodic high noise levels are generated and impact a large zone around the study area by aircraft as they approach and depart the U.S. Naval Air Station at Belle Chasse (photograph 4). Infrequent boat traffic in the Hero Canal is another source of noise.

Objective noise measurements are used by the Federal Highway Administration (FHWA), among others, and usually involve a logarithmic scale with a unit of decibels. Noise is computed over a 24-hour period and adjusted for nighttime when noise can be more of an annoyance to produce a day-night sound level (DNL). DNL is the method recommended by the EPA for community planning and has been adopted by most Federal Agencies. A DNL of 65 dBA (decibels A-weighted) as an upper limit for most commonly used noise planning represents a compromise between community interests and the need for noise generating human activity (highway sounds, industrial noise, etc.). Areas regularly exposed to a DNL of over 65 dBA are generally not recommended for residential use. A DNL of 55 dBA and below is usually identified by EPA as a level below which there is no adverse impact. For the proposed project, noise is only a consideration during construction. Other than mowing and other periodic maintenance, there are no residual noise implications with levees or floodwalls. The operation of pump stations, other than during tests, is normally done when the region is under duress and noise is not a factor.

Photograph 4: U.S. Naval Air Station

3.2.11.2 Discussion of Impacts

3.2.11.2.1 *No Action*

Direct Impacts. With the no action alternative, the 100-year level of risk reduction would not occur and the HSDRRS would be built only to the levels authorized prior to Hurricane Katrina. Generally this would mean raising the Hero Canal levee to approximately 10 feet elevation. Any associated noise impacts from temporary construction equipment and truck operation have already been considered in the EIS for the previously authorized work. These noise levels would be similar to those identified in table 10. Because all of the alternatives, including the No Action alternative, would use similar construction equipment, the noise produced could be expected to be similar among alternatives. With less construction involved, the No Action alternative could be expected to be of shorter duration.

Ambient noise levels in the area could be expected to grow slowly in line with anticipated urban development in the delta area. Aircraft noise would continue to occur, possibly near current levels which often exceed the 65 dBA threshold.

Indirect and Cumulative Impacts. Long term, there would be no negative indirect or cumulative impacts from these temporary impacts. However, the increase in levee height would incrementally absorb or deflect existing noise, improving conditions for sensitive receptors over the life of the project.

3.2.11.2.2 *Proposed Action*

Direct Impacts. With implementation of the proposed action, there would be a temporary direct increase of noise associated with construction. Table 10 is a listing of noise generating equipment typically used for construction of levees and floodwalls, using data from the FHWA. Ambient noise levels are often affected by jet aircraft use taking off and landing at a nearby naval air station.

Table 10: FHWA Noise Levels at Distance from the Source (dBA)

Noise Generator	50 feet*	100 feet*	200 feet*	500 feet*	1000 feet*
Dump Truck	76	70	64	56	50
Backhoe	78	72	68	58	52
Front End Loader	79	73	67	59	53
Concrete Mixer	79	73	67	59	53
Crane	81	75	69	61	55
Bull Dozer	82	76	70	62	56
Auger Drill	84	78	72	64	58
Pile Driver	91	85	79	71	65

* Distance from receptor. Source: FHWA 2007. The dBA at 50 feet is measured; the others are model estimates.

Construction noise impacts are judged as "low" for the proposed action. With implementation of alternative 1, little noise impacts would occur since much of the construction would be in remote areas. There would be few sensitive receptors in the vicinity, except near the FEMA Park and near the LA 23 crossing. There is one sensitive receptor in the Hero Canal area (a house). No long-term impacts would be expected. Restricting hours of operation could limit the impact to normal working hours. Minor and temporary maintenance noise would also be expected.

Indirect and Cumulative Impacts. Long term, there would be no negative indirect or cumulative impacts from these temporary impacts. Conversely the increase in levee height and new levees would incrementally absorb or deflect existing noise, improving conditions for sensitive receptors over the life of the project.

3.2.11.2.3 *Alternatives to the Proposed Action*

Direct Impacts. With implementation of alternative 3, little noise impacts would occur since few sensitive receptors are in the vicinity (except near the former FEMA Park and LA 23). The impact analysis that was made for the proposed action applies to alternative 3, which is very similar.

Alignment 5 presents the most noise impacts and would impact residents along West Oakville Street in Oakville with houses and trailers located within 50 LF of construction. Construction noise could be expected to temporarily exceed 65 dBA for the proposed action at several residential receptors along West Oakville Street and in the temporary FEMA Park. The noise would be attenuated within the trailers and houses and the short duration required for construction lessens the overall impact. Restricting hours of operation could limit the impacts to normal working hours.

Indirect and Cumulative Impacts. Long term, there would be no negative indirect or cumulative impacts from these temporary impacts. Conversely the increase in levee height and new levees would incrementally absorb or deflect existing noise, improving conditions for sensitive receptors over the life of the project.

3.2.12 Aesthetic Resources

3.2.12.1 Existing Conditions

Visually, the project area exhibits a natural landscape altered by rural and urban development. The western project area's landscape is one of rural attributes; its natural landscape highlights freshwater marsh, low lying natural levees topped with BLH tree species and bayous and other waterways. The natural landscape is contrasted by the straightness of the Hero Canal and its

adjacent earthen-berm levee, which cuts through the marsh and natural ridges of bayous in the western portion of the project area. Also evident in the western project area adjacent to Walker Road and the Hero Canal are agricultural areas, debris disposal areas, and borrow sites for levee building material or fill for other projects. The project area's eastern end contains the urban development of Oakville bounded by the Mississippi River and its earthen berm levee. Land development in the Oakville area includes railroad corridors, salvage and debris disposal areas along the Hero Canal and Walker Rd, and residential and commercial development. Highway 23 proceeds in a north south direction through Oakville at the eastern portion of the project area, along with the adjacent NOGCR (photograph 5).

Photograph 5: Highway 23 through Oakville.

Along the Hero Canal, the project area is one of rural attributes with waterways and canals, bordered by levees, marshes, bayous, forests and farm fields. Waterways, canals, and roadways act as corridors containing varying textures, colors, and wildlife. These corridors are often banked by vegetation. Intermittent open pasture settings are found where cattle grazing occurs. A few houses are located in the mid-reach of the project area along Walker Road, as well as a gas pumping station and several oil storage tanks.

The eastern end of the project area contains the urban development of Oakville. It exhibits a mix of single family houses, trailers, churches, and a small park. Adjacent and south is a former FEMA trailer park site where the landowner is currently allowing recreational vehicles to park. The land around the Hero Canal just north of Oakville presents a jumbled appearance with a landfill, several industrial and commercial firms (with stored construction equipment), and scattered debris sourced primarily from destroyed houses and facilities from Hurricane Katrina.

The Hero Canal contains a number of derelict vessels including the Boomtown Belle, barges and fishing boats.

The primary views in the study area are from the community of Oakville, the FEMA trailer park, LA 23 and views from Walker Road.

3.2.12.2 Discussion of Impacts

3.2.12.2.1 *No Action*

Direct Impacts. With the no action alternative, the 100-year level of risk reduction would not occur and the HSDRRS would be built only to the levels authorized prior to Hurricane Katrina. Generally this would mean raising the Hero Canal levee to approximately 10 feet elevation. Any associated aesthetic impacts have already been considered. Visual resources would either (1) change due to future land use, or (2) change as dictated by HSDRRS system maintenance.

Indirect and Cumulative Impacts. Few indirect or cumulative impacts would be likely. Flood control facilities are common in the WBV.

3.2.12.2.2 *Proposed Action*

Direct Impacts. North of the Hero Canal, alternative 1 would have little change on the aesthetic resources where the raising of existing levees about four feet is required. From Walker Road approximately 500 LF away, this would be little noticed. At the canal and south of the Hero Canal, direct impacts from alternative 1 would include a new floodgate and levee north-south from the existing Hero Canal in an area removed from development. However, floodgates and a new corridor through continuous BLHs could be observed from Walker Road.

Levee construction thereafter would proceed adjacent to a landfill, and finally along a parish levee. Then the earthen levee continues eastward with floodgates across and T-wall transitions near LA 23. The floodgates across LA 23 and the floodwall to levee transitions would be new visual features in the Oakville area. The floodgates would be conspicuous visual features that would change the existing visual landscape. All proposed alternatives would have the same visual impacts. Alternative 1 would then cross a railroad track with a floodgate, T-wall transition and levee to the MRL. Except near LA 23, few viewing points would allow observing these changes. Most of the proposed construction would be in remote areas, except for the construction in the vicinity of LA 23. Levees, floodwalls and floodgates are common features in the WBV and would not be considered out of place in the prescribed locations.

Indirect and Cumulative Impacts. There would be no indirect impacts. Levees are common throughout the region and are accepted as necessary and often provide a feeling of security. Cumulative impacts include the totality of constructing or upgrading levee systems, pumps stations, and vehicular floodgates in the New Orleans area associated with the 100-year level of risk reduction improvements provided for by federal statute.

3.2.12.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Alternative 3 is almost the same as the proposed action in aesthetic impacts. Except along Walker Road, near the former FEMA Park and at the LA 23 road crossing, the remainder of this alignment would be removed from viewpoints. In the vicinity of the FEMA Park, near the LA 23 crossing, and extending to the MRL, the impacts would be the same as for the proposed action.

With implementation of alternative 5, the existing levee would be raised along the length of the Hero Canal. The main viewing area is from Walker Road which runs parallel to the levee

approximately 500 LF away. At this distance, once the levee is re-vegetated, the viewshed would be little changed by a 2-foot to 4-foot rise in the levee. South of the canal, the alternative 5 earthen levee would transition to a T-wall running north-south through a landfill, and then east-west through an urban section of Oakville. Flood risk reduction improvements would then extend eastward to connect with the Mississippi River levee system generating the same visual impacts as for alternative 1. The levee/floodwall near the landfill would cross areas that might better be screened than observed. The screening would somewhat hide the landfill from sections of the Oakville community. The floodwalls near Oakville would be the most conspicuous features of alternative 5, along with the floodgate at the LA 23 crossing. Levees floodwalls and floodgates are common features in the WBV and would not be considered out of place in the prescribed locations.

Indirect and Cumulative Impacts. There would be few indirect impacts with any of the alternatives to the proposed action. Cumulative impacts for all alignments include the totality of constructing or upgrading levee systems and vehicular floodgates in the WBV project area associated with the 100-year level of risk reduction improvements provided for by federal statutory authority.

3.3 SOCIOECONOMIC IMPACTS

This section evaluates the relative socioeconomic impacts of construction activities related to the proposed improvement to the levee and eastern terminus associated with the Hero Canal. The proposed project is located in Plaquemines Parish in the state of Louisiana, and is an upgrade of the authorized hurricane risk reduction levee alignment.

3.3.1 Impacts to Population and Housing

3.3.1.1 Existing Conditions

The area most immediately affected includes areas along the Hero Canal, between the GIWW and the west bank of the Mississippi River in Plaquemines Parish. The town of Oakville is within the project area and contains a mix of approximately 110 single family houses, 3 churches, and a small park. There was a temporary FEMA trailer park nearby that consisted of about 140 trailers. It has now been vacated.

The area of risk reduction for the proposed project is the area covered by the Belle Chasse IPET Polder, which in August 2007 had an estimated population of 15,900. Urban areas within the 100-year level of risk reduction provided by the project include Oakville, Cedar Grove, Augusta, and New Orleans. This area is comprised of the following geography, according to the 2000 U.S. Census:

- Orleans Parish: Tract 6.12, Group 1.
- Plaquemines Parish: Tracts 502; 503; 504, Group 2.

According to the 2000 U.S. Census, there were approximately 3,300 owner-occupied housing units in the census block groups. Preliminary 2010 Census data would be available in 2011 at the earliest. Intermediate estimates suggest decline in the overall population of Plaquemines Parish since the 2005 storm events, though the Belle Chasse area has grown due to migration of some families from lower Plaquemines.

3.3.1.2 Discussion of Impacts

3.3.1.2.1 No Action

Direct Impacts. Under the no action alternative, only the previously authorized hurricane risk reduction project would be constructed. The authorized levee system would include the Hero Canal levee, a new levee extending eastward and around the Hero Canal, westward between the Canal and landfill boundary, and then south to the non-Federal levee. This system provides development in the eastern area of the proposed project with approximately 50-year level of risk reduction.

Under this alternative, the Greater New Orleans HSDRRS would not be completed to the 100-year level. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse, Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

There would be no direct impacts related to displacement of population or housing under the no action alternative.

Indirect and Cumulative Impacts. Since this alternative fails to provide the 100-year level of risk reduction as required under the NFIP, the actual and perceived flood risks to population in the protected area under this alternative would be higher than under the proposed action. Flooding occurring under the no action plan that would be avoided under the proposed action increases the potential for permanent displacement of population and housing.

Unless otherwise indicated, cumulative socioeconomic impacts to population and housing consist simply of the sum of the direct and indirect impact for this alternative and with all other activities associated with the construction of the HSDRRS.

Absent of action at the project site, direct cumulative impacts remain no greater than the sum of those impacts indicated individually for each project component.

3.3.1.2.2 Proposed Action

Direct Impacts. There would be minimal direct impacts to housing and population under this alternative. Most construction for this alignment would occur on vacant land. One residence north of Hero Canal would be acquired for the right-of-way. Construction activities would take place in the vicinity of Oakville, but no residences would be acquired. The community park would also not be impacted under this alternative.

The former FEMA trailer park, which contained about 140 trailers and is now vacant, would be displaced under the proposed action.

There may be temporary, construction-related impacts to residents in the area as a result of the proposed action. These may include increased noise, degraded air quality, and increased congestion on neighboring roadways. However these impacts to population would last only through the construction period.

Congestion impacts will be discussed further in the transportation section.

Indirect Impacts. No indirect impacts related to displacement of population and housing are expected to occur.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts for population and housing consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to much of the New Orleans metropolitan area upon completion of the HSDRRS may enhance the desirability of living within the protected areas. As a result, a shift in the dispersion of population within the New Orleans Metropolitan Statistical Area (MSA), or beyond, may occur. Also, to the extent that the completion of the HSDRRS encourages regional economic growth, any additional jobs thus created may manifest itself in either in-migration to the area or an increase in commuting activity.

3.3.1.2.3 Alternatives to the Proposed Action

Direct Impacts. There would be minimal direct impacts to housing and population under alternative 3. Most construction for this alignment would occur on vacant land. One residence north of Hero Canal would be acquired for the right-of-way. Construction activities would take place in the vicinity of Oakville, but no residences would be acquired. The community park would also not be impacted under this alternative.

There would be direct impacts to Oakville under alternative 5. Construction would be required within the community of Oakville. Approximately 16 residences along the north side of West Oakville Street would be acquired under this alternative, in addition to one house north of the Hero Canal.

The FEMA trailer park area would also be impacted under alternatives 3 and 5. However, the park is currently vacant.

There may be temporary, construction-related impacts to residents in the area under alternatives 3 and 5. These may include increased noise, degraded air quality, and increased congestion on neighboring roadways. Impacts may be moderate to severe under alternative 5, since under this alternative construction would occur 50 feet from some residences. However, these impacts to population would last only through the construction period.

Traffic congestion impacts will be discussed further in the transportation section.

Indirect Impacts. No indirect impacts related to displacement of population and housing are expected to occur.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts for population and housing consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to much of the New Orleans metropolitan area upon completion of the HSDRRS may enhance the desirability of living within the protected areas. As a result, a shift in the dispersion of population within the New Orleans MSA, or beyond, may occur. Also, to the extent that the completion of the

HSDRRS encourages regional economic growth, any additional jobs thus created may manifest itself in either in-migration to the area or an increase in commuting activity.

3.3.2 Impacts to Employment, Business, and Industry

3.3.2.1 Existing Conditions

The eastern end of the project area contains several mixed commercial and industrial facilities. Immediately north of Oakville is a salvage yard and landfill business, Industrial Pipe Inc, which fronts Hero Canal. It also includes a dredging operation that provides sand fill material to its customers. There are several other businesses that lie along the canal, including a Wall Company and Salvage Yard. Slightly north of the Industrial Pipe Inc. landfill, on the east side of Belle Chasse Highway, is the Chevron Oronite Company LLC, a chemical plant.

There is also a single restaurant/convenience store in the vicinity.

Additionally, there are prime farmland soils in the project area that are used for agricultural production of cattle and citrus.

3.3.2.2 Discussion of Impacts

3.3.2.2.1 No Action

Direct Impacts. Under the no action alternative, only the previously authorized hurricane risk reduction project would be constructed. . The authorized levee system would include the Hero Canal levee, a new levee extending eastward and around the Hero Canal, westward between the Canal and landfill boundary, and then south to the non-Federal levee. This system provides development in the eastern area of the proposed project with approximately 50-year level of risk reduction.

Under this alternative, the Greater New Orleans HSDRRS would not be completed to the 100-year level. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse, Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

The no action alternative would require construction on land owned by the landfill. Additionally, under this alternative, construction would occur on land onto which the landfill owner has expressed desire to expand.

Indirect Impacts. Under the no action alternative, the storm surge risk reduction system would not comply with the minimum requirements of the National Flood Insurance Program (NFIP), and higher premiums within the larger hurricane risk reduction system could be expected as a result.

Since this alternative fails to provide the 100-year level of risk reduction as required under the NFIP, the actual and perceived flood risks to businesses in the project area under this alternative would be higher. Flooding occurring under the no action alternative that would have been avoided under the proposed action increases the potential for permanent displacement of business and industry.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to business, industry, and employment consist simply of the sum of the direct and indirect impact for this alternative and with all other activities associated with the construction of the HSDRRS.

Absent of action at the project site, direct cumulative impacts remain no greater than the sum of those impacts indicated individually for each project component.

3.3.2.1 *Proposed Action*

Direct Impacts. The Industrial Pipe Inc. landfill would be included within the flood risk reduction system under the proposed action. However, the landfill owner has expressed a desire to expand his business, and the construction of the alignment of the proposed action would enclose the existing landfill site, preventing future potential expansion of the landfill on the protected side of the levee. This is also the case under the no action alternative.

There may be potential adverse impacts to business under the proposed action due to the width of the sector gate that would be used within the canal. The proposed gate is 56 feet wide, and would hence restrict navigation within the canal to vessels 52 feet or less in width. During construction, the stoplog closure would be built in phases, allowing continuous passage of vessels through the canal.

Additionally, under the proposed action, 6.4 acres of prime farmland soil would be impacted. This land would be unavailable for further agricultural use under the proposed action.

Indirect Impacts. In addition to the direct impacts, there would be temporary indirect impacts to the area consisting of increased traffic, construction noise including pile driving noise, and increased road dust and dirt.

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Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts for business, employment, and industry consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS. Cumulative impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. As a result, an increase in the number of firms and the output of business and industry would likely manifest itself in such growth.

3.3.2.2.3 Alternatives to the Proposed Action

Direct Impacts. The Industrial Pipe Inc. landfill would be completely within the flood risk reduction system under alternative 3. This alternative would not prevent future potential expansion of the landfill on the protected side of the levees. However, there may be potential adverse impacts to business under alternative 3 due to the width of the stoplog gate that would be used within the canal. The proposed gate is 56 feet wide, and would restrict navigation within the canal to vessels 52 feet or less in width. During construction, the stoplog closure would be built in phases, allowing continuous passage of vessels through the canal

Additionally, under alternative 3, 6.4 acres of prime farmland soil would be impacted. This land would be unavailable for further agricultural use under this alternative.

Alternative 5 would have direct impacts on business in the Oakville area. The T-wall would separate the landfill area from its office facilities, with a vehicular gate providing access. This

would cause both temporary impacts during construction, and permanent impacts. However, the landfill area would be provided with 100-year level of risk reduction.

Under alternative 5, 12 acres of prime farmland soil would be impacted. This land would be unavailable for further agricultural use under this alternative.

Indirect Impacts. There would be no indirect impacts to business, employment, and industry under alternatives 3 and 5.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts for business, employment, and industry consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. As a result, an increase in the number of firms and the output of business and industry would likely manifest itself in such growth.

3.3.3 Availability of Public Facilities and Services

3.3.3.1 Existing Conditions

There are no public facilities or services in the project area, except for a community park in Oakville.

There is a wide range of public facilities within the protected area. As reported by the 2000 U.S. Census, within the Belle Chasse polder there is one police station, one fire station and the Parish government office. Two buildings function as nursing and assisted living facilities. There is one utilities facility, and one water transportation facility. Also within the protected area is the Naval Air Station, Joint Reserve Base. Lastly, there are four school buildings within the protected area. There may be significantly more public properties not captured by the census, such as churches, community centers, and parish administrative offices.

3.3.3.2 Discussion of Impacts

3.3.3.2.1 No Action

Direct Impacts. Under the no action alternative, only the previously authorized hurricane risk reduction project would be constructed. The authorized levee system would include the Hero Canal levee, a new levee extending eastward and around the Hero Canal, westward between the Canal and landfill boundary, and then south to the non-Federal levee. This system provides development in the eastern area of the proposed project with approximately 50-year level of risk reduction.

Under this alternative, the Greater New Orleans HSDRRS would not be completed to the 100-year level. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse, Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

There would be no direct impacts to the availability of public facilities and services under the no action alternative.

Indirect Impacts. No indirect impacts to the availability of public facilities and services are expected under the no action alternative.

Cumulative Impacts. No cumulative impacts to this resource are expected.

3.3.3.2.2 Proposed Action

Direct Impacts. The proposed action would have no direct effect on the availability of public facilities and services.

Indirect Impacts. The proposed action would have no indirect effect on the availability of public facilities and services.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to public facilities and services consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to much of the New Orleans metropolitan area upon completion of the HSDRRS may enhance the desirability of living within the protected areas. As a result, a shift in the dispersion of population within the New Orleans MSA, or beyond, may occur. Also, to the extent that the completion of the HSDRRS encourages regional economic growth, any additional jobs thus created may manifest itself in either in-migration to the area or an increase in commuting activities. An increase in the demand for public facilities and services would follow the migration patterns of residents and workers in the region.

3.3.3.2.3 Alternatives to the Proposed Action

Direct Impacts. Alternative 3 would have no direct effect on the availability of public facilities and services.

Alternative 5 would directly impact 1.73 acres of the community park in Oakville, with 0.92 acres in forested land and 0.81 acres in open space, mostly used as a baseball field. Some uses at the park including the ball field would be eliminated with alternative 5.

Indirect Impacts. Alternatives 3 and 5 would have no indirect effect on the availability of public facilities and services.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to public facilities and services consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.
Cumulative impacts that include alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may enhance the desirability

of living within the protected areas. As a result, a shift in the dispersion of population within the New Orleans MSA, or beyond, may occur. Also, to the extent that the completion of the HSDRRS encourages regional economic growth, any additional jobs thus created may manifest itself in either in-migration to the area or an increase in commuting activities. An increase in the demand for public facilities and services would follow the migration patterns of residents and workers in the region.

3.3.4 Effects on Transportation

3.3.4.1 Existing Conditions

The transportation system in the project area consists of LA 23, which provides access from Venice in the lower delta to Highway 90 in Gretna. Walker Road is a local unpaved road that extends from LA 23 westward adjacent and parallel to the Hero Canal. There are a total of 133 miles of roads and highways within the protected area for this project.

The NOGCR passes through the project area alongside LA 23. There are 8 miles of railroad within the project area.

3.3.4.2 Discussion of Impacts

3.3.4.2.1 No Action

Direct Impacts. Under the no action alternative, only the previously authorized hurricane risk reduction project would be constructed. The authorized levee system would include the Hero Canal levee, a new levee extending eastward and around the Hero Canal, westward between the Canal and landfill boundary, and then south to the non-Federal levee. This system provides development in the eastern area of the proposed project with approximately 50-year level of risk reduction (level of risk reduction).

Under this alternative, the Greater New Orleans HSDRRS would not be completed to the 100-year level. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse, Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

No direct impacts to transportation resources are expected under the no action alternative.

Indirect Impacts. Due to the increased flood risk under this alternative, the risk for damage to transportation resources under the no action alternative is also increased.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to transportation resources consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Absent of action at the project site, direct cumulative impacts remain no greater than the sum of those impacts indicated individually for each project component.

The potential exists that the cumulative indirect effects of the increased quantity of material hauling activity by truck for this and all other project areas may increase congestion within the transportation network that is greater than the congestion that would appear to be individually contributed by this and all other construction activities at project areas. However, the relatively disbursed locations of project areas tend to render the potential for such traffic congestion effects to a relatively low magnitude. However, wear and tear on roadways used to transport materials to construction sites are expected to remain proportionate to the quantity of traffic traveling to project sites.

3.3.4.2.2 Proposed Action

Direct Impacts. Construction of the proposed action would result in a temporary increase in the number of vehicles using LA 23 and Walker Road. While short delays on both roads would be experienced during construction, these would be temporary and original conditions would be restored after construction is complete.

Access for construction of the proposed action Reach 1 levee would be provided via staging areas and access roads in between the existing levee and Walker Road. These staging areas and access roads would be located in previously disturbed and cleared lands or existing public roads. Improvements to gravel or dirt roads may be necessary.

The option to build a floodwall and bridge across Highway 23 was investigated, but due to public concerns for transportation impacts and safety the bridge option was not carried forward. Instead, vehicular and railroad gates with a bypass road option are included as part of the proposed action.

The alignment under the proposed action would cross LA 23 with vehicular gates. The gate at LA 23 would not impede traffic on LA 23 except when the gate is closed during a storm event. When the gate is closed during storm events, vehicles would have to use the emergency bypass road, which runs from LA 23 to the Mississippi River Levee. The bypass road reconnects to LA 23 on the other side of the gate.

The proposed alignment crosses the New Orleans and Gulf Coast Railway Company Railroad with a railroad gate. This should not impact rail usage, except temporarily during construction, because the gate would only be closed during storm events when no rail traffic should be occurring.

A 56-foot wide stoplog gate would be constructed across the Hero Canal. This gate would allow for commercial and recreational navigation in the canal. However, navigation within the canal would be restricted to vessels that could pass through the 56-foot wide gate. During construction, the stoplog closure would be built in phases, allowing continuous passage of vessels in the canal.

Indirect Impacts. There may be increased wear and tear on other major and local public roads throughout the Greater New Orleans area as large quantities of construction materials are transported to the construction site.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to transportation resources consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative direct impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The potential exists that the cumulative indirect effects of the increased quantity of material hauling activity by truck for this and all other project areas may increase congestion within the transportation network that is greater than the congestion that would appear to be individually contributed by this and all other construction activities at project areas. However, the relatively disbursed locations of project areas tend to render the potential for such traffic congestion effects to a relatively low magnitude. However, wear and tear on public roadways used to transport materials to construction sites are expected to remain proportionate to the quantity of traffic traveling to project sites.

Furthermore, there may emerge cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. An increase in the demand for transportation resources usually follows gains in economic activity and would thus be expected given any additional economic growth in the region.

3.3.4.2.3 Alternatives to the Proposed Action

Direct Impacts. Construction of alternative 3 would result in traffic impacts that are similar to the proposed action. Alternative 5 would most likely have more severe impacts to transportation since floodwall construction would occur along West Oakville Street.

Access for construction of the proposed action Reach 1 levee would be provided via staging areas and access roads in between the existing levee and Walker Road. These staging areas and access roads would be located in previously disturbed and cleared lands or existing public roads. Improvements to gravel or dirt roads may be necessary.

After concerns were raised by community members and parish officials about potential negative impacts due to raising Highway 23 over the floodwall, it has been decided that both alignments would instead cross LA 23 with vehicular gates. The gate at LA 23 would not impede traffic on LA 23 except when the gate is closed during a storm event. When the gate is closed during storm events, vehicles would have to use the emergency bypass road, which runs from LA 23 to the Mississippi River Levee. The bypass road reconnects to LA 23 on the other side of the gate.

Both alternatives would cross the NOGCR with a gate. This should not impact rail usage, except temporarily during construction, because the gate would only be closed during storm events.

Under alternative 3, a 56-foot wide stoplog gate for would be constructed across the Hero Canal. This gate would allow for commercial and recreational navigation in the canal. However, navigation within the canal would be restricted to vessels 52 feet or less in width. During construction, the stoplog closure would be built in phases, allowing continuous passage of vessels in the canal.

There would be no impacts to transportation within the Hero Canal under alternative 5 since no gate would be constructed under this alternative.

Indirect Impacts. There may be increased wear and tear on other major and local roads throughout the Greater New Orleans area as large quantities of construction materials are transported to the construction site.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to transportation resources consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative direct impacts that include alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The potential exists that the cumulative indirect effects of the increased quantity of material hauling activity by truck for this and all other project areas may increase congestion within the transportation network that is greater than the congestion that would appear to be individually contributed by this and all other construction activities at project areas. However, the relatively disbursed locations of project areas tend to render the potential for such traffic congestion effects to a relatively low magnitude. Wear and tear on roadways used to transport materials to

construction sites are expected to remain proportionate to the quantity of traffic traveling to project sites.

Furthermore, there may emerge cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. An increase in the demand for transportation resources usually follows gains in economic activity and would thus be expected given any additional economic growth in the region.

3.3.5 Disruption of Community and Regional Growth

3.3.5.1 Existing Conditions

Community and regional growth are generally influenced by national trends, but otherwise depend significantly upon relatively local attributes that allow it to be evaluated apart from the national economy. For the purposes of socioeconomic impact analysis, the project area is first described in summary terms with respect to prevailing trends in the growth of population, housing, income, and employment, both under existing conditions and those that are expected to exist in the future. Against this baseline, the relative effects of the proposed and alternative actions are evaluated.

Under existing conditions, the project area can be characterized as a stable community that has shared in the long-term growth of the New Orleans metropolitan area. There is no indication that in the future there are factors at work that would suggest either a decline in growth with respect to the metropolitan area or a relatively more rapid expansion.

3.3.5.2 Discussion of Impacts

3.3.5.2.1 *No Action*

Direct Impacts. Under the no action alternative, only the previously authorized hurricane risk reduction project would be constructed. The authorized levee system would include the Hero Canal levee, a new levee extending eastward and around the Hero Canal, westward between the Canal and landfill boundary, and then south to the non-Federal levee. This system provides development in the eastern area of the proposed project with approximately 50-year level of risk reduction.

Under this alternative, the Greater New Orleans HSDRRS would not be completed to the 100-year level. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse, Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

There would be no direct adverse impacts to community and regional growth under the no action alternative. Community growth would parallel the long-term growth patterns of the metropolitan area.

Indirect Impacts. Under the no action alternative, the storm surge risk reduction system would not comply with the minimum requirements of the National Flood Insurance Program (NFIP), and higher premiums within the larger hurricane risk reduction system could be expected as a result.

Since this alternative fails to provide the 100-year level of risk reduction as required under the NFIP, the actual and perceived flood risks to businesses and residences in the project area would be higher. Costs associated with business and residential development and sustainment would

likewise be impacted. The lack of enhanced flood protection could be a long-term detriment to the economic vitality of the area to be protected.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to community and regional growth consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Absent of action at the project site, direct cumulative impacts remain no greater than the sum of those impacts indicated individually for each project component.

3.3.5.2.2 *Proposed Action*

Direct Impacts. The project area can be characterized as a stable community that has shared in the long-term growth of the New Orleans metropolitan area. The proposed action would likely have no direct impact on community growth within the town of Oakville. Oakville's growth would likely remain stable under the proposed action.

Indirect Impacts. The proposed action would provide a 100-year level of risk reduction to Oakville and the Belle Chasse basin, and also complete the West Bank and Vicinity project. This area is a growing one, and the proposed action would certainly not diminish, and likely accommodate such growth.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to community and regional growth consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. In addition, the lower incidence of flooding that the HSDRRS is designed to achieve would reduce the propensity for disruption of community life.

3.3.5.2.3 *Alternatives to the Proposed Action*

Direct Impacts. The project area can be characterized as a stable community that has shared in the long-term growth of the New Orleans metropolitan area. Alternative 3 would most likely have no direct effects on community growth within the town of Oakville. Alternative 5, on the other hand, would most likely adversely impact community growth within Oakville, since it would involve acquiring or relocating 16 homes within a small, tight-knit community.

Indirect Impacts. Alternative 3 would provide a 100-year level of risk reduction to Oakville and the Belle Chasse basin, and also complete the West Bank and Vicinity project. This area is a growing one, and these alternatives would certainly not diminish, but likely accommodate such growth. Alternative 5 may indirectly stimulate regional growth due to the relocation of 16 homes. Displaced persons are likely to desire relocation nearby since Oakville is a close-knit community. It is expected that residents would want to relocate in close proximity to their present locations in the Belle Chasse polder.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to community and regional growth consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include the alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. In addition, the lower incidence of flooding that the HSDRRS is designed to achieve would reduce the propensity for disruption of community life.

3.3.6 Impacts to Tax Revenues and Property Values

3.3.6.1 Existing Conditions

The project area includes the area along north and south banks of the Hero Canal and the town of Oakville. The Belle Chasse polder is also included since it would also benefit from the decreased flood risk that the project would provide. According to the 2000 U.S. Census map, the project area includes the following:

- Orleans Parish: Tract 6.12, Group 1.
- Plaquemines Parish: Tracts 502; 503; 504, Group 2.

Values for housing units within protected area ranged from less than $10,000 to over $1,000,000. Median values for owner-occupied housing units ranged from $76,300 to $434,000.

These values provide a stable base for the collection of property taxes. Commercial activities provide a base for the collection of sales tax revenues.

3.3.6.2 Discussion of Impacts

3.3.6.2.1 *No Action*

Direct Impacts. Under this alternative, the Greater New Orleans HSDRRS would not be completed to the 100-year level. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse, Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

There would be no direct impacts to tax revenues and property values under the no action alternative.

Indirect Impacts. Under the no action alternative the storm surge risk reduction system would not comply with the minimum requirements of the NFIP, and higher premiums within the larger hurricane risk reduction system could be expected as a result. This may prove detrimental to community growth, which may also in turn affect property values and consequently tax revenues.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to tax revenues and property values consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Absent of action at the project site, direct cumulative impacts remain no greater than the sum of those impacts indicated individually for each project component.

3.3.6.2.2 *Proposed Action*

Direct Impacts. No direct impacts to property values and tax revenues are expected as a result of the proposed action.

Indirect Impacts. Growth in property values and tax receipts tend to parallel that of community and regional growth.

The proposed action may tend to increase property values in the project area and throughout the area. Increased confidence in the HSDRRS providing storm surge risk reduction in the area may have a positive effect on property values in the vicinity. As a result of higher property values, tax revenues would increase as well.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to tax revenues and property values consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. It follows that increases in tax revenues would ensue given additional economic growth. In addition, the lower incidence of flooding that the HSDRRS is designed to achieve would have the effect of preserving, if not enhancing, property values within the protected areas.

3.3.6.2.3 *Alternatives to the Proposed Action*

Direct Impacts. No direct impacts to property values and tax revenues are expected as a result of alternative 3. Alternative 5, however, may have an adverse impact on property values within the immediate vicinity of the project area and Oakville. This alternative would entail constructing a floodwall along the town's main street, West Oakville Street, which would likely have a negative effect on property values in the vicinity.

Indirect Impacts. Growth in property values and tax receipts tend to parallel that of community and regional growth.

Both alternatives 3 and 5 may tend to increase property values throughout the protected area. Increased confidence in the HSDRRS providing storm surge risk reduction in the area may have a positive effect on property values in the vicinity. As a result of higher property values, tax revenues would increase as well. Alternative 5 may decrease property values in the Oakville area due to impacts to the local park and the relocation of 16 homes in that neighborhood.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to tax revenues and property values consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of spurring additional economic growth in the region than would otherwise occur. It follows that increases in tax revenues would ensue given additional economic growth. In addition, the lower incidence of flooding that the HSDRRS is designed to achieve would have the effect of preserving, if not enhancing, property values within the protected areas.

3.3.7 Changes in Community Cohesion

3.3.7.1 Existing Conditions

Community cohesion refers to the common vision and sense of belonging within a community that is created and sustained by the extensive development of individual relationships that are social, economic, cultural, and historical in nature. The degree to which these relationships are facilitated and made effective is contingent upon the spatial configuration of the community itself. The functionality of the community owes much to the physical landscape within which it is set. The viability of community cohesion is compromised by the extent to which these physical features are exposed to interference from outside sources.

Oakville is a community that was established shortly after the Civil War. With approximately 300 people, 100 of them children, it is a tightly-knit community, where many residents are related to each other. The community includes three churches, the Mount Zion Baptist Church St. Peter's Baptist Church, and the Oakville Missionary Baptist Church, as well as a playground and picnic area on the western end of the neighborhood. Adjacent to the playground is a cemetery.

3.3.7.2 Discussion of Impacts

3.3.7.2.1 *No Action*

Direct Impacts. Under the no action alternative, only the previously authorized hurricane risk reduction project would be constructed. The authorized levee system would include the Hero Canal levee, a new levee extending eastward and around the Hero Canal, westward between the Canal and landfill boundary, and then south to the non-Federal levee. This system provides development in the eastern area of the proposed project with approximately 50-year level of risk reduction.

Under this alternative, the Greater New Orleans HSDRRS would not be completed. The eastern tie-in is integral to risk reduction on the West Bank, and without it the system providing risk reduction to the Belle Chasse Gretna-Algiers, Harvey-Westwego, and Lake Cataouatche polders would be compromised.

There would be no adverse direct impacts to community cohesion under the no action alternative.

Indirect Impacts. Under the no action alternative, the higher risk of flooding increases the likelihood that patterns of social interaction and communication within the community of Oakville, and the entire west bank and vicinity, may be interrupted or permanently altered.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to community cohesion consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Absent of action at the project site, direct cumulative impacts remain no greater than the sum of those impacts indicated individually for each project component.

3.3.7.2.2 *Proposed Action*

Direct Impacts. No direct impacts to community cohesion are expected as a result of the proposed action.

Indirect Impacts. The intended purpose of the proposed action is to reduce the incidence of flooding associated with storm surge for the entire protected area, which is beyond the boundaries of the project area. Therefore, included in the beneficial effects of this alternative is broadly reducing the frequency and scope of disruption to activities associated with this socioeconomic resource and to the physical facilities upon which they depend.

The proposed action would increase the level of community cohesion because the entire project area would be included in the HSDRRS and as a result would benefit from its advancement.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to community cohesion consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include the proposed action are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of enhancing community cohesion. The reason for this is that the lower incidence of flooding reduces the likelihood that patterns of social interaction and communication within the community are interrupted or permanently altered.

3.3.7.2.3 *Alternatives to the Proposed Action*

Direct Impacts. Alternative 3 would have no direct impact on community cohesion. Alternative 5 would have adverse impacts on community cohesion. This alternative would require the relocation of 16 homes within a small, tight-knit community. It would also require the relocation of the playground within the community, which would create an additional detriment to community cohesion.

Indirect Impacts. The intended purpose of alternatives 3 and 5 is to reduce the incidence of flooding associated with storm surge for the entire protected area, which is beyond the boundaries of the project area. Therefore, included in the beneficial effects of these alternatives is broadly reducing the frequency and scope of disruption to activities associated with this socioeconomic resource and to the physical facilities upon which they depend.

Since alternative 3 is almost identical to the proposed action, its effects on community cohesion are likewise similar. The level of community cohesion would be increased because the entire project area would be included in the HSDRRS and as a result would benefit from its advancement.

Alternative 5 would also have positive effects on community cohesion, but combined with the adverse impacts on the town of Oakville, this may be a net decrease in the level of community cohesion.

Cumulative Impacts. Unless otherwise indicated, cumulative socioeconomic impacts to community cohesion consist simply of the sum of the direct and indirect impacts for this alternative and with all other activities associated with the construction of the HSDRRS.

Cumulative impacts that include alternatives 3 and 5 are no greater than the sum of those impacts indicated individually for each project component.

The exception to the foregoing are the cumulative indirect impacts associated with the completion of the HSDRRS in its entirety. The lower flood risk that accrues to the much of the New Orleans metropolitan area upon completion of the HSDRRS may have the effect of enhancing community cohesion. The reason for this is that the lower incidence of flooding reduces the likelihood that patterns of social interaction and communication within the community are interrupted or permanently altered.

3.4 ENVIRONMENTAL JUSTICE

3.4.1 General

Executive Order 12898 focuses Federal attention on the environmental and human health conditions in the minority and low-income communities, enhances the provisions of nondiscrimination in Federal programs affecting human health and the environment, and promotes meaningful opportunities to the access of public information and participation in matters relating to minority and low-income communities and their environment. The Executive Order is directed internally to all Federal departments and federal agency heads to take the appropriate steps to identify and address any disproportionately high and adverse human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations.

According to the U.S. Department of Defense's (DoD) Environmental Justice Strategy (March 24, 1995), DoD will, "…evaluate the potential environmental effects (including human health, economic and social) of its actions on minority and/or low income populations." In order to determine the impacts on low income and minority communities, the project must first identify where low income and minority communities are located.

Executive Order 12898 and the Department of Defense's Strategy on Environmental Justice, USACE must take several steps to determine whether the project would have disproportionately high and adverse effect on minority and low-income populations. "Disproportionately high and adverse effects" are defined as adverse effects that are predominately borne by a minority and/or low-income population; or will be suffered by the minority and/or low income population and are appreciably more severe or greater in magnitude than the adverse effect that will be suffered by non minority and/or non low-income population.

In accordance with these directives, EJ analysis identifies and addresses, as appropriate, disproportionately high, and adverse human health or environmental effects of the IER proposed action on minority and low-income populations. Minority groups include: African American, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander. The methodology to accomplish this includes identifying low-income and minority populations within the study area using up to date economic statistics, aerial photographs, the 2000 Census, Environmental Systems Research Institute (ESRI) estimates, as well as conducting community outreach activities such as small neighborhood focus meetings.

In order to identify low-income areas, DOD and USACE use the Department of Health and Human Services (DHHS) poverty guidelines. In 2000, this was $17,050 for a family of four. This is updated annually at http://aspe.hhs.gov/poverty/poverty.htm. While the poverty guidelines are

updated annually, the poverty data, i.e. Census data, is updated only decennially, of which the Census 2000 data is the latest version. Further discussion on the use of Census 2000 data is presented below. For analyzing disproportionate impacts to minority and/or low income population, the smallest political unit(s) containing an EJ project area is/are considered the reference community of comparison, whose population is therefore considered the reference population for comparison purposes. Disproportionate impact is determined to occur when the percent minority and/or percent low income population in an EJ project area are greater than those in the reference community. Sources explaining this rationale in detail are listed in the References section of this document.

The sources for the data used in the analysis include the 2000 U.S. Census and estimates from Environmental Systems Research Institute, Inc. (ESRI). Despite the 2000 U.S. Census being eight years old, it serves as a logical baseline of information for the following reasons:

1 Census 2000 data is the most accurate source of data available due to the sample size of the Census decennial surveys. With one of every six households surveyed, the margin of error is negligible.

2 The Census reports data at a much smaller geographic level than other survey sources, providing a more defined and versatile option for data reporting.

3 Census information sheds light upon the demographic and economic framework of the area pre-Hurricane Katrina. By accounting for the absent population, the analysis does not exclude potentially low income and minority families that wish to return home.

Due to the considerable impact of Hurricane Katrina upon the New Orleans metro area, and the likely shift in demographics and income, the 2000 Census data is supplemented with more current data, including 2008 estimates and 2013 projections provided by ESRI.

For purposes of environmental justice analysis, all Census Block Groups within a one-mile radius of the IER 13 footprint, are defined as the IER 13 EJ project area. The IER 13 project is located along the Hero Canal, south of Belle Chasse, on the west bank of Plaquemines Parish, LA. It includes the small, African-American community of Oakville, and the Industrial Pipe landfill. Photographs of selected locations are appended at the conclusion of this section.

According to the U.S. Census, 73.4% of the residents in the IER 13 EJ analysis area were minority and 31.1% of the residents were considered low income. These figures are significantly higher than the comparable parish and state figures. Per the U.S. Census data, the IER 13 project area was a minority and/or low income community in 2000.

According to ESRI estimates, 75.2% of the population was minority and 33.6% of the population was low income in 2008. Again, this is significantly higher than the parish and state figures. Therefore, IER 13 project area continues to be a minority and/or low income community. A summary of this data is provided below and detailed data sets are provided at the conclusion of this section.

The Belle Chasse area in Plaquemines Parish is considered the reference community for disproportionate impact analysis. This is reflected in the data in the summary table above as well as in the detailed data sets presented in the appendices. The 2008 population data are utilized as the primary deciding variable per data accuracy and reliability as described above. The 2008 estimates are utilized for reference purposes only. Maps depicting low income and minority Block Groups in 2000 and 2007, respectively in the IER 13 EJ project area have been prepared and are available for review.

Table 11: Summary Demographic Data

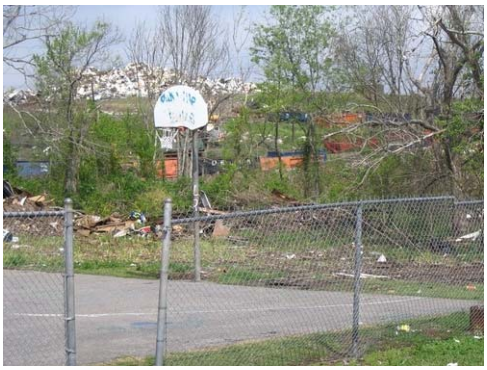
	IER 13 EJ Project Area		Belle Chasse		Plaquemines and Jefferson Parishes		Louisiana	
	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
Minority Population 2000	855	73.4%	779	7.9%	168,988	35.0%	1,689,422	37.8%
Estimated Minority Population, 2008	1,142	75.2%	N/A	N/A	175,576	36.9%	1,708,852	38.0%
Low Income Population, 2000	352	31.1%	758	7.7%	66,290	13.9%	851,113	19.6%
*Estimated Low Income Pop., 2008	182	33.6%	N/A	N/A	26,983	14.8%	345,777	20.5%

*Note: 2008 does not use the equivalent definition for "low income" due to the limited information available in 2008 at the Block Group Level. In 2000, the definition is equivalent to all populations living below the poverty line, whereas in 2008, the definition uses all households earning less than $15,000 per year.

(6) Oakville Cemetery

(7) Mt. Zion Baptist Church, Oakville

(8) Oakville Residences



(9) Oakville Recreation Area and Adjacent Landfill

Photographs 6-9: Areas in and Around the Oakville Community

3.4.2 Discussion of Impacts

3.4.2.1 No Action

With the no action alternative, the proposed 100-year level of risk reduction would not occur, thus continuing the potential occurrence of adverse impacts affecting property, public safety, and local economic stability from 100-year storm surge events in the IER 13 EJ project area. This area does not currently have 100-year level of risk reduction. The approved No Action project would build a levee around the existing landfill and behind Oakville, although not to 100-year level of risk reduction. Therefore, 100-year level of risk reduction would continue to be absent under the No Action alternative. Under the No Action alternative, there would not be a disproportionate impact on the minority and/or low income communities in the IER 13 project area.

3.4.2.2 Proposed Action

Following are the demographic and EJ impacts along alternative 1 (Proposed Actions):

Direct Impacts. Direct impacts from the proposed action would include acquisition of a residential property to the north of Hero Canal. The relocated residents would experience inconvenience as a result. However, this relocation would not be a disproportionate impact since other residents and businesses are being required to relocate for construction of other parts of the HSDRRS. Direct impacts from construction activities on air quality, noise, traffic, etc. would be exerted on the community of Oakville. However, these construction related adverse impacts would be temporary in nature, and would be associated with providing a greater level of storm damage risk reduction to an area that currently lacks that protection. Therefore, adverse human health and environmental impacts would not be disproportionately high on minority and/or low income population. Thus, this alignment would not exert direct adverse environmental justice impact.

Indirect Impacts. This proposed action would enhance federal hurricane protection in an area with existing lower level risk reduction. Indirect impacts from this action may include residential and commercial growth within the protected area. This indirect impact is not anticipated to exert disproportionately high indirect, adverse human health and environmental impacts on minority and/or low-income communities from the proposed action.

Cumulative Impacts. The proposed action would enhance federal hurricane protection in the project via construction of features in the general vicinity of existing hurricane protection features. Therefore, no incremental adverse impact is anticipated from the completion of this proposed action. Thus, disproportionate adverse cumulative human health and environmental impacts are not anticipated on minority and/or low income communities from the proposed action.

3.4.2.3 Alternatives to the Proposed Action

Environmental Justice Impact – Alternative 3

This alternative is similar to alternative 1, with the exception that the western end of this alignment is located further west than the end of alternative 1. Therefore, the demographic and land use characteristics along this alternative are similar to that of alternative 1 and are presented below.

Direct Impacts. Direct impacts from the proposed action would include acquisition of a residential property to the north of Hero Canal. The relocated residents would experience

inconvenience as a result. However, this relocation would not be a disproportionate impact since other residents and businesses are being required to relocate for construction of other parts of the HSDRRS.

Direct adverse impact from construction activities such as air quality, noise, traffic, etc. would be exerted on the minority and/or low income community of Oakville within one mile of project area. These construction related direct adverse impacts would occur on a minority and/or low-income population whose percentage presence is higher in the IER 13 project area than in the reference community. However, these construction related adverse impacts are happening system wide and would be temporary in nature, and associated with providing a greater level of risk reduction to an area that currently lacks similar protection. Therefore, adverse human health and environmental impacts would not be disproportionately high on minority and/or low income population. Thus, this alternative would not exert direct adverse environmental justice impact.

Indirect Impacts. Alternative 3 would enhance federal hurricane protection in an area with existing lower level protection. Indirect impacts from this action may include residential and commercial growth within the protected area. This indirect impact is not anticipated to exert disproportionately high indirect, adverse human health and environmental impacts on minority and/or low-income communities from the proposed action.

Cumulative Impacts. Past, present, and reasonably foreseeable future actions for the HSDRRS system include construction of water control structures, levees, and floodwalls. Alternative 3 would provide risk reduction in the project area via construction of similar features. The minority and/or low income population within the project area would benefit from this enhanced level of risk reduction. When added to other past, present and reasonably foreseeable future actions in this regard, no incremental adverse impact is anticipated from the completion of this proposed action. Thus, disproportionate adverse cumulative human health and environmental impacts are not anticipated on minority and/or low income communities from the proposed action.

Environmental Justice Impact – Alternative 5

Following are the demographic and land use characteristics along this alternative:

1 The northern reach runs near the eastern edge of the Industrial Pipe Landfill facility, leaving the landfill area outside of risk reduction system and including the office building of the landfill within system. The predominately minority and/or low income community of Oakville is located within the risk reduction system. Construction in this reach would require additional right-of-way.

2 The east-west running floodwall each to the north of Oakville Street is located along the rear of 16 residential structures of the Oakville community, which is predominately minority and/or low income in character. Construction of the floodwall would require the relocation of 16 residential structures.

3 The western and southern reaches of the levee/floodwall to the west of LA Highway 23 are located mostly along uninhabited area and along the former FEMA temporary housing development. The predominately minority and/or low income community of Oakville is located within one mile. Construction in this reach would require acquisition of additional right-of-way. This acquisition would occur in an uninhabited area with the exception of the former FEMA temporary housing development where a few recreational vehicles have been placed to temporarily house workers at nearby industrial facilities.

4 The eastern reach (east of LA Highway 23) is located on a property with an existing residential structure. Construction in this reach would require acquisition of additional right-of-way. This acquisition would occur in minority and/or low income area, but it would not require any relocation.

Direct Impacts. Direct impacts from the proposed action would include acquisition of a residential property to the north of Hero Canal. The relocated residents would experience inconvenience as a result. However, this relocation would not be a disproportionate impact since other residents and businesses are being required to relocate for construction of other parts of the HSDRRS.

Additional direct adverse impact from the proposed action would include the acquisition of additional right of way and relocation of 16 of the 134 residential properties in Oakville. This represents 12% of the residential properties within the Oakville community. These actions would not be disproportionate impact on the minority and/or low income community since other residents and businesses could be relocated for construction of other parts of the HSDRRS.

Direct adverse impact from construction activities such as air quality, noise, traffic, etc. would be exerted across the system including the predominately minority and/or low income community of Oakville. These construction related direct adverse impacts would occur system wide and would include the minority and/or low-income population of Oakville whose percentage presence is higher in the IER # 13 EJ project area than in the reference community as shown in the summary table previously. However, these construction related adverse impacts (i) would be temporary in nature, and (ii) would be associated with providing a greater level of protection to an area that currently lacks similar protection. Therefore, adverse human health and environmental impacts would not be disproportionately high on minority and/or low income population. Thus, this alignment would not exert direct adverse environmental justice impacts.

Indirect Impacts. Since this alignment proposes to provide federal hurricane risk reduction to an area without such protection currently, completion of the project may induce residential and commercial growth within the newly protected area. This indirect effect is not anticipated to exert disproportionately high indirect, adverse human health and environmental impacts on the minority or low-income communities in the area.

Cumulative Impacts. This alternative would provide federal hurricane risk reduction via construction of similar features in an area that has been without similar protection in the past. The minority and/or low income population within the project area would benefit from this enhanced level of risk reduction. Adverse impacts from acquisition of properties may be exerted. However, when added to other past, present and reasonably foreseeable future actions in this regard, no incremental adverse impact is anticipated from the completion of this proposed action. Thus, disproportionate adverse cumulative human health and environmental impacts are not anticipated on minority and/or low income communities from the proposed action.

3.4.3 Detailed Data

Detailed demographic and census data can be found tables 12-16 (See appendix L).

3.5 HAZARDOUS, TOXIC, AND RADIOACTIVE WASTE

3.5.1 Existing Conditions

Under ER 1165-2-132 the reasonable identification and evaluation of Hazardous, Toxic, and Radioactive Waste (HTRW) contamination within a proposed area of construction is required. ER 1165-2-132 identifies the CEMVN HTRW policy to avoid the use of project funds for HTRW removal and remediation activities. Costs for necessary special handling or remediation

of wastes (e.g., Resource Conservation and Recovery Act [RCRA] regulated), pollutants and other contaminants, which are not regulated under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), will be treated as project costs if the requirement is the result of a validly promulgated Federal, state or local regulation.

An American Society of Testing Materials (ASTM) E 1527-05 Phase I Environmental Site Assessment (ESA) was completed for the proposed project area in July 2006. It is entitled *Phase I Environmental Sites Assessment Report, West Bank Hurricane Protection Project - East of Harvey Canal in the Vicinity of Hero Canal (Oakville Levee Extension), Plaquemines Parish, Louisiana*. This report was written by Dr. George Bacuta of CEMVN-ED-F. A copy of the Phase I ESA will be maintained on file at the CEMVN office in New Orleans, and incorporated herein by reference.
.
An additional Phase I ESA was prepared by Aerostar Environmental Services, Inc. on 25 January 2008, entitled *Final - Phase I Environmental Site Assessment: IER 13 -- Walker Road and Highway 23, Oakville, Plaquemines Parish, Louisiana.* It is also incorporated herein by reference and is being maintained on file at the CEMNVN office in New Orleans. Copies of both Phase I ESA reports are available by requesting them from the CEMVN, or accessing them at www.nolaenvironmental.gov.

The following RECs were found north of the Hero Canal in the vicinity of the project area by the Phase I ESAs:

- Historic areas and an active landfill exist in the vicinity of the project area and a potential exists for landfill materials to lie within the alternative 5 levee/floodwall alignment.

- Numerous discarded (or staged) containers with and without contents exist in the vicinity of the project area, including large and small storage tanks, automobiles, drums, 5-gallon buckets and other miscellaneous containers.

- Large piles of creosote treated timbers exist in the vicinity of the project area.

- An unidentified granular material exists on the ground surface in the vicinity of the treated timber piles.

- Indiscriminate dumping of cars (2), household appliances, and construction debris have been observed along the boat launch access road south of Walker Road.

A Phase II ESA dated 10 October 2006 was conducted by Materials Management Group, Inc., in the vicinity of the landfill area to investigate alternative 5 impacts. This study is entitled *Final Site Activities and Soil Classification Report, Phase II Environmental Site Assessment, Oakville Levee Extension, Plaquemines Parish, Louisiana*. According to that study, it may be necessary to conduct further investigations (such as sampling) to fully determine the extent and characteristic of any landfill material impacted by alternative 5.

A copy of the Phase II ESA will be maintained on file at the CEMVN office in New Orleans, and is incorporated herein by reference. Copies of the report are available by requesting them from the CEMVN, or accessing them at www.nolaenvironmental.gov.

If a REC cannot be avoided, due to construction requirements, the Coastal Protection and Restoration Authority, acting as the non-Federal sponsor for this project, may further investigate the REC to confirm the presence or absence of contaminants, and may recommend actions to avoid, sequester, or remove possible contaminants. Federal, state, or local coordination may be required.

3.5.2 Discussion of Impacts

3.5.2.1 No Action

Direct, Indirect and Cumulative Impacts on Hazardous Wastes. Under the no action alternative, an earthen levee would be built directly through the Industrial Pipe landfill. This alternative is considered environmentally unacceptable, due to the possible presence of HTRW.

3.5.2.2 Proposed Action

Direct Impacts. The proposed action is removed from both the area of the active landfill and the industrial sites along Walker Road. None of the identified RECs lie within the project footprint for the proposed action. Therefore, no direct impacts are expected based on the Phase I ESAs.

There are two barges in the Hero Canal that would be removed in order to construct the Reach 1 levee and Reach 2 closure structure. These barges have been investigated and are open to the canal current. As such, the sediment testing done in and along Hero Canal would have indicated any constituents of concern.

Indirect and Cumulative Impacts. The proposed action provides 100-year level of risk reduction for the landfill and no indirect or cumulative impacts are projected.

3.5.2.3 Alternatives to the Proposed Action

Direct Impacts. Alternative 3 is removed from the active landfill area and no direct impacts would be expected. None of the identified RECs lie within the project footprint for alternative 3. It would have the same impact considerations for HTRW as the proposed action.

Alternative 5 would impact the Industrial Pipe, Inc. landfill. A limited Phase II ESA was conducted in October 2006 to determine if there was potential for impacts by landfill material: the Phase II ESA was "limited" and designed to determine if landfill material exists along this alignment (only limited screening for contaminants was done). Four soil borings to 25 feet below ground surface were used for soil sampling and analysis. In two samples no inorganic landfill waste was visible in the boreholes. The other two bore holes revealed inorganic landfill wastes (plastic household material, construction material, etc.) in the 1 to 4.5 feet interval. All material in the boreholes below 4.5 feet consisted of clay or sand native to this geological setting. The conclusion was reached in the Phase II ESA that the observed material appears to be isolated occurrences of debris that may have been dropped or pushed onto the alignment by machinery traveling to the landfill area, or during maintenance of the roadway or landfill. A Certification from the LDEQ may be needed for construction of a levee or floodwall if this alternative were to be used as the proposed action. Further investigations may be needed to fully determine the extent and characteristic of any landfill material impacted if this option were to be proposed for construction.

Indirect and Cumulative Impacts. Alternative 3 provides 100-year level of risk reduction for the landfill and no indirect or cumulative impacts are projected.

For alternative 5, while the alternative would safeguard urban areas in the vicinity from landfill impacts, the landfill would still be exposed to hurricane effects that might impact the natural terrain. Indirect impacts might include debris and hazardous materials that might be dispersed into nearby terrestrial and aquatic environments if large-scale flooding occurs. Cumulative impacts might include a tabulation of similar occurrences floodside of the HSDRRS.

CHAPTER 4 CUMULATIVE IMPACTS

NEPA requires a Federal agency to consider not only the direct and indirect impacts of a proposed action, but also the cumulative impacts of the action. A cumulative impact is defined as "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions (40 CFR §1508.7)." Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. These actions include on- or off-site projects conducted by government agencies, businesses, or individuals that are within the spatial and temporal boundaries of the actions that are considered in this IER

As indicated previously, in addition to this IER, the CEMVN is preparing a draft CED that will describe the work completed and the work remaining to be constructed for the Greater New Orleans HSDRRS. The purpose of the draft CED will be to document the work completed by the USACE on a system-wide scale. The draft CED will describe the integration of individual IERs into a systematic planning effort. Additionally, the draft CED will contain updated information for any IER that had incomplete or unavailable data at the time it was posted for public review. Overall cumulative impacts and future operations and maintenance requirements will also be included. The discussion provided below describes an overview of other actions, projects, and occurrences that may contribute to the cumulative impacts previously discussed.

4.1 STUDY METHOD AND BACKGROUND INFORMATION

Cumulative impact analyses require defining the area of impact, the range of activities that are "cumulative," and a time period. The following items were guidelines for the cumulative impact analyses in this document (Klein and Kingsley 1994):

- Proximity – the proximity of the projects to each other either geographically or temporally.
- Effect on resources – the probability of other actions affecting the same environmental resource as the proposed action, especially systems susceptible to development pressure.
- Timeliness – the actions would likely occur within the selected time period.
- Progression – the proposed action and other similar actions could lead to other associated projects (land development) that could affect the same resources.
- Reasonableness – are future actions likely to occur and are they reasonably foreseeable.

Following Hurricanes Katrina and Rita, it was recognized that the existing levees, floodwalls, and other facilities comprising hurricane storm risk reduction were often not to authorized levels. This left areas vulnerable to hurricane-induced flooding for facilities that were already authorized and approved. CEMVN is currently implementing construction projects to raise hurricane risk reduction to authorized levels. Congress subsequently granted a series of supplemental appropriations acts to upgrade systems damaged by the Katina and Rita storms, and additional authority was given to the USACE to construct system-wide 100-year HSDRRS projects throughout the metropolitan New Orleans area. All of these actions would contribute to potential cumulative impacts.

The HSDRRS is divided into three USACE authorized project areas: the West Bank and Vicinity (WBV), the Lake Pontchartrain and Vicinity (LPV), and the New Orleans to Venice (NOV) project areas. The Hero Canal project is in the WBV area. Cumulative effects of the system-wide improvements could be specific to the WBV or throughout the metropolitan area.

Natural systems impacts including those to wetlands, BLH forests, cypress-tupelo swamps, wildlife habitat, among others, have been studied in detail. Cumulative Impacts to some of the most important of these natural systems from CEMVN projects in the WBV and the LPV and NOV areas are identified in table 17**.** Other effects including noise, air quality, wildlife impacts, local traffic issues, and water quality are essentially temporary in nature and cumulative impacts would abate when construction ceases. Regional resources such as the transportation system, medical and other regional human-service facilities, residential and commercial displacements, and the effects on the economy are regional and effects throughout metropolitan New Orleans could be considered. While these cumulative effects are more difficult to quantify, long–range planners for these facilities would need to know trends and projections, when this is possible.

Details on all CEMVN project IERs will be reported in a CED for the entire HSDRRS. A summary of cumulative impacts will be included. Also, the CEMVN anticipates generating and implementing two large-scale IERs to provide for mitigation of impacts caused by the improvements to the HSDRRS for metropolitan New Orleans. These will be a compilation of the mitigation found in the individual IERs, including IER # 13.

Table 17: HSDRRS Impacts and Compensatory Mitigation to be Completed

IER	Parish		Non-wet	Non-wet	BLH	BLH	Swamp	Swamp	Marsh	Marsh	EFH
			acres	*AAHUs*	*acres*	*AAHUs*	*acres*	*AAHUs*	*acres*	*AAHUs*	*acres*
1 LPV, La Branch Wetlands Levee	St. Charles	Protected Side	-	-	-	-	137.05	73.99	-	-	-
		Flood Side	-	-	11.33	8.09	143.57	110.97	-	-	-
2 LPV, West Return Floodwall	St. Charles, Jefferson	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	33.40	9.00	-	-	-
3 LPV, Jefferson Lakefront Levee	Jefferson	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	26.00
4 LPV, Orleans Lakefront Levee	Orleans	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
11 Tier 2 Borgne IHNC Protection	Orleans, St. Bernard	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	15.00	2.59	-	-	186.00	24.33	-
12 GIWW, Harvey, Algiers	Jefferson, Orleans, Plaquemines	Protected Side	-	-	251.70	177.3	-	-	-	-	-
		Flood Side	-	-	2.30	1.90	74.90	38.50	-	-	-
14 WBV, Westwego to Harvey Levee	Jefferson	Protected Side	-	-	45.00	30.00	-	-	-	-	-
		Flood Side	-	-	45.50	18.58	29.75	17.02	-	-	-
15 WBV, Lake Cataouatche Levee	Jefferson	Protected Side	-	-	23.50	6.13	-	-	-	-	-
		Flood Side	-	-	3.60	1.35	-	-	-	-	-
17 Company Canal Floodwall	Jefferson	Protected Side	-	-	5.50	2.69	-	-	-	-	-
		Flood Side	-	-	-	-	19.00	17.09	-	-	-
18 GFBM	Jefferson, Plaquemines, St. Charles	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
18 GFBM	Orleans	Protected Side	226.00	68.79	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
18 GFBM	St. Bernard	Protected Side	74.30	43.59	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
19 CFBM	Hancock County, MS; Iberville, Orleans, Plaquemines, St. Bernard	Protected Side	-	-	-	-	-	-	-		-
		Flood Side	-	-	-	-	-	-	-	-	-

- Not applicable to the IER or number impacted is 0, Government Furnished Borrow Material (GFBM), Contractor Furnished Borrow Material (CFBM)

Table 17 (cont.): HSDRRS Impacts and Compensatory Mitigation to be Completed

IER	Parish		Non-wet	Non-wet	BLH	BLH	Swamp	Swamp	Marsh	Marsh	EFH
			acres	*AAHUs*	*acres*	*AAHUs*	*acres*	*AAHUs*	*acres*	*AAHUs*	*acres*
19 CFBM	Jefferson	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
22 GFBM	Jefferson	Protected Side	157.76	89.64	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
22 GFBM	Plaquemines	Protected Side	86.93	28.90	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
23 CFBM	Hancock County, MS; Plaquemines, St. Bernard, St. Charles	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
25 GFBM	Jefferson	Protected Side	78.30	40.90	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
25 GFBM	Orleans	Protected Side	873.00	231.00	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
25 GFBM	Plaquemines	Protected Side	17.70	12.10	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
26 CFBM	Jefferson, Plaquemines, St. John the Baptist; Hancock County, MS	Protected Side	-	-	-	-	-	-	-	-	-
		Flood Side	-	-	-	-	-	-	-	-	-
		Protected Side									
		Flood Side									
Totals		Protected Side	1473.09	514.92	325.7	216.12	137.05	73.99	-	-	00.00
		Flood Side	-	-	77.73	32.51	300.62	192.58	186.00	24.33	26.00
		Both	1473.09	514.92	403.43	248.63	437.67	266.57	-	-	26.00

- Not applicable to the IER or number impacted is 0, Government Furnished Borrow Material (GFBM), Contractor Furnished Borrow Material (CFBM)

4.2 PROJECTS WITH CUMULATIVE IMPACT POTENTIAL

4.2.1 IER Projects

Following is a summary of HSDRRS projects authorized to the 100-year level of risk reduction and other anticipated private and public projects in the WBV that have cumulative impact potential. Other projects that may have cumulative aspects are detailed in IERs for the LPV and NOV areas. With detailed environmental studies performed for these projects, the cumulative impact data will be well documented.

- *IER #12 – GIWW, Harvey, and Algiers Levees and Floodwalls, Jefferson, Orleans and Plaquemines Parish, LA.* Includes a sector gate across the GIWW and levee tie-ins to the adjacent Hero Canal levee to the east and the V-line levee to the west. Approximately 3 miles of levee and floodwall would be constructed, along with a closure complex across the GIWW, a pump station, fronting protection, and a bypass channel. Levees would generally be raised to 14 feet requiring 3.1 million cubic yards of earthen material and 310,000 tons of stone.

- *IER #14 - Harvey to Westwego Levee, Jefferson Parish, LA.* Includes improvements extending from the old Westwego Pumping Station to the line levee east of Vertex (near the Estelle Pump Station). It will incorporate approximately 12 miles of levee, construction of 7,013 LF of floodwalls, and modifications to three pump stations.

- *IER #15 - WBV, Lake Cataouatche Levee, Jefferson Parish, LA.* Includes improvements extending from Highway 90 to near Segnette State Park and incorporates approximately 8 miles of levee and fronting protection and modifications for one pump station.

- *IER #16 – Western Terminus Levee, Jefferson Parish, LA.* Includes improvements extending to connect to IER 17 near Segnette State Park. It will incorporate construction of a new levee reach to complete the western terminus of the WBV Hurricane Storm Damage Risk Reduction System.

- *IER #17 – Company Canal Floodwall, Jefferson Parish, LA.* Includes improvements extending from near the Company Canal to Segnette State Park, and incorporates approximately 133,442 LF of floodwalls and fronting protection and modifications to two pump stations. Exact alignments will be determined as part of the NEPA documentation process and the public coordination process.

- *IER #18 – Government Furnished Borrow Material, Jefferson, Orleans, Plaquemines, St. Charles, and St. Bernard Parishes, LA.* On 21 February 2008, the CEMVN signed a Decision Record on IER # 18. A total of 12 potential Government Furnished borrow areas were investigated and discussed in this IER. These borrow areas would provide approximately 26,511,000 cubic yards of suitable material.

- *IER #19 – Pre-Approved Contractor Furnished Borrow Material, Jefferson, Orleans, St. Bernard, Iberville, and Plaquemines Parishes, LA, and Hancock County, MS.* On14 February 2008, the CEMVN signed a Decision Record on IER # 19. The document was prepared to evaluate the potential impacts associated with the actions taken by commercial contractors as a result of excavating borrow areas for use in construction of the HSDRRS.

- *IER #22 - Government Furnished Borrow Material, Jefferson and Plaquemines Parishes, LA.* On 30 May 2008, the CEMVN signed a Decision of Record on IER 22. The document was prepared to evaluate the potential impacts associated with the actions taken to excavate borrow material for use in construction of the HSDRRS.

- *IER #23 - Government Furnished Borrow Material, St. Bernard, St Charles, and Plaquemines Parishes, LA.* On 6 May 2008, the CEMVN signed a Decision of Record on IER 23. The document was prepared to evaluate the potential impacts associated with the actions taken to excavate borrow material for use in construction of the HSDRRS.

- *IER #25 - Government Furnished Borrow Material, Orleans, Jefferson, and Plaquemines Parishes, LA.* Four potential borrow areas could provide approximately 14 million cubic yards of suitable material for levee and floodwall projects.

- *IER #26 - Pre-Approved Contractor Furnished Borrow Material #3, Jefferson, Plaquemines and St. John Parishes, LA, and Hancock County, MS.* On 20 October 2008, the CEMVN signed a Decision of Record on IER 26. The document was prepared to evaluate the potential impacts associated with the actions taken to excavate borrow material for use in construction of the HSDRRS.

4.2.2 Additional Previously Authorized Projects - Jefferson Parish

The following projects had Federal authorized prior to Hurricane Katrina or are in the planning stage as recovery projects and are located in Jefferson Parish. (Some of these impacts may also be included in the IERs listed in Section 4.2.1.) Environmental data generated for these improvements would have a high reliability for inclusion in cumulative impacts analyses.

- Harvey Canal Floodgate/Cousins Pump Station - A 2,000 cfs pumping station has been constructed to direct interior drainage requirements to a point south of the gate. A gate has been constructed in the Harvey Canal to halt potential flood waters from encroaching into the canal north of Lapalco Boulevard. The pump station is scheduled for completion in April 2009.

- Harvey Canal New Estelle to Cousins - An earthen levee segment approximately 2.6 miles long will be built to + 9.5 feet.

- Old to New Estelle Pump Station Floodwall - The existing floodwall will be reconstructed as an earthen levee to an elevation of approximately 9.5 feet. Project completion is scheduled for May 2008.

- V-Line East of the Vertex - This earthen levee reach will be raised to the authorized elevation of 9.5-feet along this 4.0 mile segment.

- Orleans Village to Highway 45 - This 3.4 mile earthen levee segment is being raised to the authorized elevation of 9.5 feet by adding about 1 to 1½ feet of earthen material from a levee district borrow pit.

- Westwego Floodwall - This 2,800 LF floodwall has been determined to be deficient and will be replaced or strengthened at a later date. Interim measures include a seepage cut-off wall at the two gas pipelines.

- Company Canal Floodwall - Approximately 1,600 LF of this concrete capped I-wall has been determined deficient. The project is currently under planning as a navigable gate and ancillary pump station to handle interior drainage.

- Bayou Segnette State Park - The flood risk reduction along this 1.5 mile segment of I-wall/earthen levee has experienced separation at the floodgate transitions. Interim risk reduction measures are currently underway that will strengthen the system until permanent corrections can be installed.

- Lake Cataouatche Pump Station - Approximately 3.9 miles of the earthen levee from the pump station to Bayou Segnette State Park is under construction to raise the elevation to authorized levels. The levee district performed emergency repair work in 2005 and the USACE awarded a new contract in 2007.

- Pump Station to Highway 90 - Approximately 2.7 miles of earthen levee from the pump station to Highway 90 is currently being raised to authorized elevations. Approximately 3,500 feet of earthen levee from Lake Cataouatche Station 160+00 to Highway 90 will be stabilized by the installation of a tandem culvert to adjacent to the levee.

4.2.3 Additional Previously Authorized Projects - Orleans Parish (West of Mississippi River)

The following project had Federal authorized prior to Hurricane Katrina and is located in Orleans Parish, south of the Mississippi River. Environmental data generated for this improvement would be well documented for inclusion in cumulative impacts analyses.

- Algiers Canal - Fronting Protection and Modifications - This project involves the installation of fronting protection for the pumping station and modification to the existing facilities upgrade them to the 100-year level of risk reduction. The fronting protection will include the installation of sluice gates and modifications will include the construction of higher floodwalls at the discharge point.

4.2.4 Additional Previously Authorized Projects - Plaquemines Parish

The following projects had Federal authorization prior to Hurricane Katrina or are in the planning stage as recovery projects and are located in Plaquemines Parish. The Plaquemines Parish includes long, narrow strips of land on both sides of the Mississippi River between New Orleans and the Gulf of Mexico. The parish has a total of 169 miles of levees and floodwalls and 18 pump stations. A total of 150 miles of levees and floodwalls were damaged along with 18 pump stations. Currently there are 26 authorized projects to repair and rebuild levees and floodwalls damaged by Hurricane Katrina in Plaquemines Parish. Environmental data generated for these improvements would be well documented for inclusion in cumulative impacts analyses.

These include:

- Fort Jackson Borrow Pit – Clearing and grubbing
- Walker Road Borrow Pit – Clearing and grubbing
- New Orleans to Venice East Bank - Levee repairs
- Mississippi River Levee East Bank – Levee repairs
- Mississippi River Levee, City Price to Port Sulphur – Levee repairs
- Mississippi River Levee, Port Sulphur to Fort Jackson – Levee and floodwall repairs
- Mississippi River Levee, Fort Jackson to Venice – Levee repairs
- New Orleans to Venice Levee, Port Sulphur Area – Levee enlargement
- New Orleans to Venice Levee, Empire/Buras Area – Levee enlargement

- New Orleans to Venice Levee, Empire Floodgate – Floodgate repairs
- New Orleans to Venice Back Levee – Levee repairs
- New Orleans to Venice Levee, Buras Area – Levee enlargement
- New Orleans to Venice Back Levee – Levee repairs
- New Orleans to Venice Levee, West Back Levee – Floodwall repairs
- New Orleans to Venice Levee, West Back Levee – Scour and miscellaneous repairs
- Mississippi River Levee, Woodland – Levee repairs
- New Orleans to Venice Levee, Port Sulphur Area – Levee enlargement
- Mississippi River Levee, West Pointe A La Hache – Levee repairs
- Mississippi River Levee – Slope pavement repair Recovery Projects

4.3 SUMMARY OF CUMULATIVE IMPACTS

This cumulative impact analysis is meant to establish a general magnitude and extent of cumulative impacts resulting from the proposed action in combination with other anticipated federal, state and local public and private actions over the next 50 years (years 2007 to 2057).

In addition to ongoing construction to raise levees and floodwalls to authorized elevations, the CEMVN has been authorized to provide system-wide 100-year level of risk reduction. This would entail enlarging and raising levees, elevating or replacing floodwalls, adding pump stations where necessary, adding or improving frontal protection at pump stations, and constructing other facilities. Marshes, wetlands and BLHs would be expected to show substantial cumulative impacts since much of the levee and floodwall work for the HSDRRS in the WBV could be expected in these land-use areas. To understand impacts, the USACE is generating six (6) IERs for levee, floodwall and other flood risk reduction in the WBV and 11 other IERs for flood risk reduction in other areas of metropolitan New Orleans. Also, six (6) IERs for new borrow pits for soil to build the levees are being prepared. The impacts in these IERs will be documented in a CED, including cumulative impacts to resources. Table 17 is a compilation to-date of key impacts. This table will be updated as potential impacts are assessed in forthcoming IERs.

To resolve impacts, including cumulative impacts, two mitigation reports will serve all of the anticipated USACE work, with replacement wetlands and other resources expected to be placed in locations that best serve as wildlife habitat, and where hurricane surge can be positively affected. Other projects with which the CEMVN is involved, in related flood risk reduction and coastal restoration planning efforts, includes the Louisiana Coastal Protection and Restoration (LACPR). This includes comprehensive planning for the protection and restoration for all of coastal Louisiana. The CEMVN, along with other Federal and state agencies, participates in coastal restoration projects through the Coastal Wetlands Planning, Protection and Restoration Act (CWPPRA). This Act includes specific prioritized restoration projects implemented coast-wide by the LDNR, Coastal Restoration Division in cooperation with Federal agencies.

The main hydrological impact from the HSDRRS on the WBV is that protected low-lying areas would experience reduced storm surge inundation, protecting life and property. Some temporary sedimentation could result during the construction period from fugitive sediments that escape the erosion and sedimentation control measures for each project. These are expected to be minor, and adjacent water quality should remain as it had been prior to project construction. No recognizable effect on salinity is expected as water levels will remain as they are today and no large-scale flow diversions are anticipated that might have cumulative impact associations.

The extent of private development that will add to cumulative impacts is difficult to anticipate due to the fluid investment situation brought about by Hurricane Katrina reclamation.
Rebuilding efforts, including the region around the study area, are taking place throughout southeastern Louisiana, and along the Mississippi and Alabama Gulf Coast. In Louisiana, the

Insurance Information Institute has estimated that the total insured losses from Hurricane Katrina are estimated at $25.3 billion (Insurance Information Institute 2007). Although it is unknown how much will affect the region of the proposed action, clearly a large-scale effort is underway in Plaquemines, Jefferson and Orleans Parishes. Replacement of insured losses will be a major component of regional growth over the next decade and beyond. Associated private sector impacts to resources will add to the cumulative effect of CEMVN projects.

Some cumulative adverse impacts to the human population in the WBV are not expected to be permanent. However, temporary impacts would be expected from noise and air pollution associated with construction activity, and from detours, road closures and increased traffic that could occur almost continuously for several years while HSDRRS improvements in the WBV are underway. It would be expected that temporary impacts would return to pre-construction conditions shortly after construction is completed on the HSDRRS. There are no long-term HTRW cumulative impacts anticipated, since any HTRW issues encountered in any public or private projects would be expected to be addressed and resolved as they are encountered. None are expected in the proposed action. Any impacts to utilities or community facilities would also be resolved upon completion of construction. Environmental justice issues are protected by federal statute and cumulative effects are not expected.

Conversely, the proposed action would have a cumulative beneficial impact on socioeconomic elements. The proposed action would provide additional hurricane surge and flood damage reduction, reducing the threat of inundation and providing a sense of security to residents. This provides a benefit to all residents, regardless of income or race, increasing the feeling of well-being, providing optimism, reducing insurance rates, and allowing for redevelopment and development of the study area and region. It is expected that the accumulated projects would provide long-term and sustainable cumulative benefits to the communities within the WBV by reducing the risk of damage within flood-prone areas and by generating economic growth that could attract displaced residents and new workers, and encourage repopulation within metropolitan New Orleans.

CHAPTER 5 SELECTION RATIONALE

On the basis of the assessment of potential environmental impacts presented in this IER and the evaluation of project feasibility based on the engineering effectiveness, economic efficiency, and environmental and social acceptability criteria, the proposed action is selected and is environmentally preferred. None of the proposed actions preclude any future enhancements to the HSDRRS

The CEQ regulations for implementing NEPA require that the ROD for an EIS specify "the alternative or alternatives which were considered to be environmentally preferable" (40 CFR §1505.2(b)). This alternative has generally been interpreted to be the alternative that would promote the national environmental policy as expressed in NEPA's Section 101 (CEQ's "Forty Most-Asked Questions," 46 Federal Register, 18026, March 23, 1981). Ordinarily, this means the alternative that causes the least damage to the biological and physical environment; it also means the alternative that best protects, preserves, and enhances historic, cultural, and natural resources.

The planning objective of this proposed action is to provide 100-year level of risk reduction to the IER # 13 project area, part of the WBV hurricane and storm damage risk reduction system. Another planning objective is to minimize environmental impacts while providing improvements that generate the most satisfactory risk reduction to the residents, communities, commercial interest, and industrial enterprises in and near the study area. Alternative 1 was selected for construction because it simultaneously (1) minimizes impacts to residential, commercial, and

industrial properties with no disproportionate impacts to low income or minority communities; and (2) requires the least residential displacements along with alternative 3.

In order to clearly demonstrate the selection rational for the IER 13 project, evaluations of the preferred alternative alignment along with the two other alternative alignments considered for construction are provided. Each alternative for the area south of the Hero Canal was evaluated with respect to risk and reliability, environmental impacts (both human and natural), time to complete construction and constructability, cost and operability, and maintenance.

Impacts north of the Hero Canal due to raising the existing Hero Canal Levee to the 100-year level of risk reduction are consistent among all alternatives and, therefore, not discussed here. Impacts discussed below are required to extend the eastern terminus of the Hero Canal Levee to tie-in with the existing MRL south of the Hero Canal.

Proposed Action – Alternative 1. A total of four alternative alignments have been carried through the environmental evaluation process. Alternative 1 was selected as the proposed action for construction considering environmental impacts, construction time, and impacts to Oakville and the landfill. This alignment would protect all of Oakville and the existing area of the Industrial Pipe Incorporated landfill area. However, the construction of the proposed action would enclose the existing landfill site, preventing future potential expansion of the landfill on the protected side of the levee. Only one residential displacement would occur, and that is located along the existing Hero Canal Levee; this displacement is common to all three alignments analyzed in detail. No barges larger than 52 feet would be able to pass through the 56-foot wide stoplog closure structure that would be constructed on the Hero Canal as part of this alternative. Alternative 1 has only minor impact to socioeconomic features, with no business impacts through acquisitions or from effects of floodwall, bridge or levee construction. Unlike alternative 5, Oakville residences would not be displaced. Also, the majority of alternative 1 was the proposed action approved for construction in the *West Bank of the Mississippi River in the Vicinity of New Orleans, La. (East of the Harvey Canal) EIS* (August 1994).

This alignment would not enclose as much wetland as would occur if alternative 3 were selected, and the impacts that would result would be on the edge of the wetlands and would not bisect pristine cypress swamp. (However, alternative 1 does impact more wetlands than alternative 5, which utilizes considerable landfill property free of wetland.) Alternative 1 also avoids many of the serious environmental, social, and geotechnical issues that would occur due to the implementation of alternative 5. All of the potential alignments have the same impacts at the LA 23 crossing.

Construction would take approximately 225 calendar days, which is less than that required for alternative 3 (837 days), and alternative 5. The planning objectives of providing 100-year level of risk reduction would be attained with construction of the proposed alternative.

Alternative 3. When Alignment 3 was analyzed for environmental impacts, it did not compare favorably with the alternative 1 alignment. This alignment would also move the levee further away from the existing landfill operation that poses threats of encroachments that could impact the risk reduction system. It is virtually the same alignment as alternative 1 except for the starting point west of the alternative 1 crossing of the Hero Canal, and its extension southwest into pristine cypress swamp. It would then turn east and run similarly to the alternative 1 alignment. It was not selected as the proposed action because of impacts to wetlands and wildlife. This alignment would impact 53 acres more wetland habitat and would have greater indirect effects to adjacent habitat through hydrological isolation and increased habitat fragmentation than alternative 1. Also, it was not selected based on engineering considerations including construction difficulty and potential settling/subsidence issues.

Alternative 5. This alignment was not chosen as the proposed action because of several potential impacts, including that it would dislocate 16 or more residences along West Oakville Street in Oakville, and because it would impact the Oakville community park. Other negative impacts for alignment 5 include affecting operation of the landfill during the construction period; unknown underground conditions could present challenges for construction; placing the alignment through an active industrial facility incurs risks from vehicular and equipment contact; and subsurface impacts could occur from surcharging due to landfill stockpiling. The T-wall construction in the landfill area could be demanding and the reliability could be in question, depending on geotechnical conditions specific to the T-wall footprint. It is the least environmentally damaging alternative to the natural environment.

Oakville is a community established shortly after the Civil War by freed slaves. With approximately 300 people, 100 of which are children, it is a tightly knit community, where many of its residents are related to one another. Displacement of 16 residential units would be a disruption of the fabric of this community and was one of the many factors considered.

Conclusions. In summary of the documentation provided in this IER regarding the process of developing this unique project, the USACE has determined that alternative 1 is the government's proposed action for this segment of the HSDRRS because this alternative would provide the best combination of least environmental impact, adequate construction timetable, and risk reduction to Oakville and the Industrial Pipe landfill (table 18 is a summary of the alternative alignment analysis). Though this alignment would generate substantial wetland impacts, these are on the edge of a cypress swamp and would not fragment vegetation or disrupt hydrology. The USACE would use construction methods that would minimize wetland impacts to the extent possible. In addition, the majority of alternative 1 was the proposed action approved for construction in the EIS (August 1994) for the WBVNO east of the Harvey Canal. Enlarging the Hero Canal levee, a parish levee extending south of the landfill, and the South Levee were identified in that EIS. Most of the wetland area impacted by alternative 1 is along the project's previously authorized alignment and the impacts associated with that alignment were described in the 1994 EIS.

The USACE further agrees to work in collaboration with the Interagency team to monitor the area to ensure mitigation is successful in reaching its targeted goal and to utilize adaptive management efforts to ensure the project feature augmentations assisting to minimize adverse impact within the affected wetlands. The total funding required for the entire HSDRRS, $16.8 billion dollars, has been appropriated by Congress. This funding includes funds for the design and construction of all HSDRRS mitigation measures. The proposed action would have the greatest adaptability to accommodate an enlargement associated with any future system upgrades such as the LACPR.

While new ROW would be required, the proposed action would maximize use of existing ROW, be directly adjacent to existing ROW corridors, or be in areas previously authorized in the 1994 EIS. Utilizing existing ROW corridors limits habitat fragmentation and generally concentrates the areas of direct environmental impact, which in turn limits the potential indirect negative impacts that may occur. Wetland acreage would be directly impacted by the proposed action; however, there are no wetland areas that would be indirectly hydrologically isolated.
There are no current problems that would prohibit the construction of the proposed action. The project is in compliance with the Coastal Zone Management Plan and 401 Certification requirements. The proposed action would provide the opportunity for future enhancement of the hurricane risk reduction system, should this be desired.

Table 18: Summary of Alternative Alignment Analysis, from Hero Canal levee to MRL

Factor	Alternative Alignment 1	Alternative Alignment 3	Alternative Alignment 5
Construction Time			
Construction Time	225 Calendar Days	837 Calendar Days	544 Calendar Days
System Features			
Hero Canal Closure Structure	Stoplog Gate	Stoplog Gate	No Hero Canal Gate
Railroad Gate	NOGCR Crossing	NOGCR Crossing	NOGCR Crossing
Vehicular Gates	At LA 23 Crossing	At LA 23 Crossing	LA 23 Crossing, at Landfill Road
Pump Station	70 cfs at Hero Canal 150 cfs at Oakville drainage canal	70 cfs at Hero Canal 150 cfs at Oakville drainage canal	150 at Oakville drainage canal
Levee Construction in Linear Feet	5,000 LF	6,900 LF	5,100 LF
Flood Wall Construction	500 LF	1,000 LF	2,200 LF
Length of Alignment	5,500 LF	7,900 LF	7,300 LF
Key Environmental Issues			
Wetlands Displaced	71 acres	78 acres	45 acres
Quality of Wetlands	High Quality	High Quality	High Quality
Key Human Environmental Impacts			
Residential Relocations	None	None	16 in Oakville
Community Park	None	None	Playground and Property
Oakville Community	Minimal Impact	Minimal Impact	Construction in Oakville
Vessels using Hero Canal	Restricted to 52 feet in width	Restricted to 52 feet in width	No restriction
Potential Cultural Resources	Site East of LA 23	Site East of LA 23	Site East of LA 23 Site in Oakville

(Note: Does not include Existing Hero Canal levee Improvements which are Similar for all alternatives. Distances and acreages are approximations.)

CHAPTER 6 COORDINATION AND CONSULTATION

6.1 PUBLIC INVOLVEMENT

Extensive public involvement has been sought in preparing this IER. Both formal presentations and question-and-answer sessions have been used to give and receive information. Local groups have been provided the opportunity to be heard. Among these are the Oakville Community Action Group, local parish representatives, other non-governmental groups, and private citizens. Non-governmental and focus group meetings were held to understand concerns and obtain local advice. Meetings occurred with owners of the Industrial Pipe landfill in order to assess potential impacts on the landfill, and with the owner of the Hero Canal to discuss operation of the canal. The landfill owner stated that alternative 1 did not provide for future expansion of the landfill and he would like that considered. Subsequently an alternative was added in order to accommodate this future landfill area.

Administrators of the NOGCR were contacted in order to facilitate the crossing of the railroad. The Louisiana Department of Transportation was included in planning for the LA 23 crossing. Numerous coordination meetings have taken place with the Southeast LA Flood Protection Authority - West, the LA Office of Coastal Protection and Restoration and Plaquemines Parish Government representatives. Meetings with Plaquemines Parish Council and the Parish President were used to receive their input.

The project analyzed in this IER was publicly disclosed and described in the Federal Register on 13 March 2007 and on the website www.nolaenvironmental.gov. Scoping for this project was initiated on 12 March 2007 through placing advertisements and public notices in *USA Today* and the New Orleans *Times-Picayune*. Nine public scoping meetings were held throughout the New Orleans metropolitan area to explain scope and process of the Alternative Arrangements for implementing NEPA between 27 March and 12 April 2007, after which a 30-day scoping period was open for public comment submission. Additionally, the CEMVN is hosting regular public meetings to keep the stakeholders advised of project status. The public is able to provide verbal comments during the meetings and written comments after each meeting in person, by mail, and via www.nolaenvironmental.gov.

The following public meetings were held to discuss scoping, planning, alternatives, project issues, scheduling, and borrow areas for IER 13 (the meetings often included information on other IERs):

- June 5, 2007 at Our Lady of Holy Cross College in New Orleans
- July 17, 2007 at the Belle Chasse Auditorium in Belle Chasse
- October 23, 2007 at the Belle Chasse Auditorium in Belle Chasse
- March 13, 2008 at Our Lady of Holy Cross College in New Orleans
- May 22, 2008 at Our Lady of Holy Cross College in New Orleans
- August 21, 2008 at Our Lady of Holy Cross College in New Orleans
- January 8, 2009 at St. Paul's Benevolent Association Hall in Oakville

June 5, 2007 at Our Lady of Holy Cross College in New Orleans. This meeting was used to inform the public (in the Hero Canal area) about the status of the hurricane risk reduction projects in the New Orleans area. It identified that Congress and the Administration have authorized the Corps to research, design and construct a 100-year hurricane risk reduction system in the New Orleans area. Over the next 12 months the Corps would be completing a series of environmental compliance documents as mandated in the alternative NEPA arrangements implemented in March 2007 by the Corps.

July 17, 2007 at the Belle Chasse Auditorium in Belle Chasse. This meeting was used to comprehensively identify the hurricane risk reduction system, the environmental report process, public comment start dates, borrow areas for the West Back and Vicinity projects, and details on the Hero Canal levee future construction.

October 23, 2007 at the Belle Chasse Auditorium in Belle Chasse. This public meeting identified the Hero Canal hurricane risk reduction project and four of the alternatives then under consideration.

March 13, 2008 at Our Lady of Holy Cross College in New Orleans. A detailed account of project progress was made and seven alternatives for the eastern end of the Hero Canal near the Oakville community were described. A long question and answer session followed. Questions from interest groups such as the Oakville Community Action Group and LA Environmental Action Group, were answered.

May 22, 2008 at Our Lady of Holy Cross College in New Orleans. This update meeting was attended by a member of the New Orleans City Council and two Plaquemines Parish councilmen, who were involved in the later question-and-answer session. Discussion ensued on the seven alternatives proposed for construction, identifying construction aspects of each. An extensive question and answer session followed.

August 21, 2008 at Our Lady of Holy Cross College in New Orleans. This meeting included presentations on IER 13 and borrow areas for the proposed project. Levee enlargement including floodside, straddle and protected side shifts were discussed. During this meeting, updates on ongoing risk reduction construction projects were given and descriptions of the proposed alternatives for IER 13 were provided, followed by a question-and-answer session.

January 8, 2009 at St. Paul's Benevolent Association Hall in Oakville. This meeting was used to identify the proposed action (alternative 1), the LA 23 crossing structures, the adjacent railroad crossing gate, and the results of cultural resources investigations. Connection to the proposed Plaquemines non-Federal levees and the borrow areas to serve the project were also presented, along with opportunities for public input by telephone, regular mail, or E-mail.

At these meetings, USACE presentations were made on the project and comments were received from the general public and local officials. The key concerns that were expressed during these meetings include the following:

- Including the Oakville community in the risk reduction plan.
- Scheduling of the IER 13 project work.
- Taking residences and businesses.
- Hazardous waste issues.
- Access across LA 23 and through the Floodwall.
- Navigation in the Hero Canal.
- Relationship between 100-year flood risk reduction and categories of storms (1-to-5) with respect to the level of risk reduction that needs to be provided.
- Criteria for 100-year flood risk reduction and recent storm data incorporation into the criteria and models.
- Risk reduction for other areas of the Delta.

In addition to the public meetings, local government and non-governmental stakeholders were identified:

- Congressional Delegation
- Louisiana Governor's Office
- Coastal Protection and Restoration Authority

- Louisiana Department of Transportation and Development
- New Orleans and Gulf Coast Railroad
- Plaquemines Parish and Parish President
- Oakville Neighborhood Groups
- Southeast Louisiana Flood Protection Authority - West
- New Orleans Mayor's Office
- US Coast Guard
- Federal Principles Group
- Navigation Industry
- Belle Chasse Naval Air Station
- Non-Governmental Organizations (NGO)

NGO meetings were held to give updates on IER #13 progress, milestones, and to receive input on alternative development, alternatives selection, and impacts of the proposed action. Meetings were held locally with Oakville neighborhood focus groups to understand concerns and impacts. NGO and Oakville neighborhood focus group meetings are continuing, as well as the stakeholder meetings in the CEMVN office.

The Hero Canal is used to move vessels to salvage operations and vessel storage. Coordination and collaboration with property owners and the navigation industry began over two years ago and continues today via regular stakeholder meetings, working group meetings, and telephone and e-mail correspondence to interested parties. These contacts have included major Hero Canal landowners, the Industrial Pipe Landfill owner, the United States Coast Guard (USCG), the GIWW user group, and other navigation interests.

Specific property owners who could substantially be impacted were contacted in order to discuss the project and receive their input. These include the owner of the Hero Canal who leases property along the canal to three salvage businesses. The proposed navigation opening of the gate in the Hero Canal was a discussion point. Two of the salvage businesses were satisfied with a 56-foot gate opening, but the other, owner of the Boomtown Belle which is docked in the eastern end of the canal, indicates he requires a 75-foot opening. All of the businesses would require canal access during construction. The operating plan for the gate construction and operation would be developed during construction with primary emphasis on hurricane risk reduction and consideration of the use of the Hero Canal.

The Industrial Pipe Landfill owner has indicated that he is operating his active landfill area on land identified as "Phase 1." The proposed action would protect this "Phase 1" land. However, the landowner's Phase 2 potential expansion would not be on the protected side of the levee under the proposed action.

Since this project includes unavoidable adverse impacts to jurisdictional wetlands under Section 404 of the Clean Water Act, a 404(b)(1) public notice was made available to the public and other interested parties on the www.nolaenvironmental.gov website. The 404(b)(1) public notice was advertised for the 30-day period concurrent to the public review of this IER #13.

This IER was distributed for an extended public review and comment period from 03 April 2009 to 01 June 2009. Two public meetings specific to the proposed action were held during the review period. Any comments received during these public meetings are considered part of official record.

After the extended comment period for the IER, and public hearing, the CEMVN Commander reviewed all comments received during the review period and made a determination that three comments were substantive. Since three comments were considered to be substantive, an Addendum to the IER was prepared and published for an additional 30-day public review and

comment period 27 October 2009 to 25 November 2009. After the expiration of the public comment period the CEMVN Commander made a decision on the proposed action. The decision is documented in an IER Decision Record.

6.2 AGENCY COORDINATION

Preparation of this IER has been coordinated with appropriate Congressional, Federal, state, and local interests, as well as environmental groups and other interested parties. An interagency environmental team was established for this project in which Federal and State agency staff played an integral part in the project planning and alternative analysis phases of the project (members of this team are listed in appendix C). This interagency environmental team was integrated with the CEMVN PDT to assist in the planning of this project and to complete a mitigation determination of the potential direct and indirect impacts of the proposed action. Monthly meetings with resource agencies were also held concerning this and other IER projects. The following agencies, as well as other interested parties, are receiving copies of this IER:

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
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 Officer

The LADEQ reviewed the proposed action. CEMVN received Water Quality Certification by letter dated 6 March 2009.

A Section 404(b)(1) evaluation was released for public comment concurrently with the draft IER #13 and was signed on 04 December 2009.

The USFWS reviewed the proposed action to see if it would affect any T&E species under its jurisdiction, or their critical habitat. The USFWS concurred with the CEMVN in a letter dated 9 March 2009 that the proposed action would not have adverse impacts on T&E species under its jurisdiction (appendix D).

Consultation with the National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) was initiated to ensure compliance with Section 305 of the Magnuson-Stevens Fishery Conservation and Management Act and the Fish and Wildlife Coordination Act.

The LADNR reviewed the proposed action for consistency with the Louisiana Coastal Resource Program (LCRP) as required by Section 307 of the Coastal Zone Management Act of 1972, as amended. The proposed action was found to be consistent with the LCRP, as per a letter dated 13 March 2009 (appendix E).

Section 106 of the National Historic Preservation Act, as amended, requires consultation with the LASHPO and Native American tribes. Both a Phase I Survey, which identified results showing high potential for encountering cultural resources from the late 1800s, and Phase II testing of two archaeological sites (the River Site and Oakville Site) were completed. LASHPO reviewed the

proposed action and determined that it would not adversely affect any cultural resources in a letter dated 30 March 2009 (appendix H). Eleven Federally recognized tribes that have an interest in the region were given the opportunity to review the proposed action.

The USFWS reviewed the proposed action in accordance with the Fish and Wildlife Coordination Act and prepared a draft Coordination Act Report (CAR) for IER # 13 dated 20 March 2009 and a final CAR dated 24 November 2009. The USFWS also provided programmatic recommendations, in the "Draft Fish and Wildlife Coordination Act Report for the Individual Environmental Reports (IER), Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4)" in November 2007. The uncertainties in the design of several projects prohibited a complete evaluation of the impacts to fish and wildlife species and the reporting responsibilities under Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended: 16 U.S.C. 661 et seq.). Therefore, a subsequent final supplemental report would be provided by the USFWS at a later date. The draft (programmatic) Fish and Wildlife Coordination Act Report for the IERs dated November 2007 can be accessed through the www.nolaenvironmental.gov website.

The CEMVN received a draft programmatic Coordination Act Report from the USFWS on 26 November 2007. The USFWS' programmatic recommendations applicable to this project would be incorporated into project design studies to the extent practicable, consistent with engineering and public safety requirements. The USFWS' programmatic recommendations, and the CEMVN's response to them, are listed below:

Recommendation 1: To the greatest extent possible, situate flood risk reduction so that destruction of wetlands and non-wet BLHs are avoided or minimized.

CEMVN Response 1: The project will utilize the authorized level of risk reduction footprint and minimize impacts to wetlands.

Recommendation 2: Minimize enclosure of wetlands with new levee alignments. When enclosing wetlands is unavoidable, acquire non-development easements on those wetlands, or maintain hydrologic connections with adjacent, un-enclosed wetlands to minimize secondary impacts from development and hydrologic alteration.

CEMVN Response 2: Concur

Recommendation 3: Avoid adverse impacts to bald eagle nesting locations and wading bird colonies through careful design project features and timing of construction.

CEMVN Response 3: Concur

Recommendation 4: Forest clearing associated with project features should be conducted during the fall or winter to minimize impacts to nesting migratory birds, when practicable.

CEMVN Response 4: This recommendation will be considered in the design of the project to the greatest extent practicable.

Recommendation 5: The project's first Project Cooperation Agreement (or similar document) should include language that includes the responsibility of the local-cost sharer to provide operational, monitoring, and maintenance funds for mitigation features.

CEMVN Response 5: Corps Project Partnering Agreements (PPA) do not contain language mandating the availability of funds for specific project features, but require the non-Federal Sponsor to provide certification of sufficient funding for the entire project. Further, mitigation components are considered a feature of the entire project. The non-Federal Sponsor is responsible for Operation, Maintenance, Repair, Replacement and Rehabilitation (OMRR&R) of all project features accordance with the OMRR&R manual that the Corps provides upon completion of the project.

Recommendation 6: Further detailed planning of project features (e.g., Design Documentation Report, Engineering Documentation Report, Plans and Specifications, or other similar documents) should be coordinated with the USFWS, NMFS, Louisiana Department of Wildlife and Fisheries (LDWF), U.S. EPA, and LDNR. The USFWS shall be provided an opportunity to review and submit recommendations on all the work addressed in those reports.

CEMVN Response 6: Concur.

Recommendation 7: The CEMVN should avoid impacts to public lands, if feasible. If not feasible, the CEMVN should establish and continue coordination with agencies managing public lands that may be impacted by a project feature until construction of that feature is complete and prior to any subsequent maintenance. Points of contacts for the agencies overseeing public lands potentially impacted by project features are: Kenneth Litzenberger, Project Leader for the USFWS' Southeast National Wildlife Refuges, and Jack Bohannan (985) 822-2000, Refuge Manager for the Bayou Sauvage National Wildlife Refuge (NWR), Office of State Parks contact Mr. John Lavin at 1-888-677-1400, National Park Service (NPS) contact Superintendent David Luchsinger, (504) 589-3882, extension 137 (david_luchsinger@nps.gov), or Chief of Resource Management David Muth (504) 589-3882, extension 128 (david_muth@nps.gov) and for the 404(c) area contact the previously mentioned NPS personnel and Ms. Barbara Keeler (214) 665-6698 with the USEPA.

CEMVN Response 7: Concur.

Recommendation 8: If applicable, a General Plan should be developed by the CEMVN, the USFWS, and the managing natural resource agency in accordance with Section 3(b) of the Fish and Wildlife Coordination Act (FWCA) for mitigation lands.

CEMVN Response 8: Concur.

Recommendation 9: If mitigation lands are purchased for inclusion within a NWR, those lands must meet certain requirements; a summary of some of those requirements is provided in appendix I (to the draft Fish and Wildlife Coordination Act Report.) Other land-managing natural resource agencies may have similar requirements that must be met prior to accepting mitigation lands; therefore, if they are proposed as a manager of a mitigation site, they should be contacted early in the planning phase regarding such requirements.

CEMVN Response 9: Concur.

Recommendation 10: If a proposed project feature is changed significantly or is not implemented within one year of the date of the Endangered Species Act consultation letter, the USFWS recommended that the Corps reinitiate coordination to ensure that the proposed project would not adversely affect any federally-listed threatened or endangered species or their habitat.

CEMVN Response 10: Concur.

Recommendation 11: In general, larger and more numerous openings in a risk reduction levee better maintain estuarine-dependent fishery migration. Therefore, as many openings as practicable, in number, size, and diversity of locations should be incorporated into project levees.

CEMVN Response 11: Concur

Recommendation 12: Flood risk reduction water control structures in any watercourse should maintain pre-project cross-sections in width and depth to the maximum extent practicable, especially structures located in tidal passes.

CEMVN Response 12: Concur

Recommendation 13: Flood risk reduction water control structures should remain completely open except during storm events. Management of those structures should be developed in coordination with the USFWS, NMFS, LDWF, and LDNR.

CEMVN Response 13: Concur

Recommendation 14: Any flood risk reduction water control structure sited in canals, bayous, or a navigation channel which does not maintain the pre-project cross-section should be designed and operated with multiple openings within the structure. This should include openings near both sides of the channel as well as an opening in the center of the channel that extends to the bottom.

CEMVN Response 14: Concur

Recommendation 15: The number and siting of openings in flood risk reduction levees should be optimized to minimize the migratory distance from the opening to enclosed wetland habitats.

CEMVN Response 15: Concur

Recommendation 16: Flood risk reduction structures within a waterway should include shoreline baffles and/or ramps (e.g., rock rubble, articulated concrete mat) that slope up to the structure invert to enhance organism passage. Various ramp designs should be considered.

CEMVN Response 16: Concur

Recommendation 17: To the maximum extent practicable, structures should be designed and/or selected and installed such that average flow velocities during peak flood or ebb tides do not exceed 2.6 ft per second. However, this may not necessarily be applicable to tidal passes or other similar major exchange points.

CEMVN Response 17: Concur

Recommendation 18: To the maximum extent practicable, culverts (round or box) should be designed, selected, and installed such that the invert elevation is equal to the existing water depth. The size of the culverts selected should maintain sufficient flow to prevent siltation.

CEMVN Response 18: Concur

Recommendation 19: Culverts should be installed in construction access roads unless otherwise recommended by the natural resource agencies. At a minimum, there should be one 24-inch culvert placed every 500 ft and one at natural stream crossings. If the depth of water crossings allow, larger-sized culverts should be used. Culvert spacing should be optimized on a case-by-case basis. A culvert may be necessary if the road is less than 500 ft long and an area would hydrologically be isolated without that culvert.

CEMVN Response 19: Concur

Recommendation 20: Water control structures should be designed to allow rapid opening in the absence of an offsite power source after a storm passes and water levels return to normal.

CEMVN Response 20: Concur

Recommendation 21: Levee alignments and water control structure alternatives should be selected to avoid the need for fishery organisms to pass through multiple structures (i.e., structures behind structures) to access an area.

CEMVN Response 21: Concur

Recommendation 22: Operational plans for water control structures should be developed to maximize the cross-sectional area open for as long as possible. Operations to maximize freshwater retention or redirect freshwater flows could be considered if hydraulic modeling demonstrates that is possible and such actions are recommended by the natural resource agencies.

CEMVN Response 22: Concur

Recommendation 23: CEMVN shall fully compensate for any unavoidable losses of wetland habitat or non-wet BLHs caused by project features.

CEMVN Response 23: Concur.

Recommendation 24: Acquisition, habitat development, maintenance and management of mitigation lands should be allocated as first-cost expenses of the project, and the local project-sponsor should be responsible for operational costs. If the local project-sponsor is unable to fulfill the financial mitigation requirements for operation, then the CEMVN shall provide the necessary funding to ensure mitigation obligations are met on behalf of the public interest.

CEMVN Response 24: Construction of the project features are cost shared between the Government and non-Federal sponsor. However, costs for operation, maintenance, repair, replacement, and rehabilitation will be the responsibility of the non-Federal sponsor.

Recommendation 25: Any proposed change in mitigation features or plans should be coordinated in advance with the USFWS, NMFS, LDWF, USEPA, and LDNR.

CEMVN Response 25: Mitigation for the impacts caused by this project will be coordinated through a mitigation IER. Any material changes to the mitigation plan in this IER would be coordinated in advance.

Recommendation 26: A report documenting the status of mitigation implementation and maintenance should be prepared every three years by the managing agency and provided to the CEMVN, USFWS, NMFS, USEPA, LDNR, and LDWF. That report should also describe future management activities, and identify any proposed changes to the existing management plan.

CEMVN Response 26: Concur.

The CEMVN received a draft Coordination Act Report from the USFWS for IER # 13 on 20 March 2009 (appendix I). The USFWS' recommendations applicable to this project would be incorporated into project design studies to the extent practicable, consistent with engineering and public safety requirements. The USFWS' project specific recommendations, and the CEMVN's response to them, are listed below:

Recommendation 1: To the greatest extent possible, design and position flood protection features so that destruction of wetlands and non-wet BLHs are avoided or minimized.

CEMVN Response 1: The CEMVN will take all measures to ensure all risk reduction features are constructed within pre-existing ROW before acquiring additional ROW within adjacent wetlands and non-wet BLHs. In addition, the engineering and design of the new construction risk reduction components within the proposed action will avoid or minimize wetland impacts.

Recommendation 2: The proposed Oakville pump station should be redesigned to pump stormwater into the adjacent forested weltands as a stormwater treatment measure and to enhance those degraded wetlands.

CEMVN Response 2: Concur.

Recommendation 3: The USACE shall fully compensate for any unavoidable losses of wet or non-wet BLH habitat (18.39 AAHUs) and swamp habitat (28.27 AAHUs) caused by project features.

CEMVN Response 3: The CEMVN will fully mitigate for any unavoidable losses of wetlands or non-wet BLHs incurred due to the proposed action.

Recommendation 4: Minimize enclosure of wetlands with new levee alignments. When enclosing wetlands is unavoidable, acquire non-development easements on those wetlands, or maintain hydrologic connections with adjacent, un-enclosed wetlands to minimize secondary impacts from development and hydrologic alteration.

CEMVN Response 4: Acknowledged. The CEMVN selected against alternative 3 to avoid enclosing approximately 53 acres of BLH and cypress swamp wetlands.

Recommendation 5: If a proposed project feature is changed significantly or is not implemented within one year of the date of the March 10, 2009 ESA consultation letter, we recommend that the USACE reinitiate coordination with each office to ensure that the proposed project would not adversely affect any Federally listed threatened or endangered species or their habitat.

CEMVN Response 5: Concur. The USACE has reinitiated coordination and received an updated consultation letter dated 9 March 2009.

Recommendation 6: Avoid adverse impacts to bald eagle nesting locations and wading bird colonies through careful design of project features and timing of construction. A qualified biologist should inspect the proposed work site for the presence of undocumented wading bird nesting colonies and bald eagles during the nesting season (i.e., 16 February through 31 October for wading bird nesting colonies, and October through mid-May for bald eagles).

CEMVN Response 6: Concur.

Recommendation 7: To minimize disturbance to colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, and roseate spoonbills), anhingas, and/or cormorants, all activity occurring within 1,000 ft of a rookery should be restricted to the non-nesting period (i.e., 1 September through 15 February, exact dates may vary within this window depending on species present). In addition, we recommend that on-site contract

personnel be informed of the need to identify colonial nesting birds and their nests, and should avoid affecting them during the breeding season.

CEMVN Response 7: Concur.

Recommendation 8: If a bald eagle nest is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: http://www.USFWS.gov/southeast/es/baldeagle. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary and those results should be forwarded to this office.

CEMVN Response 8: Concur.

Recommendation 9: Forest clearing associated with project features should be conducted during the fall or winter to minimize impacts to nesting migratory birds, when practicable.

CEMVN Response 9: Concur.

Recommendation 10: Acquisition, habitat development, maintenance and management of mitigation lands should be allocated as first-cost expenses of the project, and the local project-sponsor should be responsible for operational costs. If the local project-sponsor is unable to fulfill the financial mitigation requirements for operation, then the USACE should provide the necessary funding to ensure mitigation obligations are met on behalf of the public interest.

CEMVN Response 10: Construction of the project features are cost shared between the Government and the non-Federal sponsor. However, costs for operation, maintenance, repair, replacement, and rehabilitation will be the responsibility of the non-Federal sponsor.

Recommendation 11: Further detailed planning of project features (e.g., Design Documentation Report, Engineering Documentation Report, Plans and Specifications, or other similar documents) should be coordinated with the Service, NMFS, LADWF, EPA, NPS, and LADNR. The Service shall be provided an opportunity to review and submit recommendations on the all work addressed in those reports.

CEMVN Response 11: Concur.

Recommendation 12: If mitigation lands are purchased for inclusion within Federally or State managed lands, those lands must meet certain requirements; therefore the land manger of that management area should be contacted early in the planning phase regarding such requirements.

CEMVN Response 12: Concur.

Recommendation 13: If applicable, a General Plan should be developed by the USACE, the Service, and the managing natural resource agency in accordance with Section 3(b) of the FWCA for mitigation lands.

CEMVN Response 13: Concur.

Recommendation 14: Flood protection water control structures in any watercourse should maintain pre-project cross section in width and depth to the maximum extent practicable.

CEMVN Response 14: Concur.

Recommendation 15: Any flood protection water control structure sited in a canal, bayou, or navigation channel that does not maintain the pre-project cross section should be designed and operated with multiple openings within the structure. This should include openings near both sides of the channel as well as an opening in the center of the channel that extends to the bottom.

CEMVN Response 15: The CEMVN proposes to construct a closure structure in the Hero Canal. This complex would include a 56-ft stoplog gate, and a 70-150 cfs pump station. Hydrologic modeling, navigation simulation modeling, and engineering design efforts are still underway to determine the exact specification of the closure. This comment will be considered during the final engineering and design efforts.

Recommendation 16: Flood protection water control structures should remain completely open except during storm events, unless otherwise determined by the natural resource agencies.

CEMVN Response 16: Concur. This comment will be considered during the final engineering and design efforts for the 56-ft stoplog closure, and pump station to be constructed in Hero Canal.

Recommendation 17: Flood protection structures within a waterway should include shoreline baffles and/or ramps (e.g., rock rubble, articulated concrete mat) that slope up to the structure invert to enhance organism passage. Various

ramp designs should be considered, and coordination should continue with the natural resource agencies to ensure fish passage features are incorporated to the fullest extent practicable.

CEMVN Response 17: Concur. This comment will be considered during the final engineering and design efforts for the 56-ft stoplog closure, and pump station to be constructed in Hero Canal.

Recommendation 18: A report documenting the status of mitigation implementation and maintenance should be prepared every three years by the managing agency and provided to the USACE, the Service, NMFS, EPA, LADNR, and LADWF. That report should also describe future management activities, and identify any proposed changes to the existing management plan.

CEMVN Response 18: Concur.

The CEMVN received a final Coordination Act Report from the USFWS for IER # 13 on 24 November 2009 (appendix I). One additional recommendation was made by USFWS for IER #13. The USFWS recommendation and CEMVN response are listed below:

Recommendation 1: The proposed Oakville pump station should be redesigned to pump daily storm water into the adjacent forested wetlands as a storm water treatment measure and the enhance those degraded wetlands.

CEMVN Response 1: Currently daily storm water from the Oakville area drains into the Ollie

Canal through an existing corrugated metal pipe. Once proposed construction of the gravity drain/pump station is complete, daily storm water will continue to be drained into the Ollie Canal through a concrete box culvert gravity drain. During a hurricane event with high water on the flood side of the protection, the sluice gate on the gravity drain will be closed to prevent flood side water from backing up into the gravity drain. The interior draining storm water will no longer drain by gravity to the Ollie Canal, but will be pumped via the proposed pump station into the Cypress Swamp. Water will be pumped into the Cypress Swamp in lieu of the Ollie Canal to lessen the burden on the Ollie Canal and Ollie Pump Station.

The intent of the Oakville pump station is to be used only during hurricane high water events when the gravity drain sluice gate is closed and flood side water elevation would be too high to drain storm water from the Oakville area into the Ollie Canal with gravity. The existing ground elevation of the Cypress Swamp is higher than the drainage ditch on the protected side, making it impossible to discharge storm water into the Cypress Swamp with a gravity drain.

Pumping daily storm water into the Cypress Swamp instead of discharging it into the Ollie Canal with gravity would require additional effort and expense due to significant increase in operating time of the pumps.

Plaquemines Parish and USACE does not support operating the pump for daily storm water when the storm water can continue to be discharged into the Ollie Canal through a gravity drain, similar to current conditions, without the additional unnecessary expense of operating a pump.

CHAPTER 7 MITIGATION

Mitigation for unavoidable impacts to the human and natural environment described in this and other IERs will be addressed in separate mitigation IERs. The CEMVN has partnered with Federal and state resource agencies to form an interagency mitigation team that is working to assess and verify these impacts, and to look for potential mitigation sites in the appropriate hydrologic basin. This effort is occurring concurrently with the IER planning process in an effort to complete mitigation work and construct mitigation projects expeditiously. As with the planning process of all other IERs, the public will have the opportunity to give input about the proposed work. These mitigation IERs will, as described in section 1 of this IER, be available for a 30-day public review and comment period.

Quantitative analysis utilizing existing methodologies for water resource planning has identified the acreages and habitat type for the direct or indirect impacts of implementing the proposed action. Any mitigation needs will be detailed by the proposed action's design-build project delivery contractor and will be reported in the NEPA compliance document covering all WBV IERs.

Mitigation would be required for impacted wetland acreage. The proposed action would impact a total of 71 acres of wetland requiring mitigation. Approximately 32 acres of impacted wetland acreage is forested. Impacted forested wetland acreage would require in-kind mitigation.

Interagency field trips were conducted to obtain raw field data for the IER # 13 project on 26 July 2006, 27 July 2007, 8 August 2007, and 3 March 2008. The methodology being utilized in determining appropriate mitigation, which would include no net loss of wetland values, is the interagency Wetland Value Assessment (WVA). The WVA computes the Average Annualized Habitat Units (AAHUs) lost by project implementation. The AAHUs (table 6) are converted to acres needed to meet the nation's no-net-loss of wetlands policy once the mitigation site is selected. Approximately 10.59 AAHUs of tidal BLHs, 7.80 AAHUs of altered BLHs, and 28.28 AAHUs of cypress-tupelo swamp have been computed by the interagency team as appropriate mitigation requirements for IER # 13.

Distinct habitats are represented within the boundaries of proposed construction impacts within IER # 13, namely BLH forests, and cypress-tupelo swamps. Proposed actions within the existing ROW avoids and minimizes wetland impacts to the greatest extent practicable. Existing ROW areas are generally previously impacted, mowed, and maintained grassy areas that provide minimal food or shelter for fish and wildlife resources. Because the 100-year level of risk reduction would also require new construction, some impacts to BLHs and swamp areas are unavoidable. The proposed levee and floodwall construction project would require a footprint that provides engineering effectiveness and safety.

A complementary comprehensive mitigation IER or IERs will be prepared documenting and compiling these unavoidable impacts and those for all other proposed actions within the HSDRRS that are being analyzed through other IERs. Mitigation planning is being carried out for groups of IERs, rather than within each IER, so that large mitigation efforts could be taken rather than several smaller efforts, increasing the relative economic and ecological benefits of the mitigation effort.

This forthcoming mitigation IER will implement compensatory mitigation as early as possible. All mitigation activities will be consistent with standards and policies established in appropriate Federal and state laws, and CEMVN policies and regulations.

Table 17 shows the cumulative compensatory mitigation that will be completed by the CEMVN. This table will be updated as potential impacts are assessed in forthcoming IERs.

CHAPTER 8 COMPLIANCE WITH ENVIRONMENTAL LAWS AND REGULATIONS

Construction of the proposed action would not commence until the proposed action achieves environmental compliance with all applicable laws and regulations, as described below.

Environmental compliance for the proposed action will be achieved upon coordination of this IER with appropriate agencies, organizations, and individuals for their review and comments; USFWS confirmation that the proposed action would not be likely to adversely affect any T&E species, or completion of Endangered Species Act Section 7 consultation (appendix D); LDNR concurrence with the determination that the proposed action is consistent, to the maximum extent practicable, with the LCRP (appendix E); coordination with the LASHPO (appendix H); receipt and acceptance or resolution of all Fish and Wildlife Coordination Act recommendations (appendix I); and receipt and acceptance or resolution of all (Louisiana Department of Environmental Quality) LDEQ comments on the water quality and air quality impact analysis documented in the IER (appendix F and G).

Executive Order (EO) 11988. EO 11988, Floodplain Management, addresses minimizing or avoiding adverse impacts associated with the base floodplain unless there are no practicable alternatives. It also involves giving public notice of proposed actions that may affect the base floodplain. The proposed action would not accelerate development of the floodplain for the following reasons: development of the study area is more closely related to access routes and the need for affordable housing space than flooding potential and conditions conducive for development were established initially when the area was leveed and forced drainage was initiated in the middle 1960s.

Executive Order 11990. EO 11990, Protection of Wetlands, has been important in project planning. It is acknowledged that a portion of the area enclosed by the existing levee consists of wetlands. However, by following the existing alignments and working in developed areas, there would be minimal direct adverse impacts to wetlands for this project. Any increased size of the interior borrow/drainage canal as a result of levee enlargement would result in increased capacity; however, this would have essentially no indirect effect on the rate of drainage from the basin.

Executive Order 12898. EO 12898 of February 1994 (*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*) makes provisions such that each Federal agency "identifies and addresses disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." The community of Oakville is a minority and/or low income neighborhood. All of the alternatives affect the community to some extent, with the proposed action exhibiting minimal effect. No residential or commercial structures in Oakville would be impacted. Only temporary air and noise impacts during construction would occur. These would abate after construction is complete. In return, the proposed action would provide Oakville with 100-year level of risk reduction from hurricane surge flooding. There would be no high or disproportionate impacts to minority or low income groups from the proposed action.

Consistency with Coastal Zone Management (CZM) Program. CEMVN has determined that construction and maintenance of 100-year level of risk reduction along the Hero Canal levee Project is consistent, to the maximum extent practicable, with the guidelines of the State of Louisiana's approved Coastal Zone Management Program. A CZM consistency determination was dated 13 March 2009. The consistency letter of approval from the LDNR completes the consistency requirements.

Clean Air Act. The original 1970 Clean Air Act (CAA) authorized USEPA to establish NAAQS to limit levels of pollutants in the air. The USEPA has promulgated NAAQS for six criterion pollutants: sulfur dioxide (SO_2), nitrogen dioxide (NO_2), carbon monoxide (CO), ozone, lead, and particulate matter (PM-10). All areas of the United States must maintain ambient levels of these pollutants below the ceilings established by the NAAQS; any area that does not meet these standards is considered a "non-attainment" area (NAA). The 1990 Amendments require that the boundaries of serious, severe, or extreme ozone or CO non-attainment areas located within Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) be expanded to include the entire MSA or CMSA unless the governor makes certain findings and the Administrator of the USEPA concurs. Consequently, all urban counties included in an affected MSA or CMSA, regardless of their attainment status, would become part of the NAA. The project is located in Plaquemines Parish, which is classified as an attainment area; therefore NAAQS are not applicable to this project.

Clean Water Act. The Clean Water Act (CWA; 33 *U.S.C.* 1251-1387; Act of June 30, 1972, as amended) is a very broad statute with the goal of maintaining and restoring waters of the United States. The CWA authorizes water quality and pollution research, provides grants for sewage treatment facilities, sets pollution discharge and water quality standards, addresses oil and hazardous substances liability, and establishes permit programs for water quality, point source pollutant discharges, ocean pollution discharges, and dredging or filling of wetlands. The intent of the CWA's §404 program and it's §404(b)(1) "Guidelines" is to prevent destruction of aquatic ecosystems including wetlands, unless the action would not individually or cumulatively adversely affect the ecosystem.

Section 404(b)(1) guidelines were used to evaluate the discharge of dredged or fill material for adverse impacts to the aquatic ecosystem. The following actions would be taken to minimize the potential for adverse environmental impacts. The existing levee alignment would be followed in construction of the proposed levee. All sloped areas would be seeded. Non-forested wetlands, consisting of mown levee grasses or grazed pasture, were not mitigated because of their low value to fish and wildlife resources. The proposed project complies with the requirements of the guidelines. The LDEQ Water Quality Certification letter, WQC 090128-01, dated 6 March 2009, completes the certification process.

Endangered Species Act. The Endangered Species Act (16 *U.S.C.* 1531-1543; Pub. L. 93-205, as amended) was enacted in 1973 for the purpose of providing for the conservation of species which are in danger of extinction throughout all or a significant portion of their range. "Species" is defined by the Endangered Species Act to mean either a species, a subspecies, or, for vertebrates *(i.e.,* fish, reptiles, mammals, etc.) only, a distinct population. No threatened or endangered species or their critical habitat would be impacted by the proposed action. The USFWS concurred with our determination in their letter dated 9 March 2009.

Fish and Wildlife Coordination Act. The Fish and Wildlife Coordination Act (16 *U.S.C.* 661-666c; Act of March 10, 1934, as amended) requires that wildlife, including fish, receive equal consideration and be coordinated with other aspects of water resource development. This is accomplished by requiring consultation with the USFWS and NMFS whenever modifications are proposed to a body of water and a Federal permit or license is required. This consultation

determines the possible harm to fish and wildlife resources, as well as the measures that are needed to prevent the damage to and loss of these resources and to develop and improve the resources, in connection with water resource development. NMFS submits comments and recommendations to Federal licensing and permitting agencies and to Federal agencies conducting construction projects on the potential harm to living marine resources caused by the proposed water development projects, and submits recommendations to prevent harm. The USFWS provided the "Draft Fish and Wildlife Coordination Act Report for the Individual Environmental Reports (IER), Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4)" in November 2007. To fulfill the responsibilities of the Fish and Wildlife Coordination Act, the USFWS will provide a post-authorization final supplemental 2(b) report to the draft programmatic report. A draft project-specific Coordination Act Report was received from USFWS by letter dated 20 March 2009. A final report was prepared after the 30-day public review period and provided on 24 November 2009. All comments regarding USFWS trust resources have been addressed.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act of 1918 (MBTA) is the domestic law that affirms, or implements, the United States' commitment to four international conventions with Canada, Japan, Mexico, and Russia for the protection of shared migratory bird resources. The MBTA governs the taking, killing, possessing, transporting, and importing of migratory birds, their eggs, parts, and nests. The take of all migratory birds is governed by the MBTA's regulation of taking migratory birds for educational, scientific, and recreational purposes and requiring harvest to be limited to levels that prevent over-utilization. Section 704 of the MBTA states that the Secretary of the Interior is authorized and directed to determine if, and by what means, the take of migratory birds should be allowed and to adopt suitable regulations permitting and governing take. The MBTA prohibits the take, possession, import, export, transport, sale, purchase, barter, or offer for sale, purchase or barter, of any migratory bird, their eggs, parts, and nests, except as authorized under a valid permit (50 CFR §21.11). The USFWS addressed compliance with this Act in the "Draft Fish and Wildlife Coordination Act Report for the Individual Environmental Reports (IER), Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4)" in November 2007. To fulfill the responsibilities of the Fish and Wildlife Coordination Act, the USFWS will provide a post-authorization final supplemental 2(b) report to the draft programmatic report.

National Environmental Policy Act. The National Environmental Policy Act (NEPA; 42 *U.S.C.* 4321-4347; Pub. L. 91-190, as amended) requires Federal agencies to analyze the potential effects of a proposed Federal action that would significantly affect historical, cultural, or natural aspects of the environment. It specifically requires agencies to use a systematic, interdisciplinary approach in planning and decision-making, to insure that environmental values may be given appropriate consideration, and to provide detailed statements on the environmental impacts of proposed actions including: (1) any adverse impacts; (2) alternatives to the proposed action; and (3) the relationship between short-term uses and long-term productivity. The agencies use the results of this analysis in their decision-making process. The preparation of this IER is a part of complying with NEPA.

National Historic Preservation Act. Congress established the most comprehensive national policy on historic preservation with the passage of the National Historic Preservation Act of 1966 (NHPA). In this Act, historic preservation was defined to include "the protection, rehabilitation, restoration and reconstruction of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, or culture." The Act led to the creation of the National Register of Historic Places, a file of cultural resources of national, regional, state, and local significance. The act also established the Advisory Council on Historic Preservation (the Council), an independent Federal agency responsible for administering the

protective provisions of the act. The major provisions of the NHPA are Sections 106 and 110. Both sections aim to ensure that historic properties are appropriately considered in planning Federal initiatives and actions. Section 106 is a specific, issue-related mandate to which Federal agencies must adhere. It is a reactive mechanism that is driven by a Federal action. Section 110, in contrast, sets out broad Federal agency responsibilities with respect to historic properties. It is a proactive mechanism with emphasis on ongoing management of historic preservation sites and activities at Federal facilities. Both a Phase I survey and Phase II testing were completed for this project. Coordination of this project with the LASHPO fulfills the requirements to comply with the NHPA, and the LASHPO letter dated 30 March 2009 concludes this process.

CHAPTER 9 CONCLUSION

9.1 FINAL DECISION

The primary elements of the proposed action consist of:

1. Expansion of the existing Hero Canal levee involving a protected-side shift from the GIWW to just west of the Industrial Pipe landfill to provide 100-year level of risk reduction.

2. Construction of a 56-foot Stoplog Navigable Closure Structure, timber guide walls, a 70-cfs pump station, adjacent T-walls and transition walls into full levee sections, a pedestal crane and crane platform, a bulkhead storage platform, and a permanent access road.

3. Construction of approximately 2,760 LF of levee extending first south, then east adjacent to the landfill.

4. Construction of approximately 400 LF of earthen levee south to the existing non-Federal levee.

5. A new 150 cfs pump station at the Oakville drainage canal.

6. Construction of approximately 1,770 LF of existing levee east of the Oakville drainage canal pump station to near LA 23.

7. Construction of two approximately 55 ft wide steel swing gates across LA 23, a swing gate across the adjacent railroad track, with T-wall connectors and T-wall transition to levee.

8. Construction of new earthen levee (approximately 550 LF) to the MRL.

9. Construction of a bypass road extending from LA 23 south of the vehicular gates, to the Mississippi River Levee and proceeding on top of that levee, then returning to LA 23 north of the gates. This is to provide for hurricane emergency evacuation when the gates are closed.

The CEMVN has assessed the environmental impacts of the proposed action and has determined that the proposed action would have the following impacts:

1. Wetlands: Permanent impact to 71 acres of wetlands would be projected to occur, including 32 acres of BLH forest (19 acres high quality Tidal BLH, 13 acres impounded BLH).

2. Non-Wetland Resources/Upland Resources: There are no non-wetland or upland resources occurring within the study area.

3. Prime Farmland: A total of 6.4 acres of prime farmland soils would be impacted for levee and ROW expansion.

4. Threatened and Endangered (T&E) Species: There are no known T&E species in the study area according to the USFWS.

5. Fisheries: Minor and temporary localized impacts to fisheries and aquatic organisms within the Hero Canal would be likely to occur during the construction phase.

6. Wildlife: Minor and temporary localized impacts to wildlife would be likely to occur due to habitat loss including BLH wetland habitat.

7. Cultural Resources: The proposed action would not impact historical of archeological resources.

8. Recreational Resources. No recreational land would be lost, but temporary sediment loads could be felt in the Hero Canal during construction affecting some recreational endeavors.

9. Air Quality: Minor and temporary air quality impacts would occur during construction.

10. Water Quality. Except for temporary sediment impacts during construction, no impacts to water quality would be anticipated.

11. Noise: Minor and temporary localized impacts to ambient noise would occur during the construction phase due to heavy equipment use and transport of materials.

12. Aesthetics: Permanent impacts to aesthetics and viewsheds would occur due to gates and other project elements near the LA 23 crossing.

13. Socio-economics. One house adjacent to the Hero Canal levee would be displaced, requiring relocation of its inhabitants to new lodging. No vessels larger than 52 feet would be able to pass through the 56-foot wide stoplog closure structure that would be constructed on the Hero Canal.

14. Environmental Justice: No disproportionate impacts to low income or minority populations were identified.

15. Hazardous, Toxic and Radioactive Waste. No direct impacts would be expected based on a Phase I ESA.

16. Cumulative Impacts. Cumulative impacts would be primarily positive.

9.2 PREPARED BY

The point of contact and responsible manager for the preparation of IER 13 is Getrisc Coulson, CEMVN. The address of the preparers is: U.S. Army Corps of Engineers, New Orleans District; Planning, Programs, and Project Management Division, CEMVN-PM; P.O. Box 60267; New Orleans, Louisiana 70160-0267.

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Environmental Contributions	Lissa Lyncker, HDR Inc.
Environmental Contributions	Dawn Blackledge, Aerostar Inc.
Environmental Contributions	Zack Lissard, Aerostar Inc.
Environmental Contributions	John Mores, GAI Inc.
Environmental Contributions	Anthony Baumert, GAI Inc.
Environmental Contributions	Ben Resnick, GAI Inc.

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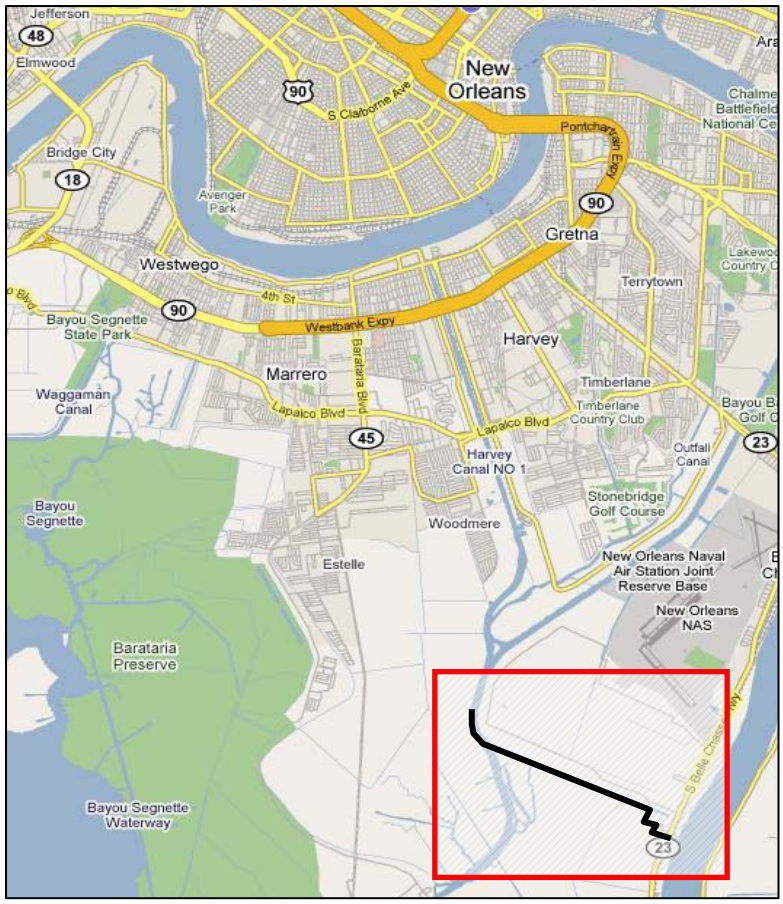
CHAPTER 10 APPENDICES

APPENDICES

IER # 13 WEST BANK AND VICINITY
HERO CANAL LEVEE AND EASTERN TERMINUS

PLAQUEMINES PARISH, LOUISIANA



US Army Corps of Engineers®

December 2009

IER # 13 APPENDICES TABLE OF CONTENTS

Appendix A: List of Acronyms and Definitions of Common Terms

AAHU	-	Average Annualized Habitat Units
ACB	-	Articulated Concrete Block
ASTM	-	American Society of Testing Materials
BLH	-	Bottomland Hardwood Forest
BMPs	-	Best Management Practices
BOD	-	Biological Oxygen Demand
CAA	-	Clean Air Act
CED	-	Comprehensive Environmental Document
CEMVN	-	United States Army Corps of Engineers, Mississippi Valley Division, New Orleans District
CEQ	-	Council on Environmental Quality
CERCLA	-	Comprehensive Environmental Response, Compensation, and Liability Act
CFBM	-	Contractor Furnished Borrow Material
cfs	-	cubic feet per second
CMSA	-	Consolidated Metropolitan Statistical Area
COD	-	Chemical Oxygen Demand
CWA	-	Clean Water Act
CWPPRA	-	Coastal Wetlands Planning, Protection and Restoration Act
CZM	-	Coastal Zone Management Program
dBA	-	Decibels
DNL	-	Day-Night Sound Level
DO	-	Dissolved Oxygen
DoD	-	Department of Defense
EA	-	Environmental Assessment
EAR	-	Engineering Alternatives Report
EIS	-	Environmental Impact Statement
El.	-	Elevation

EM	-	Engineering Manual
EO	-	Executive Order
EPA	-	Environmental Protection Agency
ER	-	Engineer Regulation
ERDC	-	Engineering Research and Development Center
ESA	-	Environmental Site Assessment
ESRI	-	Environmental Systems research institute, Inc.
FEMA	-	Federal Emergency Management Agency
FHWA	-	Federal Highway Administration
FONSI	-	Finding of No Significant Impact
FPPA	-	Farmland Protection Policy Act
FWCA	-	Fish and Wildlife Coordination Act
GFBM	-	Government Furnished Borrow Material
GIWW	-	Gulf Intracoastal Waterway
gpm	-	gallons per minute
HSDRRS	-	Greater New Orleans Hurricane and Storm Damage Risk Reduction System
HPS	-	Hurricane Protection System
HTRW	-	Hazardous, Toxic, and Radioactive Waste
ID	-	Identification numbers
IER	-	Individual Environmental Report
JLNHPP	-	Jean Lafitte National Historic Park and Preserve
LA	-	Louisiana
LA 23	-	Louisiana State Highway 23
LACPR	-	Louisiana Coastal Protection and Restoration
LaSHPO	-	Louisiana State Historic Preservation Office
LCRP	-	Louisiana Coastal Resource Program

LaDEQ	-	Louisiana Department of Environmental Quality
LaDNR	-	Louisiana Department of Natural Resources
LaDWF	-	Louisiana Department of Wildlife and Fisheries
LaNHP	-	Louisiana Natural Heritage Program
LF	-	Linear Feet
LORR	-	Level of Risk Reduction
LPV	-	Lake Pontchartrain and Vicinity
MBTA	-	Migratory Bird Treaty Act
MRL	-	Mississippi River Levee
MSA	-	Metropolitan Statistical Area
MSL	-	Mean Sea Level
NAA	-	Non-Attainment Area
NAAQS	-	National Ambient Air Quality Standards
NAVD88	-	North American Vertical Datum of 1988
NEPA	-	National Environmental Policy Act
NFIP	-	National Flood Insurance Program
NHPA	-	National Historic Preservation Act
NGO	-	Non-Governmental Organization
NMFS	-	National Marine Fisheries Service
NOAA	-	National Oceanic and Atmospheric Association
NOGCR	-	New Orleans Gulf Coast Railway
NOV	-	New Orleans to Venice
NPS	-	National Park Service
NRCS	-	Natural Resources Conservation Service
NRHP	-	National Register of Historic Places
NWI	-	National Wetland Inventory
NWR	-	National Wildlife Refuge

O&M	-	Operation and Maintenance
OMRR&R	-	Operation, Maintenance, Repair, Replacement and Rehabilitation
PA	-	Programmatic Agreement
PDT	-	Project Delivery Team
PIIESA	-	Phase II Environmental Site Assessment
PL	-	Public Law
PM	-	Particulate Matter
PPA	-	Project Partnering Agreement
psi	-	Pounds per square inch
RCRA	-	Resource Conservation and Recovery Act
REC	-	Recognized Environmental Conditions
ROD	-	Record of Decision
ROW	-	Right-of-Way
SIP	-	State Implementation Plan
SPH	-	Standard Project Hurricane
SWPPPs	-	Storm Water Pollution Prevention Plans
T&E	-	Threatened and Endangered
TMDL	-	Total Maximum Daily Load
TRM	-	Turf Reinforcement Mattress
U.S.	-	Unites States of America
USACE	-	United States Army Corps of Engineers
USCG	-	United States Coast Guard
USDA	-	United States Department of Agriculture
USFWS	-	United States Fish and Wildlife Service
WBV	-	West Bank and Vicinity of New Orleans
WRDA	-	Water Resources Development Act
WVA	-	Wetland Value Assessment

Appendix B: Public Comments

List of those individuals and organizations that commented during the public comment period.

1. Glen Fleming, comment dated 3 April 2009
2. Geneva P. Grille, P.E., comment dated 6 April 2009
3. Ivo Tesvich, comment dated 8 April 2009
4. Unknown, comment dated 9 April 2009
5. Blaine Bergeron, comment dated 18 April 2009
6. Denise Tague, comment dated 23 April 2009
7. Douglas LeBlanc, comment dated 24 April 2009
8. Unknown, comment dated 24 April 2009
9. Calvin Anticich, comment dated 27 April 2009
10. Shannon Cooke, comment dated 27 April 2009
11. Ava Hingle, comment dated 27 April 2009
12. Tara Means, comment dated 27 April 2009
13. Lela Sercovich, comment dated 27 April 2009
14. Unknown, comment dated 27 April 2009
15. Alaina Loup, comment dated 28 April 2009
16. Frank and Linda Giardina, comment dated 28 April 2009
17. John H. Golden, comment dated 28 April 2009
18. Alex Rogers, comment dated 28 April 2009
19. Timothy J. Schotsch, comment dated 28 April 2009
20. Kenny Stewart, comment dated 28 April 2009
21. Tim Schotsch, comment dated 28 April 2009
22. Unknown, comment dated 28 April 2009
23. Charlie Burt, comment dated 29 April 2009
24. Derek & Claudia Nelson, comment dated 29 April 2009
25. John H. Golden, comment dated 30 April 2009
26. Don Heironimus, comment dated 30 April 2009
27. Norwood R.Kelly,Jr., O.D. , comment dated 30 April 2009
28. Douglas P. LeBlanc, comment dated 30 April 2009
29. Missy Orgeron, comment dated 30 April 2009
30. Celeste G. Stricklin, comment dated 30 April 2009
31. Unknown, six different comments received from same individual dated 30 April 2009
32. Unknown, comment dated 30 April 2009
33. Unknown, comment dated 30 April 2009
34. Public Flyer April 2009
35. Chris Arbourgh, two comments dated 1 May 2009
36. Kevin Rau, comment dated 1 May 2009
37. Unknown, comment dated 1 May 2009
38. Jason Kaliszeski, two comments dated 2 May 2009
39. Dinah Thompson, two comments dated 2 May 2009
40. Unknown, two comments dated 2 May 2009
41. Unknown, comment dated 3 May 2009
42. Norwood R. Kelly Jr., O.D, comment dated 3 May 2009
43. Pam Robeaux, comment dated 3 May 2009
44. Edna J. Adolph, comment dated 4 May 2009

45. Billy Nungesser, comment dated 4 May 2009
46. Pamela A Robeaux, comment dated 4 May 2009
47. Rory A Robeaux, comment dated 4 May 2009
48. Dinah Thompson, commen t dated 4 May 2009
49. Bobby Wilson, comment dated 4 May 2009
50. Charlie Burt, comment dated 5 May 2009
51. Michael and Angela Carron, comment dated 5 May 2009
52. John Golden, comment dated 5 May 209
53. Roxanne Tillotson, comment dated 5 May 2009
54. Unknown, comment dated 5 May 2009
55. Unknown, comment dated 5 May 2009
56. Unknown, comment dated 5 May 2009
57. Unknown, comment dated 5 May 2009
58. Unknown, comment dated 5 May 2009
59. Unknown, comment dated 5 May 2009
60. Unknown, comment dated 5 May 2009
61. Dinah Thompson, two comments dated 6 May 2009
62. Unknown, comment dated 6 May 2009
63. Dinah Thompson, comment dated 7 May 2009
64. Roger and Dinah Thompson, comment dated 7 May 2009
65. Bobby Wilson, comment dated 7 May 2009
66. Dinah Thompson, comment dated 8 May 2009
67. Roxanne Tillotson, comment dated 8 May 2009
68. Steven P. Kennedy, comment dated 10 May 2009
69. Bobbie Stockwell, comment dated 11 May 2009
70. Michelle Weatherford, comment dated 11 May 2009
71. Unknown, comment dated 11 May 2009
72. John M. Adams, comment dated 12 May 2009
73. Cindy Austin, comment dated 12 May 2009
74. Heidi Rink LDN, RD, comment dated 12 May 2009
75. Jamie Stavros, comment dated 12 May 2009
76. Cory and Stephanie Lott, comment dated 13 May 2009
77. Virginia Williams, comment dated 15 May 2009
78. Toddy and Missy Orgeron, comment dated 16 May 2009
79. Geneva P. Grille, P.E, comment dated 17 May 2009
80. Susan Becnel Levasseur, comment dated 17 May 2009
81. Toddy Orgeron, comment dated 17 May 2009
82. Kevin Bernard, comment dated 18 May 2009
83. Carroll & Patricia Boudreaux, comment dated 18 May 2009
84. Anita Conovich, verbal comments taken over the Phone 18 May 2009
85. Judy Daigle Verbal Comments taken over the Phone 18 May 2009
86. Joseph Futch Verbal Comments taken over the Phone 18 May 2009
87. Francis Glaeser Verbal Comments taken over the Phone 18 May 2009
88. Donald Landry, comment dated 18 May 2009
89. Ned F. Malley Sr. , comment dated 18 May 2009
90. Cindy Mancuso, comment dated 18 May 2009
91. Kevin Rau, comment dated 18 May 2009

92. Monica Senner, comment dated 18 May 2009
93. Jennifer Shelley Verbal Comments taken over the Phone 18 May 2009
94. Peter D. Stavros, comment dated 18 May 2009
95. Roxanne Tillotson Verbal Comments taken over the Phone 18 May 2009
96. Danny Trosclair Verbal Comments taken over the Phone 18 May 2009
97. Lori Trosclair Verbal Comments taken over the Phone 18 May 2009
98. Corinne Van Dalen Voicemail Comment18 May 2009
99. Corinne Van Dalen On Behalf of Counsel for Oakville Community Action Group, comment dated 18 May 2009
100. Peggy Willy Verbal Comments taken over the Phone 18 May 2009
101. Peggy Willy Voicemail Comment18 May 2009
102. Unknown, comment dated 18 May 2009
103. Jim Tucker, comment dated 19 May 2009
104. Geneva P. Grille, P.E., comment dated 19 May 2009
105. Roxanne Tillotson, comment dated 19 May 2009
106. Unknown Voicemail Comment19 May 2009
107. Kevin Pedeaux, comment dated 20 May 2009
108. Bobby Wilson, comment dated 20 May 2009
109. Unknown, comment dated 20 May 2009
110. Unknown, comment dated 21 May 2009
111. Unknown, two comments dated 21 May 2009
112. Unknown, comment dated 25 May 2009
113. Unknown, comment dated 25 May 2009
114. Jean and Frank Guerrera, comment dated 28 May 2009
115. Christie Lauff, comment dated 28 May 2009
116. Gerald Raynal Jr, CMSgt , LA ANG, comment dated 28 May 2009
117. Monica Senner, comment dated 28 May 2009
118. Celeste Stricklin, comment dated 29 May 2009
119. Leander H. Perez, III, comment dated 31 May 2009
120. Sydney Perez, comment dated 31 May 2009
121. Jeffrey Robichaux, comment dated 31 May 2009
122. Dionne & Armand Daigle, comment dated 1 June 2009
123. Edmond H. Fitzmaurice, III, comment dated 1 June 2009
124. Nadine Parker, comment dated 1 June 2009
125. Sydney Perez, comment dated 1 June 2009
126. Gerald Raynal Jr., comment dated 1 June 2009
127. Peter Stavros, comment dated 1 June 2009
128. Celeste G. Stricklin, comment dated 1 June 2009
129. Chris Arbourgh, undated comment
130. Nicholas Arbourgh, undated comment
131. Mrs. A.W. Austin, undated comment
132. Andrew P. Boudreaux, undated comment
133. Melinda Boudreaux, undated comment
134. Dana Castoe, undated comment
135. Liz Jackson, undated comment
136. Wendy W. Keating, undated comment
137. Christie Lauff, undated comment

138. Ned F. Malley Sr., undated comment
139. Claudia Nelson , undated comment
140. Mario Popich, undated comment
141. Pamela Robeaux, undated comment
142. Bobby Stockwell, undated comment
143. Tiffany Vickneer Voicemail Comment, undated comment
144. Ty Zigner Voicemail Comment, undated comment
145. Unknown, undated comment
146. Unknown, undated comment
147. 935 Petition Signatures Against IER 13, undated

Glen Fleming
Assessor's Office, Plaquemines Parish
[redacted]
3 April 2009

Voicemail Question
From: Glen Fleming
To: Gib Owen
[redacted]

Hi Gib this is Glen Fleming with the assessor's office in Plaquemines Parish. I'd like to request a copy of the IER 13 documents please including any maps that may be available as well. If you would send those to the assessor's office in Plaquemines Parish: P.O Box 7129 Belle Chase, Louisiana 70037. Again my name is Glen Fleming you can reach me at 504-297-5261. I'd like a copy of the IER 13 for the Oakville area levee drawings that are included in that report. Thank you very much.

Geneva P. Grille, P.E.
[redacted]
Belle Chasse, LA [redacted]
[redacted]
6 April 2009

-----Original Message-----
From: Geneva Grille [redacted]
Sent: Monday, April 06, 2009 12:36 PM
To: MVN Environmental
Subject: IER # 13
Attn; Mr. Gib Owen:

I would like to be sent a copy of the Individual Environmental Report (IER) # 13, " West Bank and Vicinity (WBV), Hero Canal Levee and Eastern Terminus, Plaquemines Parish, Louisiana ".

Sincerely,
Geneva P. Grille, P.E.
[redacted]

Ivo Tesvich
[redacted]
8 April 2009

-----Original Message-----
From: McLaughlin, Sarah N MVN-Contractor
Sent: Wednesday, April 08, 2009 8:16 AM
To: Owen, Gib A MVN
Subject: RE: Message from Owen, Gib A MVN

Ivo Tesvich
504.398.9913
Voice Mail

Unknown
mvnenvironmental@usace.army.mil
9 April 2009

-----Original Message-----
From: mvnenvironmental@usace.army.mil [mailto:mvnenvironmental@usace.army.mil]
Sent: Thursday, April 09, 2009 7:25 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

I firmly believe that by building this floodgate across Highway 23, the Federal Government, The Corps of Engineers and Plaquemines Parish Government has written off the parish from Oakville south to Venice.

You have decided that this area is not worth saving and that basically is that.

Thanks to each and every one of you!

Blaine Bergeron
[redacted]
18 April 2009

-----Original Message-----
From: Bergeron, Blaine (BlaineBergeron) [mailto:BlaineBergeron@chevron.com]
Sent: Saturday, April 18, 2009 10:41 AM
To: MVN Environmental
Subject: Proposed project IER13

To:
Gib Owen
Project Management
U.S. Army Corps of Engineers
New Orleans, LA 70118-3651
Tel. 504-862-1337
Re: Opposition to proposed project IER13

I'm contacting you to voice my opposition to USACE project IER13. As a resident of Jesuit Bend I have concerns on how IER13 will effect my community and all others that will not be inside of the proposed new levee system as it is currently planned.

Has any research and/or studies been done to determine how it will effect residences outside the system as far as:
1) FEMA - standard National Flood policy qualifications.
2) Property values.

Any information you can provide prior to the April 29th meeting in Oakville respective to my concerns would be appreciated.

Blaine Bergeron
[redacted]

Bryant J. Celestine
Historic Preservation Officer
Alabama-Coushatta Tribe
[redacted]
23 April 2009

ALABAMA-COUSHATTA TRIBE OF TEXAS
571 State Park Rd 56 • Livingston, Texas 77351 • (936) 563-1100

April 23, 2009

Gib Owen
U.S. Army Corps of Engineers
CEMVN-PM-RS
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Owen:

On behalf of Chief Oscola Clayton Sylestine and the Alabama-Coushatta Tribe, our appreciation is expressed on your agency's efforts to consult us regarding Individual Environmental Report #13 (IER #13) West Bank and Vicinity; Hero Canal Levee and Eastern Terminus for Plaquemines Parish.

Our Tribe maintains ancestral associations within the state of Louisiana despite the absence of written records to completely identify Tribal activities, villages, trails, or grave sites. It is our objective to ensure any significances of Native American ancestry including the Alabama-Coushatta Tribe are administered with the utmost attention.

Upon review of the April 3, 2009 submission of IER #13 to our Tribe, we concur with the recommendations set forth regarding the absence of impacts to historic properties. Additionally, no impacts to religious, cultural, or historical assets of the Alabama-Coushatta Tribe of Texas will occur in conjunction with this proposal.

However, in the event of inadvertent discovery of human remains and/or archaeological artifacts, activity in proximity to the location must cease and appropriate authorities, including this office, notified without delay. Should you require additional assistance, please do not hesitate to contact us.

Respectfully submitted,

Bryant J. Celestine
Historic Preservation Officer

Telephone: 936 – 563 – 1181 celestine.bryant@actribe.org Fax: 936 – 563 – 1183

Denise Tague

[redacted]
23 April 2009

From: Don M. Tague [redacted]
Subject: Levee Protection Flood Gate Across Hwy 23
[redacted]
Date: Thursday, April 23, 2009, 9:19 PM

Dear Sir,

I am a resident in Plaquemines Parish and am receiving for the first time tonight a request for a meeting regarding levee protection ending at Oakville which is north of where I live. I as many others have great concern and am completely opposed to the flood gate ending at Oakville. I would like to know how this site was determined? I would also like to know why it is assumed that everyone living in this area does not have the right to flood protection. We all pay taxes to live in this parish and our money as well generates revenue for the parish. I also have concern that all the citizens of this parish have not had informed consent on the nature of this life altering proposal/decision. I also feel this quite compromising to receive a letter with it stating that "this project is in the final planning stages and we are in as 30-day public comment period which ends on May 4th 2009." It seems to me that a notification this late in the game is an insult to those who live here. Those who are in the line of decision making should be putting PROTECTION OF ALL at the top of their agenda.

I would also like to know WHO is funding this project? Have those in charge of accepting allocated monies thought about all the families who are living in the underlying lower part of the parish who have been through the struggle of rebuilding their lives since Hurricane Katrina. Why is it that they as well as my own family have not been selected for protection by those on the levee board? Honestly, I can think of no suitable reason. How can any portion of this parish not be on the agenda in totallity? It feels as if this portion of this outstanding section of the parish is being ingnored. We are vital to this community. For example, President Nungesser has on several news interviews clearly established Venice as a port for revenue especially in light of the last hurricane which impacted port Fourchon and the parishes surrounding the Houma area: Gustav. Should not all of the remaining area below Oakville be protected from harms way, or is the remainder of the land/homes below Oakville now going to be the "NEW" wetlands which will protect those inside the walls from destruction? In respect to hurricanes Betsy and Camille, environmentalists and all those involved should have been thinking 30- 40 years ago about protection of our cost line.

In light of this possibility this letter/flyer regards loss of home value? Has any govermental body prepared to shell out money to pay the remainder of peoples mortgages who live in this area since the decisions about levee protection were made after the fact of people already residing here? With this type of plublicity who will buy these homes for people to move out if so chosen? Also if it is considered to leave us out does the city/parish still expect those with no protection to pay taxes which I have referenced to before supporting this parish? How about the poor of the parish? Who will give them a means to defend and protect their life long ambitions as well as personal property? Where are they going to go? Is the parish prepared to serve a strong possibility of having homeless? They cannot go and live under the Claiborne overpass with a thought of charities to put them up in housing. Local charities funds are exhausted already from the overwhelming homeless population which includes many mentally ill. Is anyone out there thinking of anyone other than their own safety and protection? The world needs to turn from being self centered and start protecting their fellow mankind as it once did. So many families suffering during these depressing economic times.....please do not consider leaving any home or family out of the the vitality and security needed by levee protection. How could a decision of this nature even be a possibility in the UNITED STATES OF AMERICA when we are citizens of this country? Our forefathers would be in grave peril to know "we the people, for the people, and by the people," have

established rights and God given graces to help all those including our brother countries in need yet we cannot help our own or least we turn our back on our own.

Gib with the Army Core of Engineers will also be emailed by me as well regarding this matter. Thank you for your time and cooperation in this matter. I am EAGER to hear your response.

Sincerely,

Denise Tague

Douglas LeBlanc
[redacted]
24 April 2009

-----Original Message-----
From: [redacted]
Sent: Friday, April 24, 2009 9:33 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

The placing of a levee, and floodgate at Oakville is of great concern to me. What happens to the communities south of Oakville? I live in Jesuit Bend and would not be within the proposed levee system. What will happen to my insurance? Will I still be able to get flood insurance through the National Flood Insurance Program? Will my Homeowner insurance become unaffordable? What will happen to our property values? What will happen to all of the communities south of Jesuit Bend? I believe that this proposal is unfair, unreasonable, and detrimental to all of Plaquemines Parish!!!!

Douglas LeBlanc

Unknown
[redacted]
24 April 2009

-----Original Message-----
From: [redacted]
Sent: Friday, April 24, 2009 9:13 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

IER 13 - Placing a levee in Oakville and isolating land south of through the Connoco Refinery is a very bad idea. You are building a wall that blocks off a large section of Plaquemines parish that is high ground and did not flood. The impact on tax revenue (Jesuit Bend) and national security (refinery) does not appear to be included in your study.

Calvin Anticich
mailto[redacted]
27 April 2009

-----Original Message-----
From: Calvin Anticich[redacted]
Sent: Monday, April 27, 2009 6:56 PM
To: MVN Environmental
Subject: Project IER13

I have reviewed the proposal regarding the IER 13 project and find the project study to be faulty in as much as it does not evidence consideration of the detrimental effects of the proposed project on any of the areas south of the proposed IER 13 project. The study does not discuss the negative effects on the areas south of the proposed project in terms of increased likelihood of flooding , decreased property values, increased cost of flood insurance, increased potential of loss of life, and increased economic loss all due to flooding of the communities south of the project as a direct result of the IER 13 project. Certainly the proposed alternative road, to be used in the advent of the closure of the proposed floodgatew across highway 23, would increase evacuation times for the persons and business south of the project and be detrimental to the Oakville community itself. It is noted that the communities south of the IER 13 project represent a diverse racial and socioeconomic population. Businesses south of the project include an oil refinery which strangely enough, given our nation's stated goal toward energy independence, is not mentioned in the project study. The project focuses on a scrap yard and any potential impact without any discussion of the detrimental effects of the project on any of the many more substantial businesses in addition to the aforementioned refinery that are south of the project. Why and how the proposed location of the current project is beneficial to the Plaquemines Parish community as a whole on a cost versus benefit ratio are not included in the study. A reading of the study would lead one to believe that the areas south of the project location are primarily vacant lands, when in fact vibrant neighborhoods exceeding the size and socioeconomic deversity of Oakville exist within a short distance of the Oakville community. While I am certainly in favor of improved flood protection for all communities in southeast Louisiana, I am against the proposed IER 13 project and feel that any such project should encompass a cost versus benefit evaluation of the populated and diverse socioeconomic areas of Jesuit Bend and other areas south of project IER 13. Plaquemines parish should not be arbitrarily divided at Oakville based on past goverment policies and directives and the current flawed study as indicated in this communication. I would like to think and feel that goverment entities, policies, studies, and actions in terms of projects relative to flood control should seek to provide the often mentioned 100 year flood protection to as many citizens as possible based on reasonable and rational policies and actions. I am not aware of such flood walls being built in other parishes that would render an equivalent ratio of citizens of the parish as literal afterthoughts in terms of flood protection. I am literally shocked by the ramifications of this proposed project and if it moves forward will contact my local, state, and federal elected officials to voice my concerns and objection.

Shannon Cooke
mailto[redacted]
27 April 2009

-----Original Message-----
From: Cooke, Shannon[redacted]
Sent: Monday, April 27, 2009 8:23 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

My father, Doug LeBlanc, forwarded your reply to his email regarding the flood gate at Oakville. I live around the corner from my parents. What I don't understand is why the levees South of Oakville are not being built BEFORE the floodgate at Oakville is put up. That's seems to be the more logical.

You stated that this project was authorized in 1985. Since 1985 there has been major residential development in South Plaquemines Parish. Homes in Jesuit Bend are currently valued at $300,000 to over $1 million. Was this taken into consideration or was the decision finalized back in 1985?

Thank you.

Shannon Cooke

Ava Hingle
[redacted] **70037**
27 April 2009

AVA HINGLE

BELL[redacted]0037

April 27, 2009

US Army Corps of Engineers
Attn: Gib Owen
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Owen:

As a resident of Jesuit Bend for many years I am extremely unhappy about the Army Corp of Engineers project IER 13 for the 100 year levee protection proposal. This project will put a flood gate south of Oakville crossing LA Hwy 23 to the Mississippi River. I am against this because it would leave out the community of Jesuit Bend which is part of Belle Chasse and has many homes, the Belle Chasse Middle School, The Riverbend Nursing Home, the Becnel Citrus Farms and the Conoco Phillips Refinery on the wrong side of the wall. I would like to see the IER 13 levee and flood gate moved further south below the Conoco Phillips Refinery. Please note that my mailing address is Belle Chasse, LA 70037 but I am not included in the hurricane protection. If they put the wall up in Oakville this will have a major impact on all residents as our homes will be worthless. We will never be able to sell our houses.

Your prompt reply is appreciated as time is running out.

Sincerely,

Ava Hingle

Ava Hingle

Tara Means
[redacted]
27 April 2009

---------- Forwarded message ----------
From: Tara Means [redacted]
Date: Mon, Apr 27, 2009 at 10:24 AM
Subject: US Corp of Engineers IER #13
To: richardtara@bellsouth.net

To whom it may concern-

The US Army Corp of Engineers has, very quietly, proposed a project to correct the flooding issues of central Plaquemines Parish. Project Title IER #13 is a plan to build higher levees in areas where flooding has never been a concern and build a 56-foot wide flood gate across Louisiana Hwy 23 at Oakville. This flood gate would be approximately ten miles north from where the levee breaches occurred for Hurricane Gustav. This proposal would essentially flood a heavily populated area in the case of a storm. Water from northern Plaquemines Parish would be forced to build into an area with low-lying non federal levees and large subdivisions. When the entire process began to bring 100 year storm protection to everyone, I truly believed Jesuit Bend would be one of the first areas to be protected. Jesuit Bend is essential to Plaquemines Parish in terms of industry and agriculture. The pending proposal is an effort by the Corp to solve a major problem with a knee- jerk, band-aid solution that not only affects thousands of lives and property but also is detrimental to 120 acres of our cherished wetlands that have protected us in hurricanes past. As a Science teacher, I realize the monumental task of flood control in South Louisiana. What I am asking is to build 100 year storm protection for all of Plaquemines Parish and stop trying to find cost cutting solutions to a problem that is continuing to grow. My house did not flood in Hurricanes Katrina, Rita, Gustav or Ike, but if the new proposal were to become real, flooding is imminent. This is an impending reality that my tax dollars are paying for; not to mention the increase of already outrageous house insurance rates. The Corp needs to find a solutions to the issues of flood control without creating new problems. I am asking for your help in defeating the proposed Project Title IER #13. Thank you for anything you can do in regards to this matter.

Sincerly,

Tara Means

Lela Sercovich
[redacted]
Belle Chasse, LA 70037
[redacted]
27 April 2009

-----Original Message-----
From: Gary & Lela Sercovich [redacted]
Sent: Monday, April 27, 2009 9:43 AM
To: MVN Environmental
Subject: Hwy 23 Floodwall - Plaquemines Parish

My family lives in the community of Jesuit Bend, LA and I think that it is outrageous that the proposal to essentially "cut off" thousands of homes and businesses by building a levee floodwall system is simply not right. To just let these homes flood in the event of a major storm CAN NOT and SHOULD NOT happen. A better plan needs to be proposed, one where it is beneficial to all residents not just some.

Lela Sercovich
[redacted]

Unknown
[redacted]
27 April 2009

-----Original Message-----
From: [redacted]
Sent: Monday, April 27, 2009 10:32 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

The information used in determining where the Oakville Flood Gate should be placed is almost 30 years old. There is more than cow pastures south of Oakville. Look at the tax roles for the value of the property that will be destroyed or devalued based on the placement of this gate. It should be further south after the major oil refinery.

Alaina Loup
River Bend Estates Resident
Belle Chasse, La
[redacted]
28 April 2009

-----Original Message-----
From: Alaina Loup[redacted]
Sent: Tuesday, April 28, 2009 8:04 PM
To: MVN Environmental
Subject: Proposed floodgate hwy 23 at oakville , la

I am a citizen of the Jesuit bend community outside this proposed floodgate protection levee. I am very upset that this floodgate maybe being put here where our entire community is unprotected. Please reconsider and include us in the protection levee.

Sincerely Alaina Loup, River Bend Estates Resident, Belle Chasse, La

Sent from my iPhone

Frank and Linda Giardina
[redacted]
28 April 2009

-----Original Message-----
From: Frank Giardina [redacted]
Sent: Tuesday, April 28, 2009 9:33 PM
To: MVN Environmental
Subject: "IER13" Flood Gate Across Belle Chasse Hwy. Corps of Engineers Project

Frank and Linda Giardina
[redacted]
Belle Chasse, LA
70037

Dear Mr. Gib Owen,

We are opposed to the Corps of Engineers project, "IER13," which proposes to build a flood gate across the Belle Chasse Hwy. at the Captain Larry's Seafood/Oakville area. Please cancel this project and consider other means of protection rather than building a flood gate across the Belle Chasse Hwy. at this location.

We live in the Jesuit Bend area, south of Belle Chasse and Oakville, LA. If there is another Katrina-type storm surge, the flood gate will trap water between the Mississippi River Levee on the east and the Back Levee on the west and the land south of there will be flooded. There are thousands of houses south of the proposed flood gate location that will be put into jeopardy if the current project proceeds as planned.

Please consider the probable property loss, probable rise in insurance rates, and many lives that could be negatively affected by the proposed flood gate project.

We implore of you to cease and decist with this project and find other means of flood protection for Oakville, rather than a flood gate at this location.

We thank you for your concern and compassion.

Frank and Linda Giardina

John H Golden
Staff Drilling Engineer, EPT-W
Shell International E&P Inc.
[redacted]
28 April 2009

-----Original Message-----
From: [redacted]
Sent: Tuesday, April 28, 2009 10:14 AM
To: Elizabeth_Weiner@Landrieu.Senate.Gov; Amanda_Beheyt@Melancon.House.Gov; Rachel_Perez@Vitter.Senate.Gov; MVN Environmental

Subject: IER 13 - Opposition

I am writing in opposition to the proposed IER13 levee project that crosses LA23 at Oakville.

It is obvious to a casual observer that, as designed, the levee is yet another example of misappropriated taxpayer dollars. The levee meanders through the town of Oakville in what appears to be a politically motivated nonsensical pattern that is the epitome of wasteful spending.

I understand that the levee was designed based on population data from 20 years ago. That data is now grossly out of date.

The construction of the levee has never been adequately communicated to the population living south of the levee. The vast majority of the residences along LA Hwy 23 from the location of the proposed levee south to the Connoco Phillips refinery, did not flood during Katrina. Obviously there will be opposition from that group as to why their "high ground" is being devalued. My guess is that going forward with the project will likely have to contend with litigation originating from that group.

Additionally, the US Government should focus on protecting one of our critical refineries. The plan to federalizing the "back levee" that stretches from Oakville south to the Connoco Philips refinery is the most practical and fiscally responsible way to do that.

Upon completion of the ~10 mile "back levee" system, the Oakville levee becomes obsolete and the time and taxpayer dollars spent on the Oakville levee wasted.

Thank you for your time.

John H Golden
Staff Drilling Engineer, EPT-W
Shell International E&P Inc.
[redacted]

Alex Rogers
[redacted]
28 April 2009

-----Original Message-----
From: [redacted]
Sent: Tuesday, April 28, 2009 8:58 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Dear sirs, As a resident of Jesuit Bend, I feel that the levee and flood gate in oakdale would be ill advised.Thelevee located in oakdale would sacrifice one third of upper plaquemines tax base if this area is destroyed due to your placement of the levee at the current location.. It would be better to relocate it further south of B.P. refinery. This location would keep the refinery going during the energy crunch that we are now in....

Timothy J. Schotsch
General Manager
Riverside Recycling and Disposal, LLC
[redacted]
28 April 2009

Riverside Recycling and Disposal, LLC
[redacted]

A Fully Permitted Construction and Demolition Landfill Serving Greater New Orleans

April 28, 2009

Mr. Gib Owens
Department of the Army
New Orleans District, Corps of Engineers
PO Box 60267
New Orleans, LA 70160-0267

RE: Comments Regarding the Greater New Orleans Storm Damage Risk Reduction System's Planned Levee Location West of Industrial Pipe Landfill.

Dear Mr. Owens;

We understand and support the goals of the planned levee system to protect residences and businesses in and around the Village of Oakville from hurricane and storm related damage. However, the proposed levee location from the Hero Canal to Oakview will cause needless future economic and environmental hardship. This section of the levee needs to be moved west of the LADEQ Permitted Industrial Pipe Landfill-Phase II area. (West boundary of Phase II Area is shown on the attached photo as N47 degrees 26'55"E, 1061.68 feet.)

Riverside Recycling and Disposal, LLC acquired the operational control and assumed the operations of the Industrial Pipe Type III Construction and Demolition Debris Landfill in Plaquemines Parish on April 1, 2007. The Industrial Pipe Landfill Phase II area will enable us to provide long-term, cost-effective, and environmentally safe construction and demolition waste disposal.

The Industrial Pipe Landfill-Phase II will provide landfill space for 10,000,000 cubic yards of loose C&D debris over several decades. Our customers, the builders and contractors that are responsible for our areas long-term growth, rely on the Industrial Pipe Landfill to provide continuous and uninterrupted disposal services. If the Corps of Engineers constructs the proposed levee within the LADEQ approved Phase II area, the regional economic negative impact will grossly exceed $50,000,000 in lost revenue, lost employee wages, lost local goods and services purchased, and lost taxes. Replacing lost landfill airspace locally will be environmentally impractical and may be financially impossible.

Therefore, to best meet the goals of the Greater New Orleans Storm Damage Risk Reduction System, we strongly encourage the Corps of Engineers to re-design and re-locate the proposed levee from the Hero Canal to Oakville, directly west of the Industrial Pipe Landfill-Phase II area.

Sincerely,

Timothy J. Schotsch
General Manager

Attachments: Photograph Map of Industrial Pipe.

Kenny Stewart
[redacted]
28 April 2009

-----Original Message-----
From: Tina Stewart [redacted]
Sent: Tuesday, April 28, 2009 2:09 PM
To: MVN Environmental
Subject: Fw:

Dear Gil:

For your information.

Kenny Stewart

INDUSTRIAL PIPE, INC. [redacted] 70037

April 28, 2009

Dept of the Army

New Orleans District

Corps of Engineers

New Orleans, La. 70160

Attn: Gib Owen

Gib:

I write to you today in regards to the Oakville Levee Project in Plaquemines Parish, La. My company, Industrial Pipe, Inc. owns several businesses at 11266 Highway 23 in Belle Chasse, La. adjacent to the Hero Canal. The business that is being impacted by the construction of this levee is the Industrial Pipe, Inc. permitted C&D landfill. The intent of this letter is to voice our objection to the design location of the levee alignment.

Industrial Pipe, Inc. began the permitting process for its landfill in 1985. Over the years, as new standards for landfill operation were put into place by the State of Louisiana, my company complied with these new upgrade requirements and specific permits to keep this facility in compliance. The upgrade process was a huge undertaking for a small company such as ours. The process was constantly delayed time after time by environmental groups causing Industrial Pipe to spend ten times the normal costs in permitting, engineering and legal fees. Industrial Pipe Inc. began the process in 1986 and has continued spending time and money over the next 19 years. Industrial Pipe Inc was given its C&D landfill permit on Jan. 7, 2004. In order that Industrial Pipe Inc. could recoup this very expensive investment, we permitted the landfill operation with the State of Louisiana in two phases.

Phase I is the existing landfill operation. Phase I consists of approximately 51 ½ acres. Phase II consists of 25 acres. The Phase II operation was designed to utilize the same infrastructure which is already in place. This would help Industrial Pipe Inc. to recover some of its cost spent on the 19 year process of permitting.

The current levee alignment proposed by the Corps of Engineers will take away the entire area permitted for the Phase II landfill. A landfill business is extremely difficult to permit as I have explained. You just cannot relocate a permitted landfill as you could another business to a new location. The impact to Industrial Pipe for losing this business completely, is to lose the years of great expense it endured. This is a family owned and operated business and Phase II would continue that business for another 20 years.

The benefit of this landfill for Plaquemines Parish was demonstrated over the last 4 years during each hurricane season. Our landfill was opened the day after hurricanes and the immediate clean up of our parish could begin. This cannot be said of other landfills in this area.

The solution to this alignment is simply to move the levee back 1000 ft. The only reason this is not being considered is that the Corps does not want to impact an additional 8 acres of wetlands. The confusing issue about not impacting the additional wetlands is that they are said to be prime wetlands with hardwood bottoms. This is not the case as the Corps discovered when sending contractors in to do soil borings. It was determined that they did not need a crew to cut timbers for the right of way for the soil boring contractor to do his testing. Quite the contrary. There were very few trees in this area. The second reason that this section is not prime wetlands, is the fact that a road approximately 80 ft. wide runs through this 25 acres.This road was built from landfill trash in the 1970s . There is no doubt that this 25 acres of land is severely impacted and disturbed wetlands, disturbed low grade wetlands. Not the prime wetlands described by the Corps. The 25 acres that was disturbed by the landfill trash, played a role in the State of La.'s permitting of Phase II. Since the area adjoins an existing landfill operation and is already disturbed land, it is the sensible choice for permitting a landfill rather than permitting a site in an undisturbed area.

The reasons I have listed are more than enough evidence to relocate the levee alignment by 1000 ft. further back out of the permitted area.

Sincerely yours,

Kennett Stewart

Kennett Stewart

Tim Schotsch
Riverside Recycling and Disposal, LLC
[redacted]
28 April 2009

-----Original Message-----
From: Tim Schotsch [redacted]
Sent: Tuesday, April 28, 2009 5:36 PM
To: MVN Environmental
Cc: avi@disposalexpress.com
Subject: Comments RE: New Orleans Storm Damage Risk Reduction System

Please see the attached copy of a comment letter that was sent via USPS certified mail to Mr. Gib Owen.

Riverside Recycling and Disposal, LLC
[redacted]

A Fully Permitted Construction and Demolition Landfill Serving Greater New Orleans

April 28, 2009

Mr. Gib Owens
Department of the Army
New Orleans District, Corps of Engineers
PO Box 60267
New Orleans, LA 70160-0267

RE: Comments Regarding the Greater New Orleans Storm Damage Risk Reduction System's Planned Levee Location West of Industrial Pipe Landfill.

Dear Mr. Owens;

We understand and support the goals of the planned levee system to protect residences and businesses in and around the Village of Oakville from hurricane and storm related damage. However, the proposed levee location from the Hero Canal to Oakview will cause needless future economic and environmental hardship. This section of the levee needs to be moved west of the LADEQ Permitted Industrial Pipe Landfill-Phase II area. (West boundary of Phase II Area is shown on the attached photo as N47 degrees 26'55"E, 1061.68 feet.)

Riverside Recycling and Disposal, LLC acquired the operational control and assumed the operations of the Industrial Pipe Type III Construction and Demolition Debris Landfill in Plaquemines Parish on April 1, 2007. The Industrial Pipe Landfill Phase II area will enable us to provide long-term, cost-effective, and environmentally safe construction and demolition waste disposal.

The Industrial Pipe Landfill-Phase II will provide landfill space for 10,000,000 cubic yards of loose C&D debris over several decades. Our customers, the builders and contractors that are responsible for our areas long-term growth, rely on the Industrial Pipe Landfill to provide continuous and uninterrupted disposal services. If the Corps of Engineers constructs the proposed levee within the LADEQ approved Phase II

area, the regional economic negative impact will grossly exceed $50,000,000 in lost revenue, lost employee wages, lost local goods and services purchased, and lost taxes. Replacing lost landfill airspace locally will be environmentally impractical and may be financially impossible.

Therefore, to best meet the goals of the Greater New Orleans Storm Damage Risk Reduction System, we strongly encourage the Corps of Engineers to re-design and re-locate the proposed levee from the Hero Canal to Oakville, directly west of the Industrial Pipe Landfill-Phase II area.

Sincerely,

Timothy J. Schotsch
General Manager

Attachments: Photograph Map of Industrial Pipe.

Unknown
[redacted]
28 April 2009

-----Original Message-----
From: tiger840@gmail.com [redacted]
Sent: Tuesday, April 28, 2009 5:32 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment
As a lifelong resident of Plaquemines Parish and 3 generation farmer, thios proposed floodgate goes against everything that is right about this parish.

The Corp of Engineers capriously drew "a line in the sand" and has written off the lower end of this parish.

I am totally against this action and hope you will reconsider the 1994 alternative of tying into the existing levee with the 100 year levee but NOT affect Oakville or HWY 23 and this residents below this willful and caprious "line in the sand"

Charlie Burt
[redacted]
29 April 2009

-----Original Message-----
From: Burt, Charlie [mailto:[redacted]
Sent: Wednesday, April 29, 2009 7:35 AM
To: MVN Environmental
Subject: West bank Tie In

WE WANT A RE-EVALUATION OF THIS STUDY THAT WAS DONE 20+ YEARS AGO. WHY HAS THIS BEEN HIDDEN FOR SO LONG AND IT IS JUST KNOW COMING TO LIGHT. ITS WRONG AND WE WANT OUR VOICES HEARD.

CHARLIE BURT

Derek & Claudia Nelson
[redacted]
29 April 2009

-----Original Message-----
From: claudianel@aol.com [redacted]
Sent: Wednesday, April 29, 2009 12:31 AM
To: MVN Environmental
Subject: Flood wall at Oakville, Plaquemines Parish

Dear Sirs:

Thank you for taking the time to read this e-mail.

My husband and I only found out about this meeting 2 days ago while we were at our Homeowners Assoc. meeting. Needless to say we were shocked and upset at the idea of a flood wall being placed right across the highway that would put our home on the outside of the 100-year levee system.

Our home is located in Jesuit Bend and the appraised value about 3 years ago was around $690,000.00. As you can imagine, we are very, very concerned and upset at the possibility that after such a flood wall is erected, should we decide to sell our house, the value of our house will drop drastically because people looking to buy a house will not want to invest that amount of money on a house that is outside the hurricane protection levee. Ours is only one of the many, many houses here in the Jesuit Bend area.

We don't understand how you can just place a wall in front of us as though this will not affect the lives of so many people. My husband and I have been married for 27 years and have worked very hard to get our home. Can you imagine how upsetting it is to us to know that we can lose our life's work because of a flood wall!

The way I understand it, this flood wall is based on studies that were done back in the 1980's when this area was considered "pasture land and citrus land". Well, it is no longer pasture land and citrus land there are real people with real lives that live here with a whole lot of money invested in their homes and properties. Please take that under serious consideration.

Furthermore, about 10 minutes below Jesuit Bend is the Conoco Phillips Refinery, which is one of the largest refineries and if I understand it correctly, is one of the refineries that provide the largest amount of jet fuel for this country. If I'm mistaken, I'm sorry, but is that being taken into consideration? wouldn't you want to protect that?

We are asking that you please find another alternative to this flood wall that would put Jesuit Bend on the outside of the 100-year levee system. If not, and you go through with this, will the government pay us for the value of our homes?

Thank you for giving attention to this complaint. My e-mail address is claudianel@aol.com.

Derek & Claudia Nelson

John H Golden
Staff Drilling Engineer, EPT-W
Shell International E&P Inc.
[redacted]
30 April 2009

-----Original Message-----
From: john.golden@shell.com [redacted]
Sent: Thursday, April 30, 2009 11:15 AM
To: MVN Environmental
Subject: IER13 Opposition

I am writing in opposition to the proposed IER13 levee project that crosses LA HYW 23 at Oakville. It is obvious to a casual observer that, as designed, the levee is yet another example of misappropriated taxpayer dollars. The levee meanders through the town of Oakville in what appears to be a politically motivated nonsensical pattern that is the epitome of wasteful spending.

Recent interviews broadcast on the nightly news raise concerns that this project is being properly managed in a fiscally responsible way.

I understand that the levee was designed based on population data from 20 years ago. That data is now grossly out of date.

The construction of the levee has never been adequately communicated to the population living south of the levee. The vast majority of the residences along LA Hwy 23 from the location of the proposed levee south to the Connoco Phillips refinery, did not flood during Katrina. Obviously there will be opposition from that group as to why their "high ground" is being devalued. My guess is that going forward, the project will likely have to contend with litigation originating from that group.

Additionally, the US Government should focus on protecting one of our critical refineries. The plan to federalize the "back levee" that stretches from Oakville south to the Connoco Philips refinery is the most practical and fiscally responsible way to do that.

Upon completion of the ~10 mile "back levee" system, the Oakville levee becomes obsolete and the time and taxpayer dollars spent on the Oakville levee wasted.

Thank you for your time

John H Golden
Staff Drilling Engineer, EPT-W
Shell International E&P Inc.
[redacted]

Don Heironimus
[redacted]
30 April 2009

-----Original Message-----
From: dheironimus@panhandle.rr.com [mailto:dheironimus@panhandle.rr.com]
Sent: Thursday, April 30, 2009 2:40 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

-I have property south of the proposed location of the new levee and flood gate. I am also being told that we will no longer be considered to be in the 100 year flood zone and will subsequently lose our Federal Flood insurance.

-Is this true? If so, then we should have been notified of this long before now and not by some news article or public listing on a website that may meet minimum notification requirements, but does not actually directly notify the residents affected.

-Where is the study that shows what will happen to property values outside the wall. We all have a lot invested in our properties and we have a right to be concerned and somewhat outraged that we are being left out of the process and the protected zone! These are properties that run in the 300k range and above and we all stand to lose if this process goes through without some form of guarantee on the part of the Federal Government.

-I am at a loss as to how we could have our Flood Protection Level changed since the Corps and FEMA updated it after the Hurricane and we were still covered. Since the ground has not subsided in the last two years and the levees are better now than before the hurricane it is inconceivable to me that an arbitrary decision can be made to reverse the last survey.

-Don Heironimus

Norwood R.Kelly,Jr., O.D.
[redacted]
30 April 2009

----- Original Message -----
From: butch kelly <mailto[redacted]
To: mnvenvironmental@usace.army.mil
Cc: pete.stavros@plaquemines.com ; landrieu@landrieu.senate.gov ; mhoss@wwltv.com
Sent: Thursday, April 30, 2009 2:08 PM
Subject: IER 13 Hero Canal Tie In
Dear Mr. Gib Owen,

My name is Norwood R. Kelly,Jr and I live at 242 Sarah Victoria Dr. Belle Chasse,La 70037 in the Jesuit Bend area.

I attended last night's meeting in Oakville. I strongly oppose the Proposed Action: Alternative 1 as it stands now. I came away from the meeting with the following impressions.(1) The flood gate across Hwy 23 was not considered until 6 to 9 months ago.(2) No impact study has been made concerning the personal or economic problems that will occur to the people that live south of the proposed flood gate.(4) There are other proposals that have been rejected by the Army Corps of Engineers .These proposals offer the same amount of levee protection for everyone all the way down to St Jude with the cost being the same or less.(5) Flood insurance will rise dramtically.(6) Property values will decrease dramtically and the resale of homes will be extremely difficult.(7) The Corps is sacrificing everyone south of the flood gate at Oakville in Belle Chasse.

Sinserely,
Norwood R.Kelly,Jr., O.D.
[redacted]
504-452-0390 cell

Douglas P. LeBlanc
[redacted]
30 April 2009

-----Original Message-----
From: Douglas LeBlanc [mailto[redacted]
Sent: Friday, May 01, 2009 7:24 AM
To: MVN Environmental
Subject: Floodgate

I am sending you a copy of the letter that I have sent to all the federal and state congressmen and representatives, and anyone else that I could think of to help us in this matter. As you can see, I am totally against IER 13. Also, I feel that the people of south Plaquemines were not notified properly by some obscure newspaper ad or other means which no one sees. At the very least, we should have been notified by mail! I realize that you have no control over the implementation of these plans, but I would hope that the public review period can be extended in order for us to take action. There will be many frusatrated and angry people at the May 4, 2009 meeting.

Thank you,

Douglas P. LeBlanc

April 30, 2009

Dear

On Monday, May 4, 2009, there will be a meeting at the Plaquemines Parish Auditorium to be held by the Army Corps of Engineers to discuss the Individual Environmental Report 13 Hero Canal and Eastern Tie In, which proposes (among other things) to put a floodgate across Hwy 23 at Oakville, La. in western Plaquemines Parish. The people south of this floodgate are adamantly opposed to this project. Not only will our insurance rates be raised, our property values will be dropped drastically!!!. It will be impossible to sell our homes at a fair market value. I have attended two meetings held to discuss this matter, and there were many upset people in attendance. There would have been even stronger opposition had we been properly notified sooner (but that is another matter). The corps says public involvement is key, and they want to hear from us. They say they want to hear from us for more informed decision making. Well, in the meeting I attended last night, all we heard from Mr. Gib Owen, the project director, was that this is a done deal and nothing could be done about it. Any input by property owners seemed to fall on deaf ears!

This risk reduction project was passed in Congress in 1985, it was amended in 1986 to include Oakville, La, and amended again in 1996. The parish south of Oakville has grown tremendously since then and there are other alternatives to this project that would include Jesuit Bend, the Conoco refinery and more. If this project was amended before, why can't it be amended again? There is much here now than citrus trees and cows as the 1985 proposal stated. There are definitely better ways to provide this protection and it will be using our money more wisely.

Therefore, as your constituent, I am asking you, or one of your representatives, to be in attendance at the meeting on May 4, 2009. If this is not possible, at the very least, I ask you to contact the Corps of

Engineers (Mr. Gib Owen), to discuss this matter as soon as possible! The people of south Plaquemines Parish are very angry, and need someone with more common sense and authority to help us.

Sincerely,

Douglas P. LeBlanc
[redacted]

Missy Orgeron
[redacted]
30 April 2009

-----Original Message-----
From: Missy Orgeron [redacted]
Sent: Thursday, April 30, 2009 11:39 AM
To: MVN Environmental
Subject: NO FLOODGATE IN OAKVILLE!

MR. OWEN,

IT IS MY HOPE THAT THE MEETING THAT WAS HELD IN OAKVILLE LAST NIGHT OPENED MANY EYES.(ESPECIALLY YOURS!) JESUIT BEND IS BELLE CHASSE. MY ADDRESS STATES "BELLE CHASSE". JESUIT BEND IS NOT PASTURES AND OPEN LAND AND CITRUS GROVES. JESUIT BEND IS A RESIDENTIAL COMMUNITY WITH MANY HOMES AND BUSINESSES THAT MATTER!!!! THE FLOODGATE NEEDS TO BE MOVED FURTHER SOUTH WHERE THE POPULATION IS IN SMALLER NUMBERS! DO MORE RESEARCH. COUNT HOW MANY FAMILIES, HOMES, AND BUSINESSES WOULD BE AFFECTED BY THIS FLOODGATE!

THE PROPERTY VALUE IN THE BELLE CHASSE AREA (YES THIS MEANS JESUIT BEND TOO) IS ONE OF THE HIGHEST IN THE STATE (RESEARCH THAT SO YOU CAN SEE WHAT I MEAN). HOW CAN A FLOODGATE IN ONE OF THE MOST EXPENSIVE PLACES TO LIVE BE PERMITTED???? IT'S A NO-BRAINER, REALLY! RESEARCH THE NUMBER OF PEOPLE LIVING IN THE AREA, THE NUMBER OF CHILDREN ENROLLED IN BELLE CHASSE MIDDLE SCHOOL, THE NUMBER OF HOMES, THE NUMBER OF BUSINESSES, THEN TELL ME HOW THIS FLOODGATE CAN BE JUSTIFIED???????

PLEASE DO SOMETHING TO STOP THIS FLOODGATE FROM IT'S LOCATION NOW!!!!!!!!!!!!!!!!!

THANK YOU FOR YOUR TIME.

SINCERELY,
MISSY ORGERON

Celeste G. Stricklin
[redacted]
30 April 2009

-----Original Message-----
From: Celeste G. Stricklin [mailto[redacted]
Sent: Thursday, April 30, 2009 9:26 AM
To: MVN Environmental
Subject: IER 13 100 year levee protection

Dear Mr. Owen:

After the meeting last night in Oakville, there seem to be many unanswered questions. I would like to know who approved this "Fast Track" and how we can stop it. How can you continue with putting this wall up knowing that several hundred homes will be left unprotected? It is obvious this wall was planned long before any of us bought our property or built our homes. As shown on the slide show last night what is on the south side of your proposed wall is not pasture and citrus groves. It is several hundred homes with families living in them.

Remember before signing off on the project that you will leave:

* Several hundred homes unprotected

* The Belle Chasse Middle School unprotected

* The River Bend Nursing Home unprotected

* All of the citrus groves unprotected

* The Conoco Phillips Refinery unprotected

Note that all of the above has an address of Belle Chasse, LA 70037. Your proposal does not protect ALL of Belle Chasse. You are drawing a line and dividing Belle Chasse.

I am all for raising the levees. I am against the wall going across Hwy 23. Why not use the money to raise and federalize the levees all the way down. This is what would make sense. This would make everyone happy

I look forward to your reply.

Sincerely,

Celeste G. Stricklin
[redacted]

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: pcgeekhead@cmaaccess.com [redacted]
Sent: Thursday, April 30, 2009 1:45 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Please put be on the list for any upcoming projects or meetings related to the WBNFL project.

Which IER # applies to the West Bank Non-Federal Levee Project?

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: [redacted]
Sent: Thursday, April 30, 2009 2:13 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Since there was no flooding from waves in Oakville, why is the Tie-in Gate not being placed where the waves actually occured less than 3 miles away? And, why is the presentation on the project show the gate is to prevent flooding from waves?

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: blue2dog@aol.com [redacted]
Sent: Thursday, April 30, 2009 2:30 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Re:Ier 13. I think that this project must move forward in order to adequately protect the future of the lower end of Plaquemines parish. Any futher delays will just keep us vunerable to further storm surge. The project is funded, lets go with it. Lets also put phase 2 of the levees which include Jesuit Bend and below on fasttrack.

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: pcgeekhead@cmaaccess.com [redacted]
Sent: Thursday, April 30, 2009 1:49 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

OAKVILLE GATE PROJECT

Was there a study to show the effects on the communities south of Oakville if a Hurricane were to hit and the Hero Canal was blocked and the Oakville gate closed? We think levees should be reinforced behind this wall and to the south of Oakville to prevent flooding that may be caused by the wall and blocking in of Hero Canal during an event.

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: [redacted]
Sent: Thursday, April 30, 2009 1:50 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

OAKVILLE GATE PROJECT

Why are the minority population between Jesuit Bend and ConocoPhillips Refinery not afforded the same level of protection as the minority population in Oakville.

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: [redacted]
Sent: Thursday, April 30, 2009 1:51 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

In the past, most of Plaquemines Parish contained plantations. Has the Corps of Engineers determined there are no artifacts in locations south of Oakville, and how was the determination made?

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: [redacted]
Sent: Thursday, April 30, 2009 1:52 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

OAKVILLE GATE - ACCESS ROAD

What type of vehicle will the access road be approved for? Horse trailers? Any trailers? School busses? Heavy equipment? Fire Trucks? Fuel Trucks? What is the weight limit of allowed vehicles?

Unknown
[redacted]
30 April 2009

-----Original Message-----
From: [redacted]
Sent: Thursday, April 30, 2009 8:00 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

RE-IER/13

Will the Corps be planning to purchase my unsellable house? How about when we get flooded the next time? What are you people thinking? This is why I am so happy to have moved out of this unbelievably corrupt state. I just didn't think it would happen in Belle Chasse. Too bad the military folks are aware of how horrible LA is and don't want to move there. Too bad we couldn't unload our house. Thanks for nothing.

Public Flyer
April 2009

ANNOUNCEMENT

PUBLIC MEETING

Proposed Flood Gate across HWY 23 at Oakville

Once this wall is constructed, and you are OUTSIDE the 16' 100-year protection levee, you will NOT be eligible for flood insurance under FEMA / National Flood Insurance Program!

With no outlet to the Intercoastal Waterway, Barataria Bay will be higher than it has been in the past. You will be at a GREATER risk of flooding!

What will happen to you during the next big storm?

What will happen to your property value?

This project is in the final planning stages and we are in a 30-day Public Comment period which ends on May 4th, 2009

Come make yourself heard NOW!!

You have a VOICE!!

April 29th, 2009

Open House 6 p.m. to 7 p.m.
Presentation 7 p.m.
St. Paul's Benevolent Association Hall
128 E. St. Peter St., Oakville, LA 70037

Visit http://www.nolaenvironmental.gov/and look for project "IER13" for more details. Visit www. plaqueminesleveee.com to SHARE information with your neighbors to help stop this before it's too late. The site is new please feel free to publish ideas!

Chris Arbourgh
[redacted]
1 May 2009

-----Original Message-----
From: Arbourgh, Christopher: [redacted]
Sent: Friday, May 01, 2009 3:44 PM
To: Vedros, Pam MVD
Subject: Project IER-13

To whom it may concern

My name is Chris Arbourgh and I live at 155 Regina Dr. Belle Chasse La. I want to go on record that I am against the proposed location of the flood wall it should be 6 miles further down Hwy. 23. I also feel the public comment period should be extended. Many questions were not answered at the last meeting and with so many homes being affected I find it hard to believe the public comment period could not be extended. I also think the proposed pump to pump water to Ollie canal from the north side of the wall will cause flooding in my neighborhood and I would like to see the study that proves otherwise.

Thanks' Chris Arbourgh

Chris Arbourgh
[redacted]
Belle Chase, LA
[redacted]
1 May 2009

Voicemail Comment
From: Chris Arbourgh
Phone Number: [redacted]

Hi. My name is Chris Arboro. I was trying to email ya.I had a address evidently it was not the correct email address cause it got kicked back. I'm a Belle Chase resident. I live at 155 Regina Drive and I will be affected by IER 13. I want to go on record to state that I am against, not the project; I'm against the location of the floodwall. I feel it should be six miles further south down the highway. That area in front of Captain Larry's is not the area for this. It affects the property values of too many homes for a little bit as six miles of levee I think that's totally ridiculous. I also think that the proposed pump that ya'll want to put back there to pump the water from the north side of the wall over into Ollie canal will cause severe flooding in my neighborhood. And I would like to see some kind of study that proves otherwise. The capacity of those pumps back there, barely do their job in keeping up with what we have now. In the last meeting ya'll said that area drains to Ollie canal now. It doesn't. I flew over it there is a levee you know. There is a levee between it. I can't see how that water, flying over it, would cause it to run that way. I am gonna take another helicopter flight again on Saturday to look at it some more. But the comments ya'll gave at that meeting I feel were wrong. I do not think that pumping that water to Ollie Canal is the correct answer. I think that's gonna cause severe flooding in my neighborhood, I want to go on record for stating that and I would also like to see the study. And also I cannot understand how this public comment period cannot be extended. There was many questions that were unanswered. And this public comment period should not end on Monday. That is I mean as many families as this proposed deal is affecting I think that's the least we can do is extend the public comment period and give us enough time to get in touch with all our elected officials and our representatives and the people that can fight on our behalf. My home number is 504-656-2929. I'm working all weekend I 'm at the alliance refinery that number is 656-3203. I am available there from six in the morning to five in the evening. Thank you very much and have a good day.

Kevin Rau
[redacted]
1 May 2009

-----Original Message-----
From: [redacted]
Sent: Friday, May 01, 2009 12:37 PM
To: MVN Environmental
Cc: Amanda_Beheyt@Melancon.House.Gov; Elizabeth_Weiner@Landrieu.Senate.Gov; Rachel_Perez@Vitter.Senate.Gov
Subject: Questions for Mr. Gib Owen

To: US Army Corps of Engineers: Mr. Gib Owen; CEMVN-PM-RS; P.O. Box 60267; New Orleans, Louisiana 70160-0267
(504) 862-1337, e-mail: mvnenvironmental@usace.army.mil, or by fax to (504) 862-2088.

Hello Mr. Owen,

Can you please take the time and answer my questions concerning the IER13 project and its effects on people living to the south of that project.

1. What impact will this larger levee have on the vulnerability of the smaller levees to the south being topped and/or breeched during a tropical weather event?

2. What impact does this flood wall have on the property values that are not included in its protection?

3. How does this impact my flood insurance premiums?

4. If I were to sell my house would the buyer be able to get flood insurance at the same premium rate as I currently do?

5. According to the IER 13 document the authorized alignment was to end at the non federal levee. It shows this in the 2007 view and the 1st drawing in the document. What has changed to cause the levee to pierce this area and not continue south to Alliance?

6. Has the Corps ever ventured past Captain Larry's? If they did, once you have passed the two large farms and the future Idlewild Estates subdivision, you would have noticed a substantial number of residential and commercial properties that should be protected. This whole area is considered the Belle Chasse area. I do not immediately have exact facts about how much private property and dwellings are not being included within this new flood wall but I made a crude attempt to estimate this using Google Maps satellite images.

Within 1 mile south of the flood gate: 22 houses, 42 trailers, at least 3 commercial farms

From 1 mile to 2 miles south of the flood gate: 110 houses, 14 trailers, 1 store, at least 3 commercial farms

From 2 miles to 3 miles south of the flood gate: 198 houses, 30 trailers, Belle Chasse Middle School

Further south to Alliance there are numerous houses, commercial farms, and an oil refinery.

Most of these houses are greater than 2000 square feet and less than 15 years old.

7. Who is being paid off and how much, to make this decision to cut off a large population from 100 year flood protection? The scope of this levee was significantly increased just to include Oakville. I am happy for Oakville to be included but the areas just south should have been included. The more I think about it this looks like another case of reverse discrimination.

8. Explain to me why the Corps could not start the 100 year flood protection levee using the original 1994 alignment? When construction begins they could get approval to continue the 100 year flood protection levee to Alliance. The money that would have been used to build flood gates for Hwy 23 and the railroad at Oakville could be used to levee off Hwy 23 at Alliance with probably some left over to offset the cost of raising the levee between Oakville and Alliance to the appropriate height (no requirement for railroad gate). From what I read the 100 year flood protection levee will be 16 feet. Funds for the non federal levee have already been appropriated to federalize the levee and raise it to 12 feet. So work on the federalized levee could start on time and by the time all the approvals occur you would be in a position to finish the 100 year protection not much longer than the original schedule.

9. Why did the Corps use a picture of a railroad gate, Photo 3 page 21 of the IER13 document that is much smaller than the 16 foot gate that would be placed at the Oakville railroad crossing? Are you trying to be misleading?

10. I noticed in the IER13 document they talk about other options such as raising homes and businesses. Is that an option for us? Will the government either raise our homes or buy us out at current market value?

Thank You

Kevin Rau, home owner, taxpayer, and voter
[redacted]
Input/Output Inc.
[redacted]
Harahan LA 70123

Unknown
[redacted]
1 May 2009

-----Original Message-----
From: [redacted]
Sent: Friday, May 01, 2009 11:41 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Before moving forward with construction of this project, Corps leadership should review the Fox 8 news interview from Wednesday, 4-29-09. Project Manager, Ted Carr, admitted to Val Bracy that this project was not the "best option available". It would be "criminal" to sign off on this project at this time, waisting tax payers hard earned money.

I would like to know specifically what is the projected cost of this project?

Jason Kaliszeski
[redacted]
Belle Chasse, LA 70037
5[redacted]
Jason.C.Kaliszeski@conocophillips.com
2 May 2009

-----Original Message-----
From: Kaliszeski, Jason: [redacted]
Sent: Saturday, May 02, 2009 9:57 PM
To: MVN Environmental
Subject: Project IER-13

During the last few major storms, the Plaquemines Parish authorities built a temporary levee across highway 23 just north of the Alliance Refinery. At this point, there is an existing levee that reaches from the Mississippi river levee going west to highway 23 and then from highway 23 to the back levee behind Jesuit Bend. This location has been barricaded several times with large sandbags and mud. The gap is only as wide as the highway. It is an ideal location for a floodgate. There is existing levee from this point all the way to Oakville. There would be no need to purchase property or obtain and new right-of-ways in order to improve the existing levee to this point. It is the only common sense solution to the current problem. Please email me or call me to discuss.

Thank you.

Jason Kaliszeski
[redacted]

Jason Kaliszeski
[redacted]
Belle Chasse, LA 70037
[redacted]
2 May 2009

-----Original Message-----
From: jknbc@bellsouth.net [redacted]
Sent: Saturday, May 02, 2009 9:54 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

During the last few major storms, the Plaquemines Parish authorities built a temporary levee accross highway 23 just north of the Alliance Refinery. At this point, there is an existing levee that reaches from the Mississippi river levee going west to highway 23 and then from highway 23 to the back levee behind Jesuit Bend. This location has been barracaded several times with large sandbags and mud. The gap is only as wide as the highway. It is an ideal location for a floodgate. There is existing levee from this point all the way to Oakville. There would be no need to purchase property or obtain and new right-of-ways in order to improve the existing levee to this point. It is the only common sense solution to the current problem. Please email me or call me to discuss.

Thank you.

Jason Kaliszeski
[redacted]
S[redacted]

Dinah Thompson
[redacted]
2 May 2009

-----Original Message-----
From: Roger and Dinah Thompson [redacted]
Sent: Saturday, May 02, 2009 7:23 AM
To: MVN Environmental
Subject: Levee Heights
Importance: High

Dear Mr. Gib,

I noticed that the elevation of the Non-federal levees is 12 ft. and in the Corps presentation last week for the Oakville tie-in, the levee would be 10.5 ft. If we are talking this little difference in height, and the flood wall is not designed to protect from flood, why not build all levees to the 12 ft. level and forget about the wall? Am I understanding this correctly?

What is the total cost to place this non-flood protection gate and access road across Hwy. 23?
Why are we not waiting to see what the final design looks like for the Non Federal Levees? Don't we have to tie-in to those too?

I am posting this on our website. Would you reply on the website?
http://plaqueminesleveee.com/5.html

Thanks,

Dinah Thompson

> The Corps of Engineers has set up a public meeting on Monday, May 4,
> 2009, Belle Chasse Auditorium, 8398 Highway 23, Belle Chasse, LA
> 70037, Open House 6:00 p.m. - Presentation 7:00 p.m. to discuss the
> Hurricane projects in Plaquemines Parish.
>
> The US Army Corps of Engineers (Corps) is working on three hurricane
> and storm damage risk reduction projects in the Plaquemines Parish
> area. We are actively proceeding forward with all three of these
> projects to provide the most reliable and safest hurricane system for
> the Plaquemines Parish area.
>
> The West Bank and Vicinity project is an authorized project that is
> fully funded that has a segment that will provide 100 year level of
> risk reduction to the Belle Chasse area. This project terminates at
> Oakville. Our goal is to have all the construction complete for this
> area by hurricane season 2011.
>
> The Corps has been authorized to spend $671 million federalizing a
> levee system from Oakville, South to the existing New Orleans to
> Venice levee system (St. rose, LA). We are currently working to
> finalize a proposed action for this project and to locate suitable
> borrow (approximately 16 million cubic yards) to support this effort.
> Project would be built to meet post Katrina design standards. The
> project is authorized to incorporate the current non-Federal levee

> system into the Federal levee system (New Orleans to Venice project).
> Levees would be constructed to the New Orleans to Venice project
> authorized elevation of 12 foot (14' with overbuild). The current
> authorization is not sufficient for the Corps to construct a levee
> system to a high enough elevation that would meet the requirement for
> certification under the National Flood Insurance Program (NFIP).
> Additional Congressional authority would be required to raise the
> levees to elevations that would meet the NFIP elevations. Our goal is
> to have all the construction complete for this levee by hurricane
> season 2013.
>
> The third project being worked by the Corps, is the existing New
> Orleans to Venice project that is located south of St. Rose LA. We
> are pursuing plans in this area to upgrade the existing levee to meet
> post Hurricane Katrina design standards. The elevation of the
> existing levee would remain unchanged under the current authorities,
> but the levee would be upgraded to meet the new design standards. We
> are currently working to finalize a proposed action for this project
> and to locate suitable borrow (approximately 14 million cubic yards)
> to support this effort.
>
> Gib Owen
> US Army Corps of Engineers
> Chief, Ecological Planning and Restoration Section/ HSDRRS
> Environmental Team Leader New Orleans District
> 504 862-1337
>
>
> -----Original Message-----
> From: pcgeekhead@cmaaccess.com [mailto:pcgeekhead@cmaaccess.com]
> Sent: Monday, April 27, 2009 10:32 PM
> To: MVN Environmental
> Subject: NOLA Environmental Comment - Belle Chasse
>
> The information used in determining where the Oakville Flood Gate
> should be placed is almost 30 years old. There is more than cow
> pastures south of Oakville. Look at the tax roles for the value of
> the property that will be destroyed or devalued based on the placement
> of this gate. It should be further south after the major oil
> refinery.
>

Dinah Thompson
[redacted]
2 May 2009

-----Original Message-----
From: Roger and Dinah Thompson [redacted]
Sent: Saturday, May 02, 2009 4:19 PM
To: MVN Environmental
Subject: Levee Materials, Assurance & Environmental Testing
Importance: High

May 1, 2009

Mr. Gib Owen
US Army Corps of Engineers
Chief, Ecological Planning and Restoration Section HSDRRS Environmental Team Leader New Orleans District
504-862-1337

Dear Mr. Gib,

Will testing be done on the dirt that will be used for the new Non-Federal levees to make sure there are no hazardous materials or environmental contaminates?

What assurance can you give residents, that the new Non-Federal levees will be built?

I am posting this on our website. Would you reply on the website?
http://plaqueminesleveе.com/5.html

Thanks,

Dinah Thompson

Unknown
[redacted]
2 May 2009

-----Original Message-----
From: [redacted]
Sent: Saturday, May 02, 2009 9:41 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

I would like to know the results for the traffic or safety study that was completed for the proposed floodwall at Oakville.

Unknown
[redacted]
2 May 2009

-----Original Message-----
[redacted]
Sent: Saturday, May 02, 2009 9:43 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

At a minimum, a new economic impact study must be done to include the homes in Jesuit Bend, LA.

Unknown
[redacted]
3 May 2009

-----Original Message-----
From: [redacted]
Sent: Sunday, May 03, 2009 2:28 PM
To: MVN Environmental
Cc: [redacted]
Subject: floodgateoakville

i have lived in belle chasse area for 12 years,east bank area for 6 years and now in jesuit bend for 25 years. the corp wants to save belle chasse, well the right storm in the right direction can also flood that city. during betsy, the waves
were topping the levee there also. we never flooded.

my husband and i are in our late 60's,on pension and love our home.
we cannot afford to leave ! we cannot run anymore we are too old with medical problems!!

we don't want a " FLOOD GATE "
WE WON'T BE ABLE TO PAY FOR FLOOD INS.

Norwood R. Kelly Jr., O.D.
[redacted]
Belle Chase, LA [redacted]
[redacted]
3 May 2009

NORWOOD R. KELLY, JR., O.D. MAY 3, 2009

GIB OWEN

PM-RS

P.O. BOX 60267

NEW ORLEANS, LA 70160-0267

REFERNCE: IER 13 HERO CANAL AND EASTERN TIE IN

DEAR MR OWEN,

I SENT YOU AN E-MAIL DATED 4/30/2009 EXPRESSING MY OPPOSITON TO IER 13. IN MY E-MAIL I EXPLAINED THAT I THOUGHT THE ARMY CORPS OF ENGINEERS WERE SACRIFICING THE PEOPLE THAT LIVEDSOUTH OF THE FLOOD GATE AT OAKVILLE AND THAT THERE WERE OTHER PROPOSALS THAT COULD BE IMPLEMENTED THAT WOULD PROTECT MORE PEOPLE AND BE MORE COST EFFECTIVE.I WOULD LIKE TO PROPOSE AN 8th ALTERNATIVE.

ALTERNATIVE 8 WOULD EXTEND THE WESTERN LEVEE OF ALTERNATIVE 3 FROM THE HERO CANAL AND TIE INTO THE EXISITING LEVEE AT THE OLLIE DRAINAGE CANAL. THE LEVEE FROM OLLIE TO LA REUSSITTE COULD BE RAISED TO THE 12-14 FT LEVEL AND THEN TIED INTO THE MISSISSSIPPI LEVEE AT LA REUSSITE. WE ARE ONLY TALKING ABOUT A TOTAL OF NINE MILES FROM THE FLOOD GATE AT THE HERO CANAL TO LA REUSSITE SITE. THE DIRECT IMPACT AND THE INDIRECT IMPACT ON THE ENVIRONEMENT WOULD BE EQUAL TO IER 13 AT OAKVILLE. AS YOU KNOW THE SOIL BORINGS HAVE BEEM COMPLETED TO RAISE THE OLLIE CANAL LEVEE (BACK BAY LEVEE) AND ARE AT THE LAB FOR ANALYSIS.

THE RAISING OF THE OLLIE CANAL LEVEE IS ONLY A 6-8 MONTHS BEHIND THE START OF IER 13. AT THE MEETING ON APRIL 29th THE CORPS STATED THAT THE START OF IER 13 IS MONTHS AWAY. THEN WHY CAN'T THE CORPS COMBINE THE TWO PROJECTS TOGETHER? AS YOU KNOW THE CONSTRUCTION OF THE FLOOD GATE ACROSS THE HERO CANAL IS GOING BE THE LONGEST PART NO MATTER WHAT ALTERNATIVE IS USED. THEREFORE, IMPLEMENTING MY ALTERNATIVE 8 WOULD NOT INCREASE THE TIME SCHEDULE FOR PROCTECTING OAKVILLE AND THE REST OF UPPER BELLE CHASSE. ON THE CONTRARY ALTERNATIVE 8 WOULD RESULT IN MORE PROTECTION THAN ALTERNATINE 3 PROBABLY WITHIN THE SAME TIME PERIOD.

MR. GIBB, I BELIEVE THAT THE CORPS HAS OBLIGATION WHETHER IT IS A MORAL OBLIGATION, A LEGAL OBLIGATION OR A COMMON SENSE OBLIGATION TO STEP BACK AND EVALUATE MY ALTERNATIVE 8 OR ANY OTHER ALTERNATIVE THAT WILL GIVE PROTECTION TO ALL OF THE BELLE CHASSE RESIDENTS THAT LIVE SOUTH OF ALTERNATIVE 3.

YOUR CONSIDERATION WILL BE GREATLY APPRECIATED TO THOSE WHO WILL BE ADVERSLEY EFFECTED BY IER 13 ALTERNATIVE 3.

SINCERELY,

NORWOOD R KELLY, JR

[redacted]

Pam Robeaux
[redacted]
3 May 2009

-----Original Message-----
From: [redacted]
Sent: Sunday, May 03, 2009 9:55 PM
To: MVN Environmental
Subject: Flood Gate at Oakville, LA
Mr. Owen:

I am a resident of Jesuit Bend, LA., a community south of the proposed site of the flood gate in Oakville, LA. I'm very concerned of the consequences if this is erected.

I am fearful of the protection of my home and property during a hurricane. I'm also concerned that insurance rates will sky rocket and that property value will decrease drastically.

Please reconsider the location of this flood gate and include our area.

Thank you,

Sincerely,

Pamela A. Robeaux

Edna J Adolph
[redacted]
Belle Chasse, LA 70037
[redacted]
4 May 2009

-----Original Message-----
From: mvnenvironmental@usace.army.mil [mailto:mvnenvironmental@usace.army.mil]
Sent: Monday, May 04, 2009 8:57 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

As an elderly resident of Jesuit Bend, La., I am very concerned about being excluded from the 100-year levee system. The construction of a flood gate or flood wall across highway 23 in Oakville, LA. will decrease our property value and the value of all properties south of the wall.

As a senior citizen, on a fixed income, I am very concerned that my insurance rates will increase again. Please include our community in the hurricane protection system. Thank you for your consideration in this very serious matter.

Edna J Adolph
203 Sarah Victoria Drive
Belle Chasse, LA 70037

Billy Nungesser
Plaquemines Parish President

4 May 2009

Plaquemines Parish Government

BILLY NUNGESSER
Parish President

[redacted] [redacted]

May 4, 2009

Colonel Alvin B. Lee
District Commander, District Engineer, N.O. District
U.S. Army Corps of Engineers
7400 Leake Avenue
New Orleans, LA 70118

Dear Colonel Lee:

Over the last two and one-half years we have been back and forth asking you to consider tying the federal levee from West Jefferson into the federal levee heading south behind Jesuit Bend with not much success. We are here tonight to ask you to reconsider. In 2000, although the past administration gave permission for this eastern tie-in levee to be constructed, we do not feel that the Corps was made aware of the increasing value of the property and improvements that are being left out of the eastern tie-in levee. If you look at the values today, it greatly warrants being included in this 100 year protection levee system (see Attachment "A"). With the strong support this project has received over the last several weeks, I hope that the Corps will reexamine the assets together with the cost savings and the money that could be used for the improved levee going south by connecting these two levees thus eliminating the flood wall across Highway 23. We ask you to please look at this closely and we strongly urge you to consider this as a viable option to the planned project.

Respectfully,

Billy Nungesser
Parish President

BN/rve
Attachment
cc: Governor Bobby Jindal
Senator Mary Landrieu
Senator David Vitter
Congressman Steve Scalise
Congressman Charlie Melancon
Congressman Rodney Alexander

Plaquemines Parish Government

BILLY NUNGESSER
Parish President

[redacted]

May 1, 2009

To Whom It May Concern:

The following is a summary count and value of residential structures, additions, commercial, industrial and public improvements from Oakville to Alliance. The values listed are expressed in both assessed and fair market value. (see attached for more detail)

Residences & Residential structures

Count	Assessed Value	Fair Market Value
857	8,516,916	85,169,150

Trailers & Trailer improvements

Count	Assessed Value	Fair Market Value
232	301,525	3,015,250

Commercial Bldgs

Count	Assessed Value	Fair Market Value
24	678,865	4,525,767

Alliance/Conocophillips Refinery
AV = 112,547,540 FMV = 750,316,933

Enbridge Compressor Station
AV = 1,680,140 FMV = 6,720,056

Belle Chasse Middle School
FMV = 11,020,586

Scottville Fire House
FMV = 1,250,000

Total Improvement Fair Market Value
Oakville to Alliance, Plaquemines Parish, LA **$ 862,018,246**

Robert R. Gravolet, CLA
Assessor
Plaquemines Parish

Sources: Plaquemines Parish Assessor; Plaquemines Parish School Board, Plaquemines Parish Government

P:\ppadoc\apf\09doc\Public

Plaquemines Parish Government

[redacted]

PLAQ ORDINANCE

Misc

Parish President
BENNY ROUSSELLE

March 1, 2000

RECEIVED
MAR 8 2000

W. J. L. D.

Mr. Clyde H. Sellers
Chief, Real Estate Division
Department of the Army
New Orleans District
Corps of Engineers
P. O. Box 60267
New Orleans, Louisiana 70160

Dear Mr. Sellers:

I am herewith enclosing two certified copies of Ordinance No. 00-28 adopted by the Plaquemines Parish Council at its meeting held on February 10, 2000, authorizing the undersigned for and on behalf of the Plaquemines Parish Council, as governing authority of the West Bank Levee District, to grant right of entry to the West Jefferson Levee District as Executive Agent for the Louisiana Department of Transportation and Development and the United States Army Corps of Engineers, to a clear and unobstructed right of way for construction of the West Bank and Vicinity, New Orleans, Louisiana, Hurricane Protection Project, Hero Canal Reach 1, 1st Enlargement, rights of way, Plaquemines Parish, Louisiana, as indicated on Map File Number H-8-44522, drawings 1 through 6 of 6, dated July, 199, and drawings 1 through 6 revised February, 2000. COE

You are hereby granted right of entry as requested and said right of entry shall remain valid through completion of construction of the project.

Yours very truly,

Plaquemines Parish Government

Parish President

BR:sb
encls.
cc's: Mr. Jack Griffin
Land Department
Mr. Harry Cahill, III
President, Board of Commissioners
West Jefferson Levee District

ORDINANCE NO. 00-28

The following Ordinance was offered by Council Member Mudge who moved its adoption:

An Ordinance of the Plaquemines Parish Council, authorizing Benny Rousselle, Parish President, for and on behalf of the Plaquemines Parish Government, as the governing authority of the West Bank Levee District to grant the West Jefferson Levee District as the Executive Agent for the Louisiana Department of Transportation and Development and the United States Army Corps of Engineers, a clear and unobstructed right-of-way for construction of the West Bank and Vicinity, New Orleans, La., Hurricane Protection Project, Hero Canal Levee Reach 1, 1st Enlargement.

WHEREAS, the United States Army Corps of Engineers has developed plans and specifications for the construction of the West Bank and Vicinity, New Orleans, La., Hurricane Protection Project, Hero Canal Levee Reach 1, 1st Enlargement; and

WHEREAS, the United States Army Corps of Engineers has made official request to the West Jefferson Levee District as the Executive Agent for the Louisiana Department of Transportation for right-of-entry to a clear and unobstructed right-of-way for the construction of the West Bank and Vicinity, New Orleans, La., Hurricane Protection Project, Hero Canal Levee Reach 1, 1st Enlargement, all as indicated on the United States Army Corps of Engineers' Map entitled, "West Bank and Vicinity, New Orleans, La., Hurricane Protection Project, Hero Canal Reach 1, 1st Enlargement, rights of way, Plaquemines Parish, La., File No. H-8-44522, drawings 1 through 6 of 6 dated July, 1999, drawings 1 through 6 revised February, 2000;

NOW, THEREFORE,

BE IT ORDAINED BY THE PLAQUEMINES PARISH COUNCIL THAT:

SECTION 1

it hereby authorizes and directs Benny Rousselle, Parish President, for and on behalf of the Plaquemines Parish Council, as the governing authority of the West Bank Levee District, to grant the West Jefferson Levee District as the Executive Agent for the Louisiana Department of Transportation and Development and the United States Army Corps of Engineers, a clear and unobstructed right-of-way for construction of the West Bank and Vicinity, New Orleans, La., Hurricane Protection Project, Hero Canal Levee Reach 1, 1st Enlargement, all as indicated on the United States Army Corps of Engineers' Map entitled, "West Bank and Vicinity, New Orleans, La., Hurricane Protection Project, Hero Canal Reach 1, 1st Enlargement, rights-of-way, Plaquemines Parish, La., File No. H-8-44522, drawings 1 through 6 of 6, dated July, 1999, drawings 1 through 6 revised February, 2000".

WHEREUPON, in open session the above Ordinance was read and considered section by section and as a whole.

Council Member Hodnett seconded the motion to adopt the Ordinance.

The foregoing Ordinance having been submitted to a vote, the vote resulted as follows:

YEAS: Council Members Judy S. Hodnett, Mike A. Mudge, Steve Vaughn, Amos J. Cormier, Jr., John Taliancich, Janice H. Acosta and Samuel Pizzolato

NAYS: None

ABSENT: Council Members John L. Barthelemy, Jr. and Ed Theriot

PRESENT BUT NOT VOTING: None

And the Ordinance was adopted on this the 10th day of February, 2000.

I hereby certify the above and foregoing to be a true and correct copy of an Ordinance adopted by the Plaquemines Parish Council at a meeting held at its office in the Courthouse, Point a la Hache

RESOLUTION NO. 97-373

On motion of Council Member Theriot, seconded by Council Member Acosta, and on roll call all members present and voting "Yes", the following Resolution was unanimously adopted:

> A Resolution of the Plaquemines Parish Council endorsing, supporting and agreeing to be responsible for operation and maintenance of the West Bank, Hurricane Protection Project, East of Harvey Canal Alignment indicated in the Feasibility Study and Environmental Impact Statement dated August, 1994.

WHEREAS, the United States Army Corps of Engineers, through its local sponsor the Louisiana Department of Transportation and Development, along with the West Jefferson Levee District and the Plaquemines Parish Government intend on constructing the West Bank, Hurricane Protection Project, East of Harvey Canal; and

WHEREAS, both the Louisiana Department of Transportation and Development and the West Jefferson Levee District have participated and supported Plaquemines Parish Government's investigation to arrive at the preferred project alignment indicated in the Feasibility Study and Environmental Impact Statement dated August, 1994;

NOW, THEREFORE:

BE IT RESOLVED that the Plaquemines Parish Council endorses, supports and agrees to be responsible for operation and maintenance of the project alignment indicated in the Feasibility Study and Environmental Impact Statement dated August, 1994, for the West Bank, Hurricane Protection Project, East of Harvey Canal.

BE IT FURTHER RESOLVED that Clyde A. Giordano, Parish President, is authorized to execute any and all agreements necessary to assure the Louisiana Department of Transportation and Development and the Corps of Engineers of the support of this alignment.

BE IT FURTHER RESOLVED by the Plaquemines Parish Council that the Secretary of this Council is hereby authorized and directed to immediately certify and release this Resolution and that Parish employees and officials are authorized to carry out the purposes of this Resolution, both without further reading and approval by the Plaquemines Parish Council.

I hereby certify the above and foregoing to be a true and correct copy of a Resolution adopted by the Plaquemines Parish Council at a meeting held at its office in the Courthouse, Pointe ala Hache, Louisiana, on October 9, 1997.

Susan J. Bicnel
Secretary

Pamela A Robeaux
[redacted]
4 May 2009

-----Original Message-----
From: [redacted]
Sent: Monday, May 04, 2009 8:53 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

As a resident of Jesuit Bend, La., I am very concerned about being excluded from the 100-year levee system. The construction of a flood gate or flood wall across highway 23 in Oakville, LA. will decrease our property value and the value of all properties south of the wall. Growth in our communities south of this wall will become stagnant and insurance rates, which are already unaffordable, will rise again!! Please reconsider and include our community in the 100-year levee system plan. Please---NO flood wall or gate!!! Thank you.

Pamela A Robeaux
[redacted]
Belle Chasse, LA 70037

Rory A Robeaux
[redacted]
4 May 2009

-----Original Message-----
From: [redacted]
Sent: Monday, May 04, 2009 9:08 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

I am a resident of Belle Chasse, LA and reside in the northern portion of Plaquemines Parish. However, my parents and grandmothers reside in the Jesuit Bend area (one ownes a home and the other is a resident of Riverbend Nursing Home). I am concerned about the Flood Gate or Flood Wall that is being considered to cross Hwy 23 at Oakville, La. This construction will not include their homes and properties. Insurance rates in that area are already a burden for residents and this construction will probably increase their rates even more. People on fixed incomes will be faced with yet another expense in the rising of insurance rates. Please reconsider the building of this flood gate. Thank you.

Rory A Robeaux
[redacted]
Belle Chasse, LA 70037

Dinah Thompson
[redacted]
4 May 2009

-----Original Message-----
From: Roger and Dinah Thompson [mailto[redacted]
Sent: Monday, May 04, 2009 3:56 PM
To: MVN Environmental
Cc: Times Picayune Troncale, Terri; 60m@cbsnews.com
Subject: Assurance that Levees Will Be Built in Plaquemines
Importance: High

May 4, 2009

Mr. Gib Owen
US Army Corps of Engineers
Chief, Ecological Planning and Restoration Section HSDRRS Environmental Team Leader New Orleans District
504-862-1337

Dear Mr. Gib,

What assurance can you give residents south of Oakville, that the new Non-Federal levees will be built? Why are we not eligible for federal levees?

If the final design of the other non-federal levees is not complete, why are you not waiting for the results of that design? The non-federal levees will require another tie-in point to your proposed federal levee in Oakville.

Why does the Corps of Engineers not show any data about the larger subdivisions just 3 miles south of Oakville? Instead, you are considering us pasture land. I didn't know that the property tax of pasture land was this expensive.

I moved here 9 years ago and at that time, I was not required to have flood insurance. Now, the "federal" levee and tie-in gate that you are building in Oakville will cause me not to be able to buy insurance (or pay through the nose for it).

Why are the citizens south of Oakville being treated as though we hold a lesser value as compared to New Orleans, the Westbank, and Oakville?

Did this project include the value placed on the amount of disaster assistance paid? I would rather spend my tax money on a good flood plan, then disaster assistance. This flood gate is a disaster waiting to happen your own video shows it.

http://plaqueminesleveee.com/resources/U_S_+Army+Corps+of+Engineers+New+Orleans+District+Eastern+Tie-In.mht

I am posting this on our website http://plaqueminesleveee.com/5.html.

Thanks,

Dinah Thompson

Bobby Wilson
[redacted]
4 May 2009

-----Original Message-----
From: Bobby Wilson [redacted]
Sent: Monday, May 04, 2009 9:26 PM
To: MVN Environmental
Subject: IER 13 - I AM ON YOUR SIDE GUYS!

AS A CONCERNED CITIZEN OF BELLE CHASSE, I AM PLEADING WITH THE CORP TO STAND BY THEIR PROPOSAL TO CONSTRUCT A GATE JUST SOUTH OF THE HERO CANAL IN ORDER TO PREVENT BELLE CHASSE FROM FLOODING. PLEASE DO NOT LET THAT ANGRY MOB OF LOWER PLAQUEMINES RESIDENTS FROM CHANGING YOUR MINDS. WE (BELLE CHASSE RESIDENTS) NEED TO HAVE HURRICANE PROTECTION FROM A 100 YEAR STORM BY 2011.

THE RESIDENTS OF LOWER PLAQUEMINES HAVE WEAK ARGUMENTS. OF COURSE, THE JESUIT BEND RESIDENTS WOULD BE HAPPY IF THE GATE WAS INSTALLED JUST SOUTH OF THEM. IF THAT WERE DONE, SURE IT WOULD BE OK THEN. THEY WOULDN'T CARE ABOUT WHAT HAPPENS SOUTH OF JESUIT BEND. THE POINT IS, WHERE DOES IT STOP WITH REGARDS TO INSTALLING A GATE. WE WILL NEVER GET FULL HURRICANE PROTECTION IF THIS GETS EXTENDED.

WE HAVE BEEN WAITING 4 YEARS SINCE KATRINA TO SEE THIS HAPPEN. PLEASE DON'T LET THEM PERSUADE YOU OTHERWISE. THEY NEED TO WAIT THEIR TURN JUST LIKE WE DID. WHERE IN THE HELL WERE THEY LAST YEAR WHEN YOU FIRST STARTED HAVING MEETINGS TO DISCUSS.

Charlie Burt
Manager, Field Operations
Lagasse Inc
[redacted]
5 May 2009

From: Burt, Charlie [redacted]
Sent: Tuesday, May 05, 2009 3:55 PM
To: MVN Environmental
Subject: Floodwall IER-13

Build the "Non-Federal Levee's" first, it is the first line to stop a potential flood. The Flood wall is a waste of money and energy and building the levees higher and stronger would be the biggest impact. What does the Corp not see if this. It is very obvious on paper that building a zig-zag wall will not reduce flooding, but merely increase it.

Charlie Burt
Manager, Field Operations
Lagasse Inc
[redacted]

Michael and Angela Carron
[redacted].com
5 May 2009

From: Angela Carron [mailto[redacted]
Sent: Tuesday, May 05, 2009 8:39 PM
To: MVN Environmental
Cc: Michael Carron
Subject: Question About the Flood Gate Project
Mr. Owen,

Please provide for the public the names of the individual landowners that will be affected by this project and what compensation was offered to them in exhcange for the use of their land.

Michael and Angela Carron
5[redacted]

John Golden
[redacted]
5 May 209

-----Original Message-----
From: [redacted]
Sent: Tuesday, May 05, 2009 12:06 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Dear Sirs,

I attended the May 4th Public Comment Meeting in Belle Chasse regarding IER13. I understand that the hurricane protection levee is improtant and required by Congress. I would only aske that you seriously consider alternatives to the proposed floodwall at Oakville. Having work as a Major Projects Manager for 20 years, it is painfully obvious that IER13 is being mismanaged. Local citizens have presented what appears to be a vaible option of tieing the levee into the Mississippi river system near Alliance. The project managers could not comment on this alternative. Not only did they not have a cost estimate for the Oakville tie-in, but it appears that they haven't even considered the Alliance tie-in. I ask that you concider Benny Rouselle's proposal, submitted at the meeting, in lieu of the Oakville tie-in. In addition, Col Lee should not finalize any decision on this project until his engineers have given him a competant cost analysis of both options.

Roxanne Tillotson
[redacted]
5 May 2009

From: Roxanne Tillotson [redacted]
Sent: Tuesday, May 05, 2009 9:25 PM
To: MVN Environmental
Subject: FOR Floodgate at Oakville

Mr Owen ,

I just wanted to voice my opinion re the proposed floodgate at Oakville in Belle Chasse .
I live in Jesuit Bend and am aware of the fight most residents in this area are bringing forth to the Corps . I just would like to say that I wholeheartedly AGREE that your proposed plan is what needs to be done to protect the most homes . My husband is not a engineer , but has lived in this area for his entire life and knows these waterways/levees like the back of his hand . He agrees that even though we live south of the floodgate , this gate will NOT put us at greater risk for flooding , but will stop the water from spreading and causing total devastation if there is a flood that will flood Jesuit Bend ANYWAY .

I don't know if you visit the http://www.plaqueminesleveee.com website , but there is a post (# 80) from a engineer that makes perfect sense .I hope you will stick to your plan and finish this project along with the project to raise the levees behind our homes . As I said , I do live in Jesuit Bend , but have a business North of the wall ..... There is far more to lose North of the proposed wall .

Sincerely,
Roxanne Tillotson

Unknown
[redacted]
5 May 2009

From: [redacted]
Sent: Tuesday, May 05, 2009 5:07 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

Please plan to hold a public meeting to review and comment on the IER5 document.
Please confirm via email that you have received this request for a public meeting.
Thanks.

Unknown
5 May 2009

From: [redacted]
Sent: Tuesday, May 05, 2009 1:08 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

PLEASE DO NOT STOP YOUR EFFORTS IN COMPLETING THE WESTBANK AND VICINITY PROJECT AS PLANNED AND DISCUSSED IN YOUR APRIL 09 TOWN HALL MEETING. WE NEED THE GATE TO PROTECT UPPER PLAQUEMINES PARISH.

KEEP UP THE GOOD WORK AND DON'T LET THE PARISH POLITICS CHANGE YOUR DECISION.

THANKS

Unknown
[redacted]
5 May 2009

From: [redacted]
Sent: Tuesday, May 05, 2009 6:41 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

I attended an informational meeting at St Dominick's on Sept 30, 2008 attended by Corps representatives where low profile, high reliability, low maintenance pumps known as " concrete volute casing pumps" where presented, manufactured by KSB (used in Holland, England). They also reviewed the typical New Orleans pumps maintained by the Corps and they appeared archaic and unreliable with large ugly behemoth buildings like the one on I-10 at I-610. I sincerely hope as a resident of Lake Vista that the KSB designs or ones like them are chosen.

Unknown
[redacted]
5 May 2009

From: [redacted]
Sent: Tuesday, May 05, 2009 11:07 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

I have a question for the COE. If this proposed flood gate on the eastern tie-in is for the flood protection for the westbank and vicinity, what are the interim (backup)plans for this protection if there is a hurricane before the flood gate is completed?

Unknown
mvnenvironmental@usace.army.mil
5 May 2009

From: mvnenvironmental@usace.army.mil [mailto:mvnenvironmental@usace.army.mil]
Sent: Tuesday, May 05, 2009 11:23 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

There were quite a few suggestions to the current IER 13 Eastern tie-in plan that would save millions of our tax payers money and include a much larger area in the 100 year protection plan. This would prevent the induced flooding caused by the proposed flood gate.

Unknown
5 May 2009

-----Original Message-----
From: mvnenvironmental@usace.army.mil [mailto:mvnenvironmental@usace.army.mil]
Sent: Tuesday, May 05, 2009 12:08 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

PLEASE DO NOT STOP YOUR EFFORTS IN COMPLETING THE WESTBANK AND VICINITY PROJECT AS PLANNED AND DISCUSSED IN YOUR APRIL 09 TOWN HALL MEETING. WE NEED THE GATE TO PROTECT UPPER PLAQUEMINES PARISH.

KEEP UP THE GOOD WORK AND DON'T LET THE PARISH POLITICS CHANGE YOUR DECISION.

THANKS

Unknown
mvnenvironmental@usace.army.mil
5 May 2009

From: mvnenvironmental@usace.army.mil [mailto:mvnenvironmental@usace.army.mil]
Sent: Tuesday, May 05, 2009 11:17 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

A revised IER would justify continuing the 100 year protection of the federalized levee down past the Conoco Philips refinery which is only seven miles south of Oakville. It doesn't make sense to sacrifice this vital section of our parish!

Dinah Thompson
[redacted]
6 May 2009

From: Roger and Dinah Thompson [redacted]
Sent: Wednesday, May 06, 2009 12:20 AM
To: MVN Environmental
Subject: DRAFT REPORT IER 13 - EXTENSION & MEETING MINUTES
Importance: High

When and where will the minutes from the May 5, 2009, meeting in Belle Chasse be posted?

Will we have subsequent meetings? If so, how many, and where will they be held?

Thanks,

Dinah Thompson

Dinah L. Thompson
Jesuit Bend Estates
[redacted]
6 May 2009

From: Roger and Dinah Thompson [redacted]
Sent: Wednesday, May 06, 2009 7:40 AM
To: Garland@wwl.com; Amanda_Beheyt@melancon.house.gov; Tommy@wwl.com; Elizabeth_Weiner@Landrieu.Senate.Gov; 60m@cbsnews.com; Times Picayune Troncale, Terri; MVN Environmental
Subject: COMMUNICATION OF IER REPORTS - EQUAL ACCESS FOR CITIZENS
Importance: High

The citizens being affected by all of the IER reports are not getting equal access.
Please address questions in the attached letter.
May 6, 2009

Mr. Gib Owen
US Army Corps of Engineers
Chief, Ecological Planning and Restoration Section
HSDRRS Environmental Team Leader
New Orleans District
Phone 504-862-1337 Fax (504) 862-2088
mailto:mvnenvironmental@usace.army.mil

COMMUNICATING MEETING MINUTES, VIDEO, AND SUBSEQUENT IER DRAFT REPORTS – EQUAL ACCESS TO INFORMATION

SITE WHERE REPORTS ARE BEINGPOSTED: http://www.nolaenvironmental.gov/

QUESTIONS:

1. When and where will the minutes from the May 5, 2009, IER 13 meeting in Belle Chasse be posted?

2. Since you have a video of the IER 13 meeting, will you put it on the Corps web site, so that the seeing impaired can hear it as it was spoken? After all, you've displayed video on how our community will be affected.

3. Since we have a strong Vietnamese fishing community down the road, will you give them free access to hear and see all the comments from the May 4 IER 13 meeting and subsequent meetings? Will you get a Vietnamese translator?

4. Some of the residents of Buras, Port Sulfur, and Diamond do not have computers, how will you communicate the meeting video and meeting notes from IER13 with them?

5. Your report is vividly showing graphics in color. Some people living in the fishing community down the road may not have computers that print in color. Will you provide them with paper copies of your graphic depictions in color?

6. Will we have subsequent meetings for IER 13, if so, how many, and where will they be?

7. Individual Environmental Report West Bank and Vicinity Western Tie-In Jefferson and St. Charles Parishes, Louisiana IER #16 is almost 14 MB in size and contains 354 pages. My computer locked up while I was trying to review it. My printer does not have enough memory to print it out. How will you get this to people in communities that cannot review the reports or who may not have computers? They need to see the information vividly in color.

8. If you have the reports posted and people are allowed only 30 days, why can't you start posting where these meetings will be held on the same date that you post these reports that are "Issued for Comment?"

Sincerely,

Dinah L. Thompson
Jesuit Bend Estates
[redacted]
Belle Chasse, LA 70037

CC: letters@timespicayune.com
CC: 60m@cbsnews.com
CC: [redacted]
CC: Mary Landrieu via email to:Elizabeth_Weiner@Landrieu.Senate.Gov & Fax (202)224-9735
CC: David Vitter via email to: Rachel_Perez@Vitter.Senate.Gov & Fax (202) 228-5061
CC: Charlie Melancon via email to:Amanda_Beheyt@melancon.house.gov & Fax (202) 226-3944
CC: Office of Public Liaison via website http://www.whitehouse.gov/administration/eop/opl/

Unknown
[redacted]
6 May 2009

Voicemail Comment

Phone Number: [redacted]

Hey, Mr. Gib. I am calling in reference to the floodwall over in Oakville. I believe that you guys should move forward with the project. It's gonna protect the west bank. I went to the meeting the other night and I understand that it's not to protect its not for what it's not gonna protect or hurt. But it's actually to protect the west bank. We definitely need protection. And I feel that this project should move forward in order for us to get the required protection further down the line. And I'm just giving you my opinion and I think that this project should move forward. I actually live below the wall and I'm for the wall.

Thank you.

Dinah Thompson
[redacted]
7 May 2009

From: Roger and Dinah Thompson [redacted]
Sent: Thursday, May 07, 2009 9:24 PM
To: MVN Environmental
Cc: Times Picayune [redacted]
[redacted]
Subject: Willfully Designing and Carrying out a Poor Design
Importance: High

IER #13
http://www.nolaenvironmental.gov/projects/usace_levee/IER.aspx?IERID=13

COMMENTS TO DRAFT REPORT DATED APRIL 2009

WEST BANK AND VICINITY HERO CANAL LEVEE AND EASTERN TERMINUS
PLAQUEMINES PARISH, LOUISIANA

Who can we hold responsible for damages if our homes are properties flood, like the simulation in the Corps' video and there was no wave that caused our flooding, or barge hitting a levee (because I did not see a barge in the simulation)? Who is responsible? If local contractors are building the non-federal levees and it butts right up against a federal levee, how do we determine who is responsible for the damages? Billy Nungesser did tell us in our Jesuit Bend neighborhood meeting that he wanted the back levees behind us to get going, because he was afraid they would not get done timely and he wanted local contractors to get the jobs. So who is responsible? Was the Corps ever planning for us to have a federal levee system where the parish is suggesting this non-federal levee go? Can I see and receive a copy of every insurance bond from every contractor that works on both of these levees? I want to see and understand how I can hold them accountable for my damages.

Why is the US Corps of Engineers not combining these levee systems into one federalized system to save with demobilizing and mobilizing of construction crews? It seems to me, we could save some money by having this be one project, do you agree? It also seems to me, if the Corps did

not have all these zig-zagging directions in their preferred plan, we could also save money, do you agree?

Does the government have to buy us out, since we are clearly not included in the Corps of Engineers' flood protection plan? We would really like to be in the 100 year protection plan with federal levees behind us, rather than be bought out.

Have you read all the information on how the government can hold a private engineer responsible for wrongfully engineering designs, while he knows it may cause damage? It can borderline being a criminal act with heavy jail time and fines. Would you provide me with the names and license numbers of all the engineers that have placed their stamp on the designs of IER 13?

We are not going away.

Dinah Thompson

COPY TO:
Valerie B. Jarrett, President Obama's Senior Advisor and Assist., Office of Public Liaison, Washington
Via web site: http://www.whitehouse.gov/administration/eop/opl/

Roger and Dinah Thompson
[redacted]
7 May 2009

From: Roger and Dinah Thompson [redacted]
Sent: Thursday, May 07, 2009 1:00 PM
To: MVN Environmental
Cc: [redacted]
Subject: POLICY QUESTION TO THE US ARMY CORPS OF ENGINEERS
Importance: High

COMMENTS TO IER 13, IER 16 AND ALL THE DRAFT REPORTS ON YOUR WEBSITE THAT ARE DISPLAYED FOR COMMENT TODAY, MAY 7, 2009 AT 12:00 PM AMERICAN STANDARD TIME.

Please respond to our questions in the attached letter to the President of the United States and the US Army Corps of Engineers.

Also, how have you afforded the Vietnamese speaking people of Plauemines Parish the same access/availability to review all of the IER Draft Reports currently on display at the US Army Corps of Engineers' website, when they need translators?

Also, how have you afforded the Spanish speaking people of Plauemines Parish the same access/availability to review all of the IER Draft Reports currently on display at the US Army Corps of Engineers' website, when they need translators?

How do you expect people in the community to respond to these IER Reports when they are linked on a site, and their computers are crashing due to the file sizes? They need to also see the vivid colors of your graphs to really get the picture. Will you chop your reports into sections of a smaller size so communites all across the Westbank can download the information? Why not chop the file for easier access?

Don't tell me they were available at the community meetings, when your sign-up sheet was nowhere to be found "after the meeting" when you told me I could sign it. It was not available for me to sign.

Why don't you publish the US Corps of Engineers video tapes as part of the official record, since you are taking so long to get the minutes together? Do you not wan the public to hear our outcry. They will, because ---- it's coming!

May 7, 2009

Mr. Gib Owen
US Army Corps of Engineers
Chief, Ecological Planning and Restoration Section
HSDRRS Environmental Team Leader
New Orleans District
Phone 504-862-1337 Fax (504) 862-2088
mailto:mvnenvironmental@usace.army.mil

IER #13 http://www.nolaenvironmental.gov/projects/usace_levee/IER.aspx?IERID=13
COMMENTS TO DRAFT REPORT DATED APRIL 2009
WEST BANK AND VICINITY HERO CANAL LEVEE AND EASTERN TERMINUS
PLAQUEMINES PARISH, LOUISIANA

RE: Policy Question

Everything that Congress authorizes has to be published in the Federal Register. Would you please provide references to where the HSDRRS, and specifically the WBV work, was authorized or was published in the Federal Register?

How can a federal levee tie into a non-federal levee? Non-federal levees do not meet the requirements for Federal Levees, and we know they don't because they might not be as high or made of the right materials. Would you consider building federal levees as far south as feasibly possible so that our population of Belle Chasse and South of Belle Chasse can be protected from a flood?

Why do I, everyone in Oakville, and everyone South of Oakville have to justify our existence in order to save the Westbank and New Orleans? Why are we being excluded from the Federal Flood Protection Plan? Why can't we have 100 year protection as far south as possible? We have buffer land here! We want our marshes built-up for flood protection. We want good pumping capacity to bail out in case we flood.

The Plaquemines Levee Group stands united. We do not want to be divided.
http://plaqueminesleveee.com/5.html . We know it takes a community, but now we need the president.

Dinah Thompson
Jesuit Bend Estates
[redacted]

CC: Tommy Tucker, WWL Radio
CC: Billy Nungesser, Plaquemines Parish Government via email to: bnungesser@plaqueminesparish.com
CC: Anthony L. Buras, Jr. Council District 5, via email to: lois_lejeune@plaqueminesparish.com
CC: letters@timespicayune.com
CC: 60m@cbsnews.com
CC: Pete.stavros@plaqueminesleveee.com
CC: Mary Landrieu via email to:Elizabeth_Weiner@Landrieu.Senate.Gov & Fax (202)224-9735
CC: David Vitter via email to: Rachel_Perez@Vitter.Senate.Gov & Fax (202) 228-5061
CC: Charlie Melancon via email to:Amanda_Beheyt@melancon.house.gov & Fax (202) 226-3944
CC: Valerie B. Jarrett, President Obama's Senior Advisor and Assist., Office of Public Liaison, Washington
Via web site: http://www.whitehouse.gov/administration/eop/opl/

May 7, 2009

Ms. Valerie B. Jarrett
Senior Advisor and Assistant to the President
Office of Public Liaison
The White House
Washington
Via web site: http://www.whitehouse.gov/administration/eop/opl/

IER #13 http://www.nolaenvironmental.gov/projects/usace_levee/IER.aspx?IERID=13
COMMENTS TO DRAFT REPORT DATED APRIL 2009
WEST BANK AND VICINITY HERO CANAL LEVEE AND EASTERN TERMINUS
PLAQUEMINES PARISH, LOUISIANA

RE: Policy Question

Everything that Congress authorizes has to be published in the Federal Register. Please provide references to where the HSDRRS, and specifically the WBV work, was authorized or was published in the Federal Register.

How can a federal levee tie into a non-federal levee? Non-federal levees do not meet the requirements for Federal Levees, and we know they don't because they might not be as high or made of the right materials. Would you consider building federal levees as far south as feasibly possible so that our population of Belle Chasse and South of Belle Chasse can be protected from a flood?

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Dinah Thompson
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[redacted]

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CC: letters@timespicayune.com
CC: 60m@cbsnews.com
CC: Pete.stavros@plaqueminesleveee.com
CC: Mary Landrieu via email to:Elizabeth_Weiner@Landrieu.Senate.Gov & Fax (202)224-9735
CC: David Vitter via email to: Rachel_Perez@Vitter.Senate.Gov & Fax (202) 228-5061
CC: Charlie Melancon via email to:Amanda_Beheyt@melancon.house.gov & Fax (202) 226-3944
CC: Office of Public Liaison via website http://www.whitehouse.gov/administration/eop/opl/

Bobby Wilson
[redacted]

7 May 2009

-----Original Message-----
From: Wilson, Robert F [redacted]
Sent: Thursday, May 07, 2009 2:32 PM
To: AskTheCorps MVN
Subject: Belle Chasse Resident Concerns in NOT completing IER 13 as planned and scheduled

Colonel Lee

I've attended a number of the meetings held by the Corp for the past couple of years pertaining to IER 13 and have been looking for the day that I can tell my family that we, as residents of upper Belle Chasse (Woodland Highway area), will feel safer than ever before with the new 100 year Hurricane Protection system in place. I have geared up my family that construction will be completed by 2011 as scheduled by the Corp based on the current proposal to install a gate in Oakville. I currently feel that my hopes for this happening is slowly diminishing due to the political pressures that I am sure the Corp is faced with both from the citizens south of Oakville as well as from the local authorities. I attended the meeting in Oakville a couple of weeks ago and felt for your group there conducting the presentation. I believe that your group gave a great presentation. I don't believe however that anything said could have convinced the citizens of Jesuit Bend that help is on the way for those living south of Oakville, even though it will take place as part of another totally separate project. I left that meeting, quite frankly ill thinking that my dreams of living in a safer Belle Chasse was slowly diminishing. I didn't attend the last meeting held at the Belle Chasse auditorium because quite frankly, I didn't want to hear the screams and outrage comments coming from residents of South Plaquemines. I can understand where they are coming from, however, I will never be able to understand why the Parish Government would be willing to risk flooding all of Plaquemines Parish as compared to some of the parish.

This issue has been near and dear to the hearts of my wife, kids and I. Reason is that I moved here to Belle Chasse in November, 2005. Prior to that, I lived in St. Bernard Parish and was forced to move because we were flooded with 9 feet of water due to Katrina. We literally lost everything except the "shirts off our backs". We moved to Belle Chasse thinking that the chances of this type of devastation would be far less than staying in St. Bernard.

Please consider this memo in the next couple of weeks and keep us in mind before making a decision. We strongly encourage the Corp to maintain their current proposal of installing a gate (or levee) across Belle Chasse Highway in Oakville that ties into the Mississippi River Levee. In talking with other residents of Belle Chasse, I do not believe that the Parish Government officials have properly communicated this issue to the residents of upper Belle Chasse. I don't believe that the residents of upper Belle Chasse fully understand the significance of the decision that the Corp will be making. The Corp has communicated well however the Parish Government should have played a bigger role in communicating the issues to ALL residents of Plaquemines Parish, not just those from South Plaquemines.

Any replies back from the Corp would be greatly appreciated.

With Kind Regards

Bobby Wilson
[redacted]
Belle Chasse, L[redacted]
[redacted]

Dinah Thompson
[redacted]
8 May 2009

From: Roger and Dinah [redacted]
Sent: Friday, May 08, 2009 3:52 AM
To: MVN Environmental
[redacted]
esouth.net;

@bellsouth.net;
llsouth.net;
ff@bellsouth.net;
com;
bellsouth.net;
@bellsouth.net;

gmail.com;
;

Subject: CORPS POLICY ON NOTIFYING THE PUBLIC
Importance: High

COMMENTS TO DRAFT REPORT DATED APRIL 2009
IER #13
http://www.nolaenvironmental.gov/projects/usace_levee/IER.aspx?IERID=13

WEST BANK AND VICINITY HERO CANAL LEVEE AND EASTERN TERMINUS
PLAQUEMINES PARISH, LOUISIANA

Would you provide me with a copy of the policy approved by the US Army Corps of Engineers that shows how to notify the public about these review meetings?

There were two meetings, Apr. 29 and May 4. Did the Corps follow the same protocol of notification for both of these meetings?

Our Jesuit Bend Group were passing out flyers on the corner of Belle Chasse and Woodland Highway during the weekend of May 2 in order to get the word out. Most people we came in contact with did not know anything about it until receiving our flyers. Some of these peope were as far south as Boothville.

When does the Corps plan to have the minutes from that meeting available to the pulic? How do you plan to provide the answers to every question posed in that meeting?

Dinah Thompson

via email: Tommy@wwl.com Tommy Tucker, WWL Radio
via email: letters@timespicayune.com
via email: 60m@cbsnews.com
via email: Pete.stavros@plaqueminesleveee.com
via email: Mary Landrieu via email to:Elizabeth_Weiner@Landrieu.Senate.Gov & Fax (202)224-9735
via email: David Vitter via email to: Rachel_Perez@Vitter.Senate.Gov & Fax (202) 228-5061
via email: Charlie Melancon via email to:Amanda_Beheyt@melancon.house.gov & Fax (202) 226-3944
via website: http://www.whitehouse.gov/administration/eop/opl/
Valerie B. Jarrett, President Obama's Senior Advisor and Assist., Office of Public Liaison, Washington

Roxanne Tillotson
[redacted]
8 May 2009

From: Roxanne Tillotson [ma[redacted]
Sent: Friday, May 08, 2009 11:55 AM
To: LUKE.THERIOT@MAIL.HOUSE.GOV; RACHAL_PEREZ@VITTER.SENATE.GOV; Wes_Kungel@landrieu.senate.gov; MVN Environmental
Subject: We DO need the Floodwall !!!!

Hi

I am a resident of Jesuit Bend La . I was at the meeting on May 4th . I want to let you know that we DO need IER13 to move forward as planned ! IT IS A GOOD THING ! The people who are protesting this do not know what they are fighting for . They are severly mis-informed ! I was disappointed that the Corps didn't properly explain WHY we will not have increased flooding due to the wall, at the last meeting . I will copy a letter that was written by an engineer (someone who really knows what is going on with this project) who also lives in Jesuit Bend . The people protesting are NOT engineers !! They have NO clue as to how this will work . All they know is that they are on the other side of a wall . ONE person who isnt even from here has started this MAYHEM !! I would just hate for ALL of us to suffer for their ignorance ! Please read this engineers perspective, with whom I wholeheartedly agree :

Great turnout at the meeting last night, it is good to see the community getting involved in the government process. I've been to three meetings on this floodwall and I really need to get a few of my thoughts off my chest, I hope I do not offend anyone as that is not my intention but I feel I need to approach this floodwall from another angle, I'm an Engineer and this is from an Engineer's perspective. Without regard to feelings or emotions I have to say that the floodwall makes perfect engineering sense in the location that is chosen, this is based upon the cost vs. The amount of homes and property it protects. The engineering solution may have some minor flaws such as the location of the 150 GPM pump station but overall it is a sound solution. The analogy of this floodwall design is the same concept of ships and submarines, we don't want to lose the entire ship if one section floods, that is why there are sealable bulkheads throughout the vessel. Elected parish officials need to weigh the importance of this project as it is a ridiculous argument not to protect the most homes and revenue at the expense of a small minority of homes, property and businesses south of this floodwall.
If this floodwall isn't constructed and a major storm hits the Houma area we (Jesuit Bend) would be wiped out with upper Belle Chasse, including the Naval Air Station and Chevron Oronite. Going back to 1992, Hurricane Andrew wiped out Homestead AFB in Florida. Based upon the severity of damage the military walked away from the base leaving the community with a huge economic loss. What do you think would happen if the Naval Air Station flooded under 6'-8' of water? It is more economically feasible to BRAC (Base Realignment And Closure)the base and turn the land back to its owner. The Federal Government does not own the land on which the air station resides; they have a long term lease agreement.

My other concern is that delaying this project will also delay any work being done on the levees behind us in Jesuit Bend and we certainly don't want that.

So, who should we be angry at? The Corps of Engineers? Congress? Local Government? FEMA? Many of us bought homes and built homes in the Jesuit Bend area and were never told about this potential floodwall, we should have been notified about this when building permits were issued, so fault lies there. We were also not told of the elevations and potential for levee failure behind Jesuit Bend on a levee system that had not been properly maintained. The current parish administration is doing the right thing by attending these meetings and giving us the information that we need to make informed decisions but they also need to ensure the safety and protection for the majority of the parishioners, this majority resides

in upper Belle Chasse.

A much easier pill to swallow would be if this project was in multiple phases; all including floodwalls so there would not be a North/South issue, we would all be in a consolidated floodwall protection system extending all the way down past Myrtle Grove.

In the interim time if our flood insurance cost increase because of this floodwall, we should be able to bring our statements to the Assessor's office and have our property tax reduced for the increased premium as well as the value of our home reassessed.

Hopefully I haven't poked the bear, as I stated above, this is not my intent. I stand to lose financially on this deal as well as everyone with the possibility of a devalued home and increased flood insurance cost. If we flood, I'm temporarily without a house, but if the Naval Air Station floods, I'm without a job. Without a job here, I have no house here!

Once again, don't take this wrong as I don't want or intend to offend anyone, I think we all share the common goal for flood protection for our area.

I've received some pretty hateful e-mails because of my posts. All I ask is if you do e-mail me with some of the distasteful comments (as some have) please leave your name. I have not hidden my views behind a false identity.

I remember coming back to the Parish after Katrina, I was with the National Guard and got back here right after the storm. Going to Port Sulphur and seeing the devastation, the muck, the smell. It haunted me that we were so close to having the same fate here in Jesuit Bend. Some of us did have flooding from the Mississippi River but a lot of homes were spared. I went to St. Bernard and saw the devastation there as well, the smell. Infrastructure ruined. This flood wall will protect a portion of Belle Chase from the same fate, I cannot understand why anyone could be in opposition to this. I don't want to drive by a flooded Balestra's, Don's Donut Shop, OLPH Church/school, Belle Chasse High School, Baptist Church, Methodist Church, Salvo's, Lil G's, Dairy Dip, Jeanfreau's, Adam's Catfish, Dollar General, Blue Angel Bar, Tire Shack, Pivach, etc, etc, etc. It is as if the mentality is that if we in Jesuit Bend are going to flood, then everyone has to flood. This defies logic.

Sincerely
Roxanne Tillotson

Steven P. Kennedy
[redacted]
10 May 2009

From: *Steven P. Kennedy* [redacted]
5/10/09
Senator's Landrieu, Vitter,
Congressman Melancon
US Army Corp of Eng. Gib Owen
Plaq. Parish Mr. Billy Nungesser, Councilman Buras

RE: IER13 Hwy 23 crossing.

As a resident of Jesuit Bend since 1982, a property owner, and Business owner I am writing to voice my strong opposition to construction of a flood block-aid across hwy 23.

While many projects of flood protection improvements have been undertaken with minimal direct impact to community foundation or divide, such as pump stations in New Orleans or flood walls on peters road, most pre existing or in commercial sectors. Residents understand the task the Corps is placed in the protection and manage role.

There is no doubt the walls and gate in Harvey and vicinity will force waters into pimco canal and south thus, the need to design a further defense.

I respectfully submit that a direct crossing a sluce gate/.stop log structure tying into our Back leeve (which will/can be built to a higher standard) is a better design .

A wall across Hwy 23 *is unacceptable*,,.. pumping into Olie, which is already overburdened with the significant population growth of this area, compounding the effluent from residents with no sewer system *is unacceptable*.

Raise and widen our back leeve and run the wall gate into it.

I respectfully ask that you as elected or appointed official have the opportunity to refine the design.

Steven P Kennedy

[redacted] Coating Systems & Supply Inc.* Horn Island

Bobbie Stockwell
[redacted]
11 May 2009

Voicemail Comment

Hi Gib, this is Bobbie Stockwell. I live about 2 miles south of the proposed floodgate in Plaquemines Parish. And I'm calling out of concern of course. But Billy Nungazer just gave a proposal to the colonel about another option. And I'm encouraging ya'll to consider it and hopefully agree to it or consider giving us about a year to change the law regarding the federal levee. Please consider what I've just suggested it would be greatly appreciated. Thank you.

Michelle Weatherford
[redacted]
11 May 2009

From: Michelle Weatherford [ma[redacted]
Sent: Monday, May 11, 2009 2:34 PM
To: MVN Environmental
Subject: Ref: IER13 Public Meetings
Importance: High

Dear Sir,

I am writing to you over my concern for this project and the impact it will have on many lives. I understand the comment period has been extended and we appreciate that, thank you. I also understand that is was broadcasted on channel 6 after the last meeting and according to information given to the parish president's office, there was suppose to be 2 more meetings held to hear more public comment. I have left several messages with your office and have contacted the parish president's office and no seems to be able to give me the information as to when these meetings will be held. Since there is only 8 days left for the duration of this public comment period, I would assume that these meetings should be held soon, but again, have not been given any information regarding this.

any assistance you can offer would be greatly appreciated.

Michelle Weatherford

Unknown
[redacted]
11 May 2009

From: [redacted]
Sent: Monday, May 11, 2009 8:54 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

I am in opposition to the proposed flood gate crossing highway 23 at Oakville in Plaqumines Parish Louisiana. I would like to see the levee tie into the non-federal levee south of Oakville and continue south past Jesuit Bend to Myrtle Grove. I would like to see the non-federal levees federalized and raised to the height of 16.5 feet. This will protect the community and will not divide Plaquimines Parish. This would protect an additional 1000 plus residents. If we can spend millions of tax dollars in foreign countries we can certainly spend these dollars to protect the people of Jesuit Bend and Myrtle Grove who have paid their taxes and built this community to what is is today.

John M. Adams
[redacted]
12 May 2009

From: [redacted]
Sent: Tuesday, May 12, 2009 7:07 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

I am in opposition to the proposed flood gate crossing highway 23 at Oakville in Plaqumines Parish. I would like to see the levee tie into the non-federal levee south of Oakville and continue south past Jesuit Bend to Myrtle Grove. I would also like to see the non-federal levees to the west of Jesuit Bend area federalized and raised to the height of 16.5 feet. This will protect the community and will not divide Plaqumines Parish. This would protect an additional 1000 plus residents. If we can spend millions of tax dollars in foreign countries we can certainly spend these dollars to protect the people of Jesuit Bend and Myrtle Grove who have paid their taxes and built this community to what is is today. A SAFE place to rase a family. Thank's John M. Adams

Cindy Austin
Belle Chase, LA
[redacted]
12 May 2009

Voicemail
From: Cindy Austin
To: Mr. Owens
Phone Number: [redacted]

Hello Mr. Owens. My name is Cindy Austin and I live in Belle Chase, Louisiana. I've actually been trying to reach you all morning and the lines have been overwhelmed. I'm calling in regarding the IER13 project. I am asking you actually I am begging you to please amend the project and do not include a flood gate. We need a hundred year levee protection. Please don't divide our parish, our children, our families all need the same protection. We need equal protection for everyone. I'm sure that you can understand our plea and please keep us in your consideration. Thank You. Bye.

Heidi Rink LDN, RD
Health Educator/ Nutritionist, ACTION!
Tulane University School of Public Health and Tropical Medicine
Dept. of Biostatistics
[redacted]
New Orleans, LA [redacted]
[redacted] **fax** [redacted]
[redacted]
12 May 2009

From: Rink, Heidi M[redacted]
Sent: Tuesday, May 12, 2009 1:37 PM
To: MVN Environmental
Subject: Re: IER13

Mr. Owen,

My husband recently attended the Corps meeting re: floodgate in Plaquemines parish. I was not able to attend as I was at home caring for our 2 small children. This meeting was the first time we heard about your plan; we live in the Jesuit bend area. My husband spent his entire life savings on paying for our house (I am 40 yrs old and he is 43). We do not have large retirement plans or savings accounts and feel that the value of our house is all that we own at this time. We are saddened by the lack of information that we received regarding this plan as my husband states that he would not have built our house in the Jesuit Bend area if he would have known that a flood gate was planned for that area. We feel as if our voices (and our children's voices-they are our future) are not being heard by the local government; we would have liked to have voted on this ISSUE as it will affect our lives forever if it is built.

Heidi Rink LDN, RD
Health Educator/ Nutritionist, ACTION!
Tulane University School of Public Health and Tropical Medicine
Dept. of Biostatistics
[redacted]

Jamie Stavro |
[redacted]
12 May 2009

Voicemail Comment
From: Jamie Stavros
To: Gib Owens
Phone Number: [redacted]

Yes, my name is Jamie Stavros and I'm actually calling to get the, see if I can find out what the substantive complaints how many of them that you guys are actually looking at from both meetings that we had for the Plaquemines floodgate. And also trying to figure out what happened to the website that showed all the options for where the floodgate should go in Oakville. That seems to be taken down. I'm kind of finding out why. If you could call me back that'd be fantastic. My name is again Jamie Stavros, [redacted] Thank you.

Cory and Stephanie Lott
[redacted]
Jesuit Bend, LA 70037
[redacted]
13 May 2009

Cory and Stephanie Lott
[redacted]

VIA FACSIMILE – 862-2088

Army Corps of Engineers
Attn: Gigi Colston

To Whom It May Concern:

Hi, I am a resident of Plaquemines Parish, Louisiana. There is currently a plan to place a Flood Gate (IER 13) approximately 3 miles north of my home. My husband and I have been life long residents of Plaquemines Parish and moved to the Jesuit Bend area approximately 5 years ago. We currently are not in a flood zone and for Hurricanes Katrina, Rita, Gustav and Ike our home did not receive any flood damage whatsoever. We are strongly opposed to the proposed flood gate (IER 13) project. Our concern with the proposed flood gate (IER 13) is that not only will our property value be lessened, our flood insurance increased but also that a large part of our parish will be left unprotected should a future storm approach the Louisiana coast again. This unprotected area also includes the Connoco-Philip refinery and the IMT Coal Plant not to mention the many citrus groves that have provided produce to our State for over 40 years. Both Connoco-Philip Refinery and IMT Coal Plant provide products utilized throughout the United States. They are not just local expendable businesses. Both of these companies have been staples for our community and country for over 20 years. When this plan was first approved in 1986 the area south of Oakville, Louisiana was largely rural and farm land. This is no longer the case. You have a very large thriving community whom have built their dream homes in this area. This land is no longer cow pastures and expendable rural farm land. I urge you to reconsider the location of this project. I also urge you to not fast track this project and do a new thorough study of the current economic impact this will have on our entire parish. It is my understanding that yours studies are 20 years old. This project needs to be re-evaluated.

It is my further understanding that there is another flood gate also in the works which will be located on Hero Canal off of Walker Road, also in Plaquemines Parish. It is my understanding that this flood gate will protect Jefferson Parish, Louisiana, while sacrificing not only the Jesuit Bend and lower Plaquemines area but also the Lafitte /Barataria area which is located in Jefferson Parish. Both of these communities are the heart of the seafood industry and citrus industry that provides seafood and produce throughout the United States. Please don't write these areas off so easily. These are areas that have been inhabitated by people who have made their livelihoods' living off of the land while providing a product and service to others. If the government blatantly allows this project to push forward with no regard for the loss so many will suffer that is unforgivable. We just want equal protection for all residents.

With all the undeserving automakers and lending institutions that have been saved by the governmental bailouts, surely there must be some bailout money available for the Corps and the Government to extend the federalized levee protection system to protect the honest hardworking citizens who have been part of the backbone of this Country and to include us in the 100 year

Cory and Stephanie Lott
[redacted]

Hurricane Protection Plan. To purposely shut off this area by a flood gate that will cause our area (a lot of which has **NEVER** flooded before) to flood should the unthinkable happen, would be a slap in the face when so many companies have been bailed out after they misappropriated their company's spending and offered loans to high risk buyers or extended large bonuses to executives making six figures and over a year.

One final note, I am not only a resident located below the proposed site of the flood wall but I am also a business owner with businesses located both in northern Belle Chasse and Harvey, Louisiana. Both of my business locations are located within the protected area, but I do not want these businesses protected at the expense of so many others.

I truly hope all of my concerns as well as the concerns of so many other residents of Plaquemines Parish will not fall on deaf ears.

Thank you for your time and consideration.

Sincerely,

Stephanie Lott

Stephanie C. Lott

Virginia Williams

[redacted]

15 May 2009

Voicemail Comment
From: Virginia Williams
Phone Number: [redacted]

This is Virginia Williams I live at 12540 Highway 11 in Belle Chase Louisiana. I live in the Jesuit Bend area. And I am very concerned about the 16 foot wall you want to put up down by captain larry's. cause it will be effecting many people. And I think ya'll can find a better use with the money that ya'll trying to put into that project. We do not want to be left out. We do not want a wall between our parish, dividing our parish. And if you would like to talk to me I'm available at [redacted] area code 504. Please take this into consideration.

Toddy and Missy Orgeron
Belle Chasse, LA
[redacted]
16 May 2009

From: Missy Orgeron [mai[redacted]
Sent: Saturday, May 16, 2009 9:44 PM
To: MVN Environmental
Subject: Floodwall!

Dear Mr. Owen,

It is my hope and prayer that you have taken every word that many of the residents of Plaquemines Parish have said to you opposing this floodwall to heart. You have got to understand the negative impacts this floodwall would have on each and every one of us in Plaquemines Parish!! This is one of the most expensive places to live in the state of Louisiana (do some research and you'll see!); our assesor has said that only PART of the area that would be negatively impacted by this floodwall is valued at ***OVER $800 million dollars!!!!!!*** Please help us protect our investments here!!! Our property value will plummet like you've never seen before if this floodgate is built!!!!!!!!!!!! You have got to change this plan, sir!! We are begging you to change this plan!!!! President Nungesser has another option that makes much sense and would save our homes, businesses, AND OUR LIVES!!!!! Please take his suggestions--void the proposed IER 13 and come up with a new plan that would protect us ALL!!! United We Stand-Divided We FLOOD!!!!

Thank you for hearing us and allowing us to voice our concerns....NOW PLEASE DON'T LET OUR CONCERNS BE IN VAIN!!! GET RID OF THE FLOODGATE PROPOSAL, LET'S COME UP WITH A DIFFERENT PLAN THAT WORKS FOR ALL OF US!!!!

Respectfully Yours,
Toddy and Missy Orgeron
Belle Chasse, LA (aka Jesuit Bend, LA)

Geneva P. Grille, P.E.
[redacted]

17 May 2009

-----Original Message-----
From: [redacted]
Sent: Sunday, May 17, 2009 12:30 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

GENEVA P. GRILLE, P.E.
110 NOBLE DRIVE
BELLE CHASSE, LA 70037

May 17, 2009

Mr. Gib Owen
PM-RS
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

RE: Draft Individual Environmental Report
West Bank and Vicinity
Hero Canal Levee and Eastern Terminus
Plaquemines Parish, Louisiana
IER #13

Dear Mr. Owen:

I am a resident of Belle Chasse and am very concerned with flooding from an open gap in the levee system south of Belle Chasse. This is a problem that has existed for far too long. I am also very concerned about FEMA de-certifying any levee system that doesn't meet its new 100 levee certification guidelines by 2011. If this happened in the Belle Chasse area, I feel that it would totally devalue my property along with the entire area.

First, I want some type of acceptable 100-year closure south of Hero Canal in place to provide closure to the West Bank and Vicinity Flood Reduction System by 2011. I am a professional civil engineer, retired from DOTD, and have over 40 years experience working on flood control, drainage and highway projects in this area. I was the DOTD engineer charged with assisting the West Jefferson Levee District (WJLD) with the federalization of the West Bank Hurricane Project in 1986 and the Post Authorization Changes for East of Harvey and Lake Cataouatche Levee. Because of the magnitude of this project in three parishes, the State of Louisiana, through DOTD, became the local funding sponsor of the project, with WJLD as the administrator.

Prior to Hurricane Katrina, the West Hurricane and Vicinity was designed by the Corps for a 300-year return frequency storm. Pre-Katrina, the area that includes Belle Chasse, English Turn and Lower Coast

Algiers was a separate polder in the East of Harvey system. All that changed post-Katrina. New hydraulic models were run and the entire project was reanalyzed. The Corps design methodologies and safety factors changed and the entire system was redesigned to conform to new flood protection elevations required for 100-year levee certification for FEMA requirements in the "Risk Reduction System". Now in order to achieve this 100 year level of protection, a new sector gate and pumping station must be built in Bayou Barataria connecting the Belle Chasse Levee into the V-line Levee. This is necessary because it is not feasible to raise the levees along the Harvey and Algiers Canals high enough. Neither is the original tie into the non-federal levee in Oakville acceptable to provide the 100 year level of protection and the southern closure must be made to the Mississippi River Levee. The separate polders north and south of the Algiers Canal and west of the Harvey Canal are now all interconnected. It appears to me that failure to provide a complete 100-year system wide level of protection to this project affects the integrity of the entire project and is not just a Belle Chasse and Oakville issue. I did not see this adequately addressed in IER #13.

On May 7, 2009, I attended the 24th Annual Workshop Conference for Levee Board Commissioners and Staff in Baton Rouge, where Mr. Gary Zimmerer of FEMA gave a presentation on levee certification. This is a very hot issue in the State of Louisiana at this time and hopefully I have a misunderstanding of this issue. It is my understanding that under the present post-Katrina FEMA guidelines, if a levee system does not meet current FEMA guidelines for a 100-year flood system, it will be de-certified and removed from the D-FIRM map. Any existing properties with existing flood insurance policies would be grandfathered in with their existing flood insurance policies and rates as long as they were kept continuously in effect, but the areas would be remapped as if no levee were in place. This would essentially put previously leveed off areas into velocity zones. Any new construction would be totally incongruous with the existing development. Could this possibly be true? I believe this certification affects the entire project as a system, not only Belle Chasse in Plaquemines Parish, but also all the areas with the confines of the West Bank and Vicinity Risk Reduction Project in Orleans and Jefferson Parishes. This really needs to be addressed in the IER by the Corps so that Plaquemines Parish Government and all stakeholders can make the most informed decisions. I did not see this adequately addressed in the IER.

Sincerely,

Geneva P. Grille, P.E.

Susan Becnel Levasseur
[redacted]
17 May 2009

From: Susan Levasseur [redacted]
Sent: Sunday, May 17, 2009 5:45 PM
To: MVN Environmental
Subject: Floodgate Hwy 23 Plaquemines Parish

United States Army Corp. of Engineers,

I am a 4th generation Plaquemines Parish resident, whose family has lived in this parish since approximately 1860. I am writing today to inform you that I am 100% against the floodwall that is proposed for Hwy 23 in the Oakville area. Not only am I proposed to this floodwall, but to any floodwall that would impact any portion of the community. That is not to say I'm against 100 year flood protection. To the contrary, there are better ways to achieve this goal than putting a barrier across a major highway that will divide a parish and ultimately sacrifice many communities.

I understand, by reading IER 13, that the Corp intends to extend 100 year flood protection by building a levee and tying that levee into 2 floodgates (one crossing Hwy 23 and another railroad floodgate) ultimately tying the levee system into the Mississippi River Levee (MRL). Furthermore, I understand that the floodgate is intended to be 16 feet in height. How is this going to solve the problem, when the MRL is only 14 feet in height? The two will not marry at the same height and will not provide the protection intended.

A better solution would be to marry the newly authorized federal levee project from Oakville to West Pointe-a-la-Hache and have those levee heights in agreement to provide the 100 year protection we all seek, thus avoiding a floodgate.

I noticed some further discrepancies in the data in IER 13 used to make the determination of the levee/floodgate placement. In one section of the document it refers to the area below the proposed floodgate as, "Adjacent areas to the south of Oakville are comprised of pasturelands and scattered citrus groves."

Has anyone from the Corp recently looked into and studied the flood side of the proposed floodgate? There is much more to protect than pasturelands and scattered citrus groves. There are communities with hundreds of homes, which house men, women and children who contribute to the success of the parish and state. Many of these homes are currently worth in excess of $300,000. There are schools, Riverbend Nursing Home, Conoco Phillips Refinery, and yes, citrus groves. The citrus industry was devastated by Hurricane Katrina, are we going to sacrifice the remaining industry? In an article written on February 11, 2009, published in the Delta Farm Press Daily it states the following:

"According to the 2007 LSU AgCenter Louisiana Agriculture Summary, 20 citrus nursery stock growers are based in Plaquemines Parish. One hundred producers raise fruit on 500 acres and harvest more than 150,000 bushels of navel oranges, satsumas and other citrus. The gross farm value of the fruit is $4.1 million."

The above stated assets are just too valuable to lose, just as the protected side of the proposed floodwall is too valuable to lose. Both should be protected equally and no one should be adversely impacted.

I await your reply on this very important matter that will impact the lives of hundreds of my fellow Plaquemines Parish residents.

Sincerely,
Susan Becnel Levasseur
[redacted]

Toddy Orgeron
[redacted]
17 May 2009

From: ORGERON, TODDY J [mai[redacted]
Sent: Sunday, May 17, 2009 11:05 AM
To: MVN Environmental
Subject: Oakville Floodwall--No Way!

Mr. Owen,

I have been to all of the public comment meetings that have been held in the past few weeks. Many valid points have been brought forward to you. With all that you've heard, as a human being, there is no possible way you can choose to go through with the proposed Oakville floodwall. If you really have 'the people's" best interest at heart, you will come up with a different way to protect us all.

THE MOST POIGNANT COMMENT, OUT OF THE MANY THAT HAVE BEEN MADE, WAS THE ONE WHERE YOU STATED THAT YOU FOUGHT FOR US IN IRAQ. THANK YOU FOR THAT SIR. FIGHTING IN A WAR FOR ONE'S PEOPLE AND COUNTRY TAKES A BIG MAN. AS THE WOMAN WHO STOOD AT THE MICROPHONE TOLD YOU, WE NOW NEED YOU TO FIGHT FOR US!!! WE NEED YOU TO FIGHT LOCALLY FOR US; HERE AND NOW!!! THAT FLOODWALL IS OUR ENEMY FOR MANY REASONS!!!!

You must change the proposal, sir. You must. For our children, our families, our lives, our homes, our property,our investments, our businesses, our schools, and our nursing home where many of our family members live, or will live someday! We are depending on you! Please don't let us down.

Thank you for your time.

Sincerely,
Toddy Orgeron
[redacted]
Belle Chasse, LA.(PLEASE NOTE MY CITY IS BELLE CHASSE, NOT JESUIT BEND!!)

Kevin Bernard
[redacted]
Belle Chase, LA 70037
[redacted]
18 May 2009

From: [redacted]
Sent: Monday, May 18, 2009 2:38 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

IER 13 is flawed in to many ways to mention.

the people of plaquamines parish deserve the same regard as any other area of the country. We have been discounted in this report, the only way for us to correct this is to go back to congress with the transcrips and copys of all the flaws we have documented in your reports.

we welcome the chance to take this project back to congress.

We are a busy working class people, honest and hardworking, old fashioned and we will stand up against this.

So before you go foward with this wall, make sure you read all your reports. cross your I's and t's, because we will be checking evey inch of the way.

HOW CAN ANY PERSON IN THERE RIGHT MIND DISCOUNT A WALL 16 FEET HIGH AND 700 TO 2200 FEET LONG, AS NOT HAVING ANY SIGNIFICANT IMPACT ON A COMMUNITY?

ALSO JUST A SHORT WAYS ABOVE THIS SITE THE HERO CANAL LEVEE IS ONLY ABOUT 450 FT FROM THE MISSIPPI RIVER.
WOULDNT THAT BE MUCH MORE COST EFFECTIVE?
THIS IS A MINIMAL PROTECTION LEVEE ACORDING TO YOUR 100 YEAR DESIGN MAP.
PLEASE RETHINK YOUR DONE DEAL.
LAST COMENT/ QUESTION

YOUR 5 MILLION DOLLAR PR FIRM NEEDS TO GO.
THEY ARE MAKING YOU AN EVEN BIGGER EMBARASMENT THAN ALL THE LEVEE FAILURES COMBINED.

THANK YOU
KEVIN BERNARD
[redacted]
will look foward to your reply

Carroll & Patricia Boudreaux
Belle Chasse, LA
18 May 2009

From: Boudreaux [mailto:[redacted]
Sent: Monday, May 18, 2009 11:36 PM
To: MVN Environmental
Subject: Oakville Flood Gate

Please stop the Flood Gate-Wall at Oakville in Plaquemines Parish.

This will not only endanger my family an my home to flooding, it will decrease the value of my home and skyrocket my insurance.

Ninety percent of the people in the Jesuit Bend area formally lived in lower Plaquemines aprish and have migrated North due to Hurricane Katrina and prior hurricanes to be in a safer area. Most of us have inveted our life savings in our homes after loosing everything we owned in the Southern area of the parish. Just when we think we are going to be safe you start planning a wall just north of us and again we will be in harms way. PLEASE RECONSIDER THIS DECISSION.

If you still thik the flood wall is necessary, there is a levee from east levve to the west levee separted only by Hwy 23 just above Alliance (the siphon area). This would be the most economical site since there is a levee already there to start with.

The parish built a temporary levee across the road in that spot for the last hurricane. If it must be please consider this location.

Carroll & Patricia Boudreaux
Belle Chasse, LA

Anita Conovich
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Anita Conovich, 5[redacted] Opposes floodgate because of induced flooding to those south of the floodgate.

Judy Daigle
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Judy Daigle, [redacted] Opposes floodgate.

Joseph Futch
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Joseph Futch, [redacted] He is a business owner who lives in Jesuit Bend, he supports the floodgate because he'd rather have something protected than nothing. He is happy about the gate option instead of the ramp option that would hurt businesses. He says that the floodgate is needed to backup the southern levees because during Ike there were at least 8 breaches in the Plaquemines levee system. Better to save some of the parish if there is flooding.

Francis Glaeser
840 Jason Drive
Jesuit Bend, LA 70037
18 May 2009

IER 13 Verbal Comments taken over the Phone

Opposed to the floodgate across Hwy 23 at Oakville.

Donald Landry
[redacted]
18 May 2009

From: [redacted]
Sent: Monday, May 18, 2009 1:44 PM
To: MVN Environmental
Subject: IER 13 Floodgate at Oakville Proposal

Attached is my comments for the proposed floodgate at Oakville. Please read and forward to Col. Alvin Lee.

Thanks for the opportunity to comment

Donald Landry

I want to go on the record as being against the floodgate crossing Louisiana Hwy 23 in the Belle Chasse area! The Army Corps of Engineers has proposed this floodgate as a quick fix for the expedited closure of IER 13 project. This will divide our Belle Chasse community, physically, mentally, and politically. Saying that the people who have built homes below the proposed floodgate are not worth as much as the people above it. This will be the straw that breaks the camel's back. If this floodgate is built, the Belle Chasse community below it will die!!! We all want hurricane protection and don't think we should have to sacrifice 25% of our community to get it! The solution to the problem is not a floodgate that divides our community but too continue the 100 year protection for the new federalized levee at least down to where the current levee ties into the river levee at Naomi. I implore you to look into this issue. Please do not make the final decision on the floodgate by Oakville. We are just a group of citizens trying to learn how, what, & where to get someone to extend the 100 year protection to include the whole community. Our local government voted unanimously against the floodgate.

I think we sometimes get so focused on the issue at hand that we miss the larger picture. I have lived in the Belle Chasse community all my life (55 years). I would like to address the big picture first and then look at the pieces after everyone understands the overall problem.

Hurricanes have been occurring for thousands of years. Nature has a way of taking care of itself, that is, until man makes major changes that can destroy an entire ecosystem. We would not be having this discussion had we not, as a nation, caused this disaster. There would be 32 miles of healthy marsh between my community and the Gulf of Mexico. Katrina has reminded us how much protection the natural marshes once provided and now levees must provide that protection.

Don't get me wrong, I don't want to start a blame game. I think we all need to unite to correct these major issues. I'm sure no one foresaw the catastrophic impact when it was done. Louisiana has the largest environmental disaster that man has caused in this country (by a factor of 100's, maybe 1000's of times larger than any other environmental disaster like strip coal mining or cutting old growth forest, etc.). The exploration and production of cheap Louisiana oil & gas, on and offshore, has caused the loss of hundreds of square miles of marsh and land. I'm not saying that we should not have developed and used these resources, I am saying that the resources could have, and should have, been developed without cutting hundreds of pipeline canals straight across the marshes. This was just the cheaper and easier way to develop these resources. This disrupted the natural flow of fresh water that kept salt water at bay. The pipeline canals have allowed salt water through daily tidal movement to just flow directly up these canals and kill the living marsh. When the marsh dies it decomposes just like any living thing and sinks. Louisiana has the largest estuary system in the world, but is loosing land faster than anywhere. Estuaries

are a delicate ecosystem where fresh water meets salt water and a rich ecosystem supports an abundance of life. Yes, it would have been a little more expensive to do it right the first time, but we can not go back, the damage is done. Now the cost to protect and repair should be financed by everyone in this country, for this country owes a large part of its overall prosperity to oil & gas that crosses Louisiana‘s marshes. Everyone in the United States has a better life because of energy that passes through Louisiana‘s marshes. Our nation grew and prospered for generations because of cheap energy from Louisiana. It is time for the nation to take responsibility & ownership and pay for the protection and rebuilding of Louisiana’s marshes (estuaries).

We as a united community are working hard with Congress to expedite the second project and get the Corps authorization to continue the 100 year protection for the new Federalized levee, negating the need for a floodgate.
Thank you for your effort. Please don’t divide our community.

Sincerely,
Donald Landry
[redacted]

Ned F. Malley Sr.
[redacted]**net**
18 May 2009

From: Paula Rasberry [mail[redacted]
Sent: Monday, May 18, 2009 7:24 AM
To: MVN Environmental
Subject: flood wall

I am opposed to the building of a flood wall in the north end of Plaquemines Parish. What makes our homes so less important that we can't have the flood protection everyone else deserves. My name is Ned F. Malley Sr. My phone # is [redacted]

Cindy Mancuso
[redacted]
18 May 2009

-----Original Message-----
From: Mancuso, Cindy [ma[redacted]
Sent: Monday, May 18, 2009 4:37 PM
To: MVN Environmental
Subject: IER #13

Attached please find a letter from Speaker Jim Tucker expressing opposition to the proposed flood wall and flood gate at Hwy. 23, north of Jesuit Bend - IER #13, West Bank Vicinity Hero Canal Levee and Eastern Terminus, Plaquemines Parish. He would like to be sure his letter is included in the public comments. Should you have any questions or have trouble opening the attached, please call [redacted]

STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES

JIM TUCKER
SPEAKER

[redacted]
BATON ROUGE, LOUISIANA 70804
[redacted]

May 19, 2009

Colonel Alvin B. Lee
District Commander
U.S. Army Corps of Engineers, New Orleans District
Executive Office
P.O. Box 60267
New Orleans, LA 70160-0267

RE: IER #13, West Bank Vicinity Hero Canal Levee and Eastern Terminus, Plaquemines Parishe, Louisiana

Dear COL Lee:

I am writing to express my fierce opposition to the proposed flood wall and flood gate at Highway 23, north of Jesuit Bend.

It obvious that the proposed project would endanger lives and residential and commercial property to increased flooding south of the project. Since the project was authorized in the mid-90's, residential construction expanded in this area until there is now an estimated 1,600 homes. That will be 1,600 home denied 100-year flood protection. Not only will these residents endure the increase risk in flooding, they will also see their insurance rates increase and their once high property values decrease.

The Conoco-Phillips facility south of the project is also put at greater risk of flooding. Damage at that facility would have a huge economic impact on either side of the project and the state as a whole.

It is my understanding that your own modeling shows an increase in storm surge as a result of this project. Again, I oppose this proposed project and I strongly urge you to reevaluate the location of this project to afford 100-year flood protection to the residents and businesses south of the proposed location.

Sincerely,

Jim Tucker
Speaker
Louisiana House of Representatives

Kevin Rau
Input/Output Inc.
[redacted]

18 May 2009

From: Kevin Rau [mailto[redacted]
Sent: Monday, May 18, 2009 2:46 PM
To: MVN Environmental; Amanda_Beheyt@Melancon.House.Gov; Elizabeth_Weiner@Landrieu.Senate.Gov; Rachel_Perez@Vitter.Senate.Gov; al.b.lee@usace.army.mil; Lee, Alvin B SAM
Subject: IER13 Opposition - No Flood Wall

Hello,

I am opposed to a flood wall or a levee across Hwy 23 in Oakville. If the 100 year flood protection cannot be continued south, at least past the Belle Chasse Middle School, I would prefer to be bought out at current market value.

I have worked hard all my life and have tried to do the right thing in my personal and business dealings. I bought a home within my means. I make timely payments to the mortgage company but at the same time have seventy percent equity built up in the property and dwelling according to the last appraisal. I have flood insurance, while I can afford it, even though I was not required to carry flood insurance when I closed on my house. (I would have never guessed that I would have this kind of problem considering I was paying about the same amount for flood insurance as my parents who are located in Algiers.) I pay my fair share of taxes and right now I believe I am paying way too much for the benefits I receive. If the flood wall crosses Hwy 23 at Oakville, my equity in my property will drop drastically. I estimate my equity will drop to around twenty to thirty percent of what it is presently, so much for the American dream!

I realize now that part of this was in the works since 1984 and that the levee was funded to connect to the non federalized levee in the 1994 version of the plan. It seems just recently they arbitrarily chose to cross the highway at Oakville, at least encompassing the Oakville residents. However, it is very evident that the Army Corps of Engineers made the decision to cross Hwy 23 at Oakville without updating the 1984 data.

According to the IER13 document, the only thing outside of the proposed floodgate is pasture land and citrus farms. In 1984 I would believe that statement. However, as early as 1994 the area immediately south of the proposed floodwall was already being developed (Belle Chasse Middle School was already operational). I bought my lot in 1994 and built in 1995. I was one of the last on my street and the Jesuit Bend Estates subdivision was well under development with few lots left for sale and at least eighty percent of the houses already built.

Please do not allow IER13 to be completed as proposed. I believe there are other better alternatives available. If you are interested in the other alternatives I would propose I would gladly make them available to you. If IER13 must be completed as proposed, please consider giving the option to be bought out at current market value. If I would have known that EIR13 was a possibility in 1994 I would have never bought and built at this location. I would also request that somebody have the Corps respond to the questions I have sent previously.

Please get the House of Representatives and Senate to help us.

Thanks,

Kevin Rau taxpayer, voter
[redacted]
Input/Output Inc.
[redacted]
Harahan LA 70123

Monica Senner
[redacted]
18 May 2009

From: Monica Senner [mailto:[redacted]
Sent: Monday, May 18, 2009 12:55 PM
To: MVN Environmental
Subject: IER13
Mr. Gib Owens,

I resident of Jesuit Bend and I am opposed to the alignment of IER13. My home is excluded from the 100 year levee protection. This protection will be crucial in the affordability of insurance and sustainability of home values. We are a populated area.

What I am most appalled by, is the fact that Plaquemines parish is one of the largest suppliers of the clay needed to form these levees and is the least protected in the New Orleans area parishes. You are stripping our natural resources to protect others.

How can you justify the impact IER13 will have on our community without compensation or inclusion?

Please reconsider this alignment. The consequences form this project will be much more devastating than you realize.

Thank you,

Monica Senner

Jennifer Shelley
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Jennifer Shelley, [redacted] Lives in Jesuit Bend, she wants the Corps to continue with the IER 13 floodgate across Hwy 23. She says we should keep it up so that if there is flooding, at least some of the schools, stores, etc would remain protected.

Peter D. Stavros
[redacted]
18 May 2009

-----Original Message-----
From: Stavros [mail[redacted]
Sent: Monday, May 18, 2009 11:28 AM
To: MVN Environmental
Cc: Holder, Ken MVN; Owen, Gib A MVN
Subject: SUBSTANTIVE COMMENTS on IER13
Mr. Owen,

Here are my comments on IER13.
I am asking for your full consideration of my claims/statements.
Could you please reply to this email to acknowledge receipt?

Respectfully,

Pete Stavros
[redacted]

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*Response from Gib Owens

Mr. Stavros,
I have received your e-mail with two attachments. We will include this e-mail and the attachments as a comment to IER 13.

Gib Owen
US Army Corps of Engineers
Chief, Ecological Planning and Restoration Section/
HSDRRS Environmental Team Leader
New Orleans District
504 862-1337

May 18 , 2009

U.S. Army Corps of Engineers, NE Orleans District
c/o Gib Owen, CEMVN
P.O.Box 60267
New Orleans, LA 70160

RE: Comments on the Draft Individual Environmental Report for the Hero Canal Levee and Eastern Terminus Project in Plaquemines Parish dated April 2009

Dear Mr. Owen:

Please accept and make part of the official record these comments regarding the U.S.Army Corps of Engineers' Draft Individual Environmental Report for the Hero Canal Levee and Eastern Tie Terminus project in Plaquemines Parish (Draft IER #13).

Our first objection is the lack of meaningful notice and opportunity to have input at earlier stages of the proposed project. On 12 Feb 09, my wife Jamie called the USACE and spoke with Larry York and John Thompson in reference to a rumored floodgate in Plaquemines Parish. At that time, she was told that it had been mentioned in one of their meetings, but that the Corps knows that this would negatively affect a LOT of people, and that an in-depth study would be required, and that restitution would need to be paid to compensate loss of value in properties. In short, this would take years to accomplish, and was NOT in the works at that time. Other than a small public notice in the classified section of the newspaper, there has been no attempt to communicate the project to the people most affected by such a project. Nowhere was there EVER a mention in the media that a flood gate was proposed at Oakville. From Times Picayune reporting on the protection of New Orleans and vicinity, there was NEVER a mention of a flood gate as late as March 2009. This was an outreach from the Corps to the media to update the citizens on status of projects, and the proposed floodgate was not once mentioned. The Draft IER report states that specific property owners who could substantially be impacted by the project were contacted in order to discuss the project and receive their input. Those contacted included the owner of the Hero Canal who leases property along the canal to three salvage businesses; the three salvage business owners; and the owner of the Boomtown Belle which is docked in the eastern end of the canal. Little meaningful notice was provided to those immediately to the south of the project.

The second objection is to the interpretations of the ALTERNATIVE ARRANGEMENTS published in March 2007. At both of the two public hearings (29 April 09 and 4 May 09), we were told that Congress authorized the alternative arrangements, and that many items were waived. It was stated that the USACE is not obligated to do a full study because they are exempted under Alternative Arrangements. While these arrangements are intended to accelerate the process, it is NOT intended to waive the rights which protect us.

I believe that a closer inspection of the ALTERNATIVE ARRANGEMENTS is needed, particularly paragraph 4, which states that "Each IER will identify areas where data was incomplete, unavailable, and areas of potential controversy. Alternatives analysis will be based upon a geographic segment of the area that is large enough to encompass any impacts directly and indirectly attributable to the proposed action." IER13 does not evaluate enough geographic area affected to be in compliance with the ALTERNATIVE ARRANGMENTS.

The purpose of this comment letter is to identify a number of significant and substantive flaws and omissions in the Draft IER, as set forth below:

1. USACE policy, as described in Engineer Regulation (ER) 1105-2-100, requires that the decision document display the National Economic Development (NED) plan. The NED plan is not displayed in the report. The NED costs of the project are not set forth in the report. ER 1105-2-100 also requires justification for not selecting the NED plan as the recommended alternative. A decision reached decades ago to deviate from standing policy is not sufficient. The report should display the full range of alternatives considered, display the NED costs and benefits of each alternative, identify the NED plan and explain why the NED plan was not selected.

2. ER 1105-2-100 requires that the report display the Regional Economic Development (RED) impacts of the selected alternative. No RED impacts are addressed in the report.

3. ER 1105-2-100 requires that the full range of alternatives be evaluated using a risk-based framework, and specifically requires the use of HEC-FDA, the Corps' standard risk-based analysis package for flood damage risk studies. The assumptions, data and outputs from HEC-FDA are not shown in the report.

4. ER 1105-2-100 requires that the damages caused by induced flooding be displayed and addressed. The IER makes no mention whatsoever of induced flood damages. Construction of a levee system in the area will increase the water surface profiles in the areas not protected, thus increasing flood stages across the stage-frequency curve. Simply stating that the computer model doesn't indicate there would be any induced risk is NOT enough. A thorough model of the flood risk is needed.

5. ER 1105-2-100 does not state that non-structural alternatives MAY BE considered. According to that regulation and USACE policy, non-structural alternatives MUST BE considered. The report fails to display non-structural alternatives properly. There are no costs associated with the alternatives considered, no estimated benefits, no Benefit-Cost-Ratios (BCRs) and no justification for why these alternatives were rejected. Merely stating that these alternatives fail to provide authorized levels of protection is insufficient justification.

6. Executive Order 12898 (EO 12898) dated February 11, 1994 focuses Federal attention on the environmental and human health conditions in the minority and low-income communities, and case law specifically prohibits unnecessary impacts to minority and low income communities. Public participation and access to information in this regard is critical. Agencies are specifically required to ensure that the public documents, notices and hearings relating to human health or the environment are concise, understandable and readily accessible to the public. EO 12898 calls for the prevention or avoidance of unnecessary or harmful effects on the disadvantaged, low income and minorities. The area south of and outside of the project area have both low-income and minority community members who will suffer from induced flood damages. The IER contains no discussion whatsoever of how these impacts will be addressed and does not comply with EO 12898. These induced flood damages need to be mitigated and an EIS is required.

7. The floodplain inventory is not displayed.

8. Induced risk of flooding will increase immediately south of the proposed levee. Construction of a 16-foot levee, a pumping station putting water back over the levee and floodgate across the Intracoastal Waterway will result in water no longer flowing where it has in the past. The static water level of water will be higher and there will be a dynamic stacking of water along the levee. The foreseeable result is that a tidal surge will top the 5-foot levee 2 miles south of the project. Effects due to winds pushing water against this proposed levee alignment have not been analyzed and wave actions will top the levees south of Oakville. Again, based on the need for mitigation the submission of an EIS is required.

9. Impact south of the project were addressed only for property 1 mile south of the proposed levee/gate, yet high density residential zone exists 1.7 to 7 miles south of the project. The 1-mile definition of community impact is completely arbitrary and does not address the true risk to the population. Belle Chase Middle School and a nursing home will be similarly impacted. Risk to the Alliance Refinery and its workforce were similarly not addressed.

10. The psychological effect of "driving through a flood gate" will mean a significant drop in property values. Further FEMA will most likely change the floodplain rating and raise the Base Flood Elevation (BFE). This will affect the insurability under the National Flood Insurance Program (NFIP). Even if rates are grandfathered in for existing construction, this will certainly affect those who have not

yet begun construction, or if policies lapse, NFIP may not be available. Over a period of storm events, due to increased flood risk, many homes will be subject to repeat claims and may be dropped for NFIP. Within the 7 miles south of the flood gate there are more than 600 homes, ranging in value from 30 thousand to 1.5 million dollars. The effects of decreased property values and significantly increased insurance rates will be to remove equity held by individual property holders and to cripple the tax base for the community.

12. ER 1105-2-100 requires that estimates of nonphysical losses be derived from specific independent economic data for the interests and properties affected. Estimates of nonphysical losses include income losses and emergency costs. Emergency costs include costs of evacuation and reoccupation; flood fighting; administration costs of disaster relief; and increased costs of police, fire or military patrol. The report contains a vague reference to altering evacuation routes for the area south of the project. The dense property residential zone, schools, nursing home and Alliance Refinery are all south of the flood gate on LA 23, which will be closed in a storm event. There is no definition of the planned evacuation route(s), and there is no discussion of the estimates of nonphysical losses.

13. The structure-to-content value ratios are not displayed.

14. Stage damage, discharge frequency, stage frequency and damage frequency curves are not displayed.

15. The recommended alternative for the project calls for impacts to prime tupelo and cypress swamps and high quality wetlands, and the report states that these impacts will require mitigation. Mitigation of impacts implies impact significance, and significant impacts require the preparation of an EIS. The need for an EIS is clear. Only one of the alternatives has little significant impacts to wetlands. Any selected alternative with wetlands impacts MUST be part of an EIS.

16. ER 1105-2-100 requires that the decision document display and address the Other Significant Effects (OSE) caused by implementation of the recommended plan. The IER fails to display or address the OSE. Specific OSE's include induced flood damages, higher insurance costs of unprotected areas and potential violation of EO 12898.

17. No documentation of independent technical review (ITR) is provided. Who, independent of the New Orleans District, reviewed the technical reports? What, if any, were their comments? Where are the ITR team's comments addressed?

The Draft IER is seriously flawed. There are substantial and substantive problems with the proposal, including, but not limited to, the fact that there is no EIS as required (even through Alternative Arrangements) and there is clear noncompliance with EO 12898 and ER 1105-2-100.

Based on the environmental, social, health, cultural, safety, economic and other impacts of the proposed project, together with the lack of economic justification for the project, it is our strong conviction that the Corps (USACE) should select the "no action" alternative and recommend that Congress align this project with the project which will federalize the levees south of Oakville proposed for Plaquemines Parish. Authorization for this second project to be brought to 100-year must be recommended and sought from Congress.

The project must be reworked to include the densely populated area south of the proposed Oakville border by hooking the Hero Levee to the existing levee(s) to the south. Your reports must contain a full examination of the cumulative impacts to the physical and human environment. We demand an EIS to address these concerns, and full compliance with EO 12898 and ER 1105-2-100.

Respectfully submitted,

Peter D. Stavros
[redacted]
Belle Chasse, LA 70037
[redacted]

FR Doc E7-4515
[Federal Register: March 13, 2007 (Volume 72, Number 48)]
[Notices]
[Page 11337-11340]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr13mr07-28]

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Adoption of Alternative Arrangements Under the National Environmental Policy Act for New Orleans Hurricane and Storm Damage Reduction System

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Public notice.

SUMMARY: The U.S. Army Corps of Engineers (USACE), Mississippi Valley Division, New Orleans District (CEMVN) is implementing Alternative Arrangements under the provisions of the Council on Environmental Quality Regulations for Implementing the National Environmental Policy Act (NEPA) (40 CFR 1506.11) in order to expeditiously complete environmental analysis of major portions of a new 100-year level of Hurricane and Storm Damage Reduction effort authorized and funded by the Administration and the Congress. The proposed actions are located primarily in southern Louisiana and relate to the Federal effort to rebuild the Hurricane and Storm Damage Reduction system following Hurricanes Katrina and Rita.

The USACE consultation with the Council on Environmental Quality (CEQ), as required under 40 CFR 1506.11 and the USACE Environmental Quality Procedures for Implementing the NEPA (33 CFR 230), concluded on February 23, 2007 with the CEQ approving the Alternative Arrangements. The Alternative Arrangements request was also coordinated with the U.S. Fish and Wildlife Service, National Marine Fisheries Service, Environmental Protection Agency, Advisory Council on Historic Preservation, Department of Homeland Security-Federal Emergency Management Agency, Louisiana Department of Wildlife and Fisheries, Louisiana Department of Natural Resources, Louisiana Department of Environmental Quality and the Louisiana State Historic Preservation Officer.

During the consultation, the USACE and CEQ hosted four public meetings in New Orleans metropolitan area to assess the request and gather input on the proposed Alternative Arrangements. The input received during the course of the discussions and meetings provided strong support for Alternative Arrangements that allow for expedited decisions on actions to lower the risk of floods and that restore public confidence in the hurricane storm reduction system so that the physical and economic recovery of the area can proceed as citizens return and rebuild. It was also made clear that the Alternative

Arrangements should provide the USACE a way to proceed that complements other ongoing and proposed hurricane protection and coastal restoration efforts.

These Alternative Arrangements apply to certain proposed actions included in the 100-year Hurricane and Storm Damage Reduction measures authorized under Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (4th Supplemental). The Alternative Arrangements will allow decisions on smaller groups of proposed actions to move forward sooner than under the traditional NEPA process. An in-depth analysis and consideration of potential environmental impacts will be completed and negative environmental impacts will be addressed. Detailed information on the Alternative Arrangements can be downloaded from the USACE New Orleans District Web site at:
http://www.mvn.usace.army.mil/pd/Envir_Processes_NEPA/Index.htm.

DATES: See SUPPLEMENTARY INFORMATION section for meeting dates.

ADDRESSES: See SUPPLEMENTARY INFORMATION section for meeting addresses.

FOR FURTHER INFORMATION CONTACT: Questions concerning the emergency Alternative Arrangements should be addressed to Gib Owen at U.S. Army Corps of Engineers, PM-RS, P.O. Box 60267, New Orleans, LA 70160-0267, phone (504) 862-1337, fax number (504) 862-2088 or by e-mail at mvnenvironmentalpd@mvn02.usace.army.mil.

SUPPLEMENTARY INFORMATION:

The Emergency Alternative Arrangement Process: In order to meet the needs of the people of southern Louisiana in a timely manner that is appropriate to the level of imminent threat, CEMVN will comply with the NEPA by using the following emergency Alternative Arrangements.

1. CEMVN is placing this public notice of the NEPA Alternative Arrangements in the Federal Register along with a description of the proposed actions that will be analyzed in Individual Environmental Reports (IERs) and a Comprehensive Environmental Document (CED).

2. Scoping Process: a. This Federal Register notice is initiating the scoping process with a thirty-day public comment period for the IERs described in this notice. CEMVN will also host a series of public scoping meetings, followed by thirty-day comment periods, in the New Orleans metropolitan area to gather public comments on the proposed actions. Additional scoping meetings may be conducted in other locales in the United States if deemed necessary.

b. Concurrent with this Federal Register notice, CEMVN is placing public notices in broadcast media, local newspapers and a newspaper with national distribution publicizing the dates and location of the public scoping meetings, describing each proposed action that will be analyzed in the IERs, and providing thirty days for written comments to be mailed, faxed, or e-mailed to a point of contact at CEMVN. The information for each proposed action will also be mailed and e-mailed to all interested stakeholders, including state and Federal resource agencies. The Corps will make its best effort to reach the citizens of New Orleans, including, to the extent feasible, persons who have relocated to other areas. The comments received will be compiled and e-mailed to appropriate Federal and state agencies for coordination.

c. CEMVN will establish and maintain a Web page that provides details for each IER and other proposed actions being investigated or projects that are being constructed in the area by the USACE. The Web site will contain a description of the Alternative Arrangements CEMVN is following to achieve NEPA compliance. Additionally, information or links from other Federal and state agencies conducting operations in the New Orleans area will be available on this Web site. This will include, where available, links to proposed actions and ongoing environmental analyses, and references and available links to environmental analyses previously conducted in the area.

d. Interagency environmental teams are being established for each IER. Federal and state agency, local governmental and tribal staff will play an integral part in the project planning and alternative analysis. Interagency teams will be integrated with USACE Project Delivery Teams to assist in the planning of each proposed action and in the description of the potential direct and indirect impacts of each proposed action that will be used in the development of any needed mitigation plans. Team members will be provided with new information concerning the proposed action as quickly as possible in order to allow for the expedient review and analysis of each proposed action. Teams will rely heavily upon hydrologic models and the best engineering judgment of CEMVN Engineering Division staff to develop appropriate mitigation plans.

e. CEMVN will hold monthly meetings with agencies to communicate overall developments and allow for agency feedback. All proposed work would be closely coordinated with the ongoing Federal and state efforts to design a coastal restoration and protection plan.

f. CEMVN will host monthly public meetings during the preparation and completion of the IERs and CED included in these Alternative Arrangements. The monthly meetings will keep the stakeholders advised
of IER and CED developments and provide the public opportunities to comment during the meetings and to submit written comments after each meeting for a 30-day period. Meetings will be advertised at least one week prior to each meeting and meeting times and locations will be
selected to accommodate public availability.

3. CEMVN will actively involve the Federal and state agencies, local governments, tribes, and the public in mitigation planning for unavoidable impacts at the onset of the planning process. Quantitative analysis of the acreages, by habitat type, determined to be potentially impacted directly or indirectly by each reasonable alternative will be prepared. Proposed actions to mitigate adverse environmental effects and mitigation plans will be based upon existing methodologies utilized for water resource planning and analyzed in one or more IERs that will consider reasonable mitigation alternatives, including pooling compensatory mitigation, consistent with proposed coastal restoration
initiatives. It is CEMVN's intent to implement compensatory mitigation as early as possible in the process once unavoidable impacts are determined. All mitigation activities will be consistent with standards and policies established in the Clean Water Act Section 404 and the appropriate USACE policies and regulations governing this activity.

4. Prior to any decision to proceed with proposed actions, CEMVN will complete an IER that documents the decision-making process followed by the USACE, the preferred and all other reasonable alternatives, the alternatives analyses that were performed, the direct and indirect impacts of the proposed action, an initial description of the cumulative impacts of the proposal, an initial mitigation plan, and any interim decisions made by the USACE. Each IER will identify areas where data was incomplete, unavailable, and areas of potential controversy. Alternatives analysis will be based upon a geographic
segment of the area that is large enough to encompass any impacts directly and indirectly attributable to the proposed action.

5. The IERs will be posted on the USACE CEMVN Alternative NEPA Arrangement Web page for a 30-day public review and comment period. A notice of availability will be mailed/e-mailed to interested parties
advising them of the availability of the IER for review in addition to placing a notice in newspapers and other media selected to reach residents of New Orleans including those who have relocated to other areas. The IERs will also be made available during the monthly public meetings.

6. Public meetings to discuss a specific IER will be held if requested by the stakeholders involved in the review process. Upon completion of the comment period, and after any meetings, an IER

addendum responding to comments received will be completed and published for a 30-day public review period. Notice will be provided in newspapers and other media, posted on the Web site, and a notice of availability mailed/e-mailed to interested parties.

No sooner than 30 days after publication of the IER addendum, or an IER in the event no comments or requests for meetings are received during the public review and comment period, the District Commander will issue a decision describing how USACE will proceed.

7. At a time when sufficient information is available from IERs analyzing proposed actions in the New Orleans area, CEMVN will produce a draft Comprehensive Environmental Document (CED). The CED will
incorporate the IERs by reference and address the work completed and the work remaining to be completed on a systemwide scale and a final mitigation plan. Updated information for any IER, or IER addendum, that had incomplete or unavailable data at the time the District Commander made a decision on how to proceed will be provided and the CED will identify any new information associated with long term operations and maintenance of the approved actions analyzed in the IERs. The CED will include a discussion of how the individual IERs are integrated into a systematic planning effort. A cumulative effects analysis will analyze any indirect impacts due to altered hydrology or induced development that resulted from the actions taken by the USACE and the relationship of the proposed actions covered in the IERs with other proposed and reasonably foreseeable proposals for hurricane protection measures located within the Lake Pontchartrain and West Bank Hurricane Project areas and proposed and reasonably foreseeable proposals for hurricane protection and coastal restoration measures identified in the Louisiana Coastal Protection and Restoration Study and the Coastal Protection and Restoration Authority of Louisiana's Master Plan. An external engineering peer review of the proposed levees and floodwalls work analyzed in the IERs will be made available as soon as practicable and no later than publication of the draft CED.

8. The draft CED will be posted on the USACE web page for a 60-day public review period. A notice of availability will be posted on the Web site and mailed/e-mailed to interested parties advising them of the availability of the draft CED for review in addition to placing a notice in newspapers and other media. Public meetings would be held during the review period if requested by the stakeholders involved in the process.

9. Upon completion of the 60-day review period, all comments will be appropriately addressed in a final CED. The final CED will be published for a 30-day public review period. Notice will be provided in newspapers and other media, posted on the Web site, and a notice of availability will be mailed/e-mailed out to interested parties.

No sooner than 30 days after publication of the final CED, the District Commander will issue a decision describing how CEMVN will proceed. This decision will be made available to stakeholders by posting it to a Web site, mailing/e-mailing notices of availability, public notices in newspapers and news releases to other media such as radio and television stations.

Description of Proposed Actions: CEMVN will analyze the proposed hurricane and storm damage reduction actions for the sub-basins within the Lake Pontchartrain and Vicinity (LPV) and West Bank and Vicinity (WBV) Hurricane Protection Project areas in a series of IERs. Each IER will identify the proposed actions and will investigate alternatives, direct, indirect, cumulative impacts, and mitigation for impacts to the human environment. Exact alignments and work to be completed will be determined as a part of the NEPA process. IERs will also be prepared for proposed borrow material and mitigation plans. Further information on the IER's can be downloaded from the USACE New Orleans District Web site at: http://www.mvn.usace.army.mil/pd/Envir_Processes_NEPA/Index.htm.

IER 1: LPV, LaBranche Wetlands Levee, St. Charles Parish, LA--Proposed action: Rebuilding of 8.7 miles of earthen levees, replacement of 6,400 linear feet of floodwalls, and fronting protection to five

existing drainage structures.

IER 2: LPV, West Return Floodwall Jefferson--St. Charles Parish, LA--Proposed action: Replacement of 17,900 linear feet of floodwalls.

IER 3: LPV, Lakefront Levee Jefferson Parish, LA--Proposed action: Rebuilding of 9.5 miles of earthen levees, upgrading foreshore protection, replacement of two floodgates, and fronting protection to four pump stations.

IER 4: LPV, New Orleans Lakefront Levee, West of Inner Harbor Navigational Canal, Orleans Parish, LA--Proposed action: Rebuilding of 4.4 miles of earthen levee, replacement of 7,600 feet of floodwalls, 16
vehicle access gates, and one sector gate.

IER 5: LPV, Outfall Canal Closure Structures, 17th Street Canal, Orleans Avenue Canal and London Avenue Canal, Orleans Parish, LA--Proposed action: Construction of pump stations and closure structures on the three outfall canals.

IER 6: LPV, Citrus Lakefront Levee, Orleans Parish, LA--Proposed action: Rebuilding of 4.1 miles of earthen levees, replacement of 10,662 linear feet of floodwalls, and four floodgates.

IER 7: LPV, New Orleans East Levee, Maxent Canal to Michoud Slip, Orleans Parish, LA--Proposed action: Rebuilding of 19.1 miles of earthen levee and replacement of three floodgates.

IER 8: LPV, Bayou Bienvenue and Bayou Dupre Control Structures, St. Bernard Parish, LA--Proposed action: Replacement of 1,000 linear feet of floodwalls and two navigable floodgates.

IER 9: LPV, Caernarvon Floodwall, St. Bernard Parish, LA--Proposed action: Replacement of two floodgates,replacement of 1,500 feet of floodwall, and possible realignment of levee.

IER 10: LPV, Chalmette Loop Levee, St. Bernard Parish, LA--Proposed action: Rebuilding of 22 miles of earthen levees and the replacement of 1,500 linear feet of floodwalls.

IER 11: LPV, Inner Harbor Navigation Canal Navigable Floodgates, Orleans and St. Bernard Parishes, LA--Proposed action: Construction of gated navigable closure structures to protect the Inner Harbor Navigation Canal.

IER 12: WBV, Harvey and Algiers Canal Levee and Floodwalls, Jefferson, Orleans, and Plaquemines Parishes, LA--Proposed action: Rebuilding of 31 miles of earthen levees, replacement of 18,800 linear feet of floodwalls, modifications to 18 existing gates, and fronting protection modifications to nine pump stations.

IER 13: WBV, Hero Canal Levee and Eastern Terminus, Plaquemines Parish, LA--Proposed action: Rebuilding of 22,000 linear feet of earthen levees and construction of 1,500 linear feet of floodwalls.

IER 14: WBV, Harvey to Westwego Levee, Jefferson Parish, LA--Proposed action: Rebuilding of 12 miles of earthen levee, construction of 7,013 linear feet of floodwalls, and modifications to three pump stations.

IER 15: WBV, Lake Cataouatche Levee, Jefferson Parish, LA--Proposed action: Rebuilding of 8 miles of earthen levee and fronting protection at one pump station.

IER 16: WBV, Western Terminus Levee, Jefferson Parish, LA--Proposed action: Construction of western terminus earthen levee section.

IER 17: WBV, Company Canal Floodwall, Jefferson Parish, LA--Proposed action: Replacement of 13,442 linear feet of floodwalls and fronting protection for two pump stations.

IER 18: Borrow, Government Furnished, Multiple sites--Proposed action: Analyze information supplied from a variety of governmental sources to determine appropriate Government Furnished borrow locations. Sources could be from sites throughout southeast Louisiana.

IER 19: Borrow, Pre-Approved Contractor Furnished, Multiple sites--Proposed action: Analyze information supplied from a variety of non-governmental sources to determine appropriate Pre-Approved Contractor Furnished borrow locations. Sources could be from sites throughout the southern United States.

IER 20: LPV, Mitigation Pool--Proposed action: Analyze alternatives to determine appropriate mitigation is implemented for unavoidable impacts to the human environment.

IER 21: WBV, Mitigation Pool--Proposed action: Analyze alternatives to determine appropriate mitigation is implemented for unavoidable impacts to the human environment.

Scoping Meeting Schedule

All nine of the meetings start at 7 p.m. and are scheduled to conclude at 9 p.m. Dates and locations of the meetings are as follows:

March 27, 2007--Lake Cataouatche Sub-Basin: Lake Cataouatche/Jefferson Parish Dougie V's Restaurant--Banquet Hall, 13899 River Road, Luling, LA

March 28, 2007--Harvey-Westwego Sub-Basin: Westwego City Council Chamber, 419 Avenue A, Westwego, LA

March 29, 2007--St. Charles Parish Sub-Basin: American Legion Hall, Post 366, 12188 River Road, St. Rose, LA

April 3, 2007--Gretna-Algiers Sub-Basin: Our Lady of Holy Cross College, 4123 Woodland Drive, New Orleans, LA

April 4, 2007--Chalmette Loop Sub-Basin: 8201 West Judge Perez Road, Chalmette, LA

April 5, 2007--Jefferson East Bank Sub-Basin: Jefferson Parish Regional Library, 4747 W. Napoleon Avenue, Metairie, LA

April 10, 2007--Belle Chasse Sub-Basin: Belle Chasse Auditorium, 8398 Highway 23, Belle Chasse, LA

April 11, 2007--New Orleans East Sub-Basin: Avalon Hotel & Conference Center, 830 Conti Street, New Orleans, LA

April 12, 2007--Orleans East Bank Sub-Basin: National WWII Museum, 945 Magazine Street, New Orleans, LA

Coordination: The USACE will continue to obtain concurrence, permits, and any other authorizations necessary to be in compliance with all other environmental laws prior to the initiation of any proposed actions. This includes, but is not limited to, complying with section 7 of the Endangered Species Act, the National Historic Preservation Act, the Clean Water Act, the Coastal Zone Management Act, and the Magnuson-Stevens Act.

Dated: March 2, 2007.
Richard P. Wagenaar,
Colonel, U.S. Army, District Commander.
[FR Doc. E7-4515 Filed 3-12-07; 8:45 am]

BILLING CODE 3710-84-P

Roxanne Tillotson
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Roxanne Tillotson, [redacted] The floodgate is a good idea although she lives in Jesuit Bend she thinks there is a lot of misinformation (height of the floodwall, overwhelming Ollie drainage canal, induced flooding) going around about impacts that are not true. She says that if the water got to Oakville that means she would already be under water from surge/flooding and doesn't think the floodgate would cause flooding. She supports the compartmentalization approach for the upper part of the parish.

Danny Trosclair
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Danny Trosclair, [redacted] He supports the project and says that protection is more important than losing property value. He says we shouldn't marry the NOV and IER 13 projects because it would leave the whole parish open to flooding/surge. He says don't listen to the complaints of a few, help the majority of the parish that lives in the north. Take both sides into consideration. Protect Plaquemines.

Lori Trosclair
[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Lori Trosclair, [redacted] A resident of Jesuit Bend, she is for the floodgate. She says we should save some of the parish now and provide protection to the south as soon as we can.

Corinne Van Dalen
50[redacted]
18 May 2009

Voicemail Comment

Hi this is Corinne Van Dalen calling from the Tulane Environmental Law Clinic. You probably don't hear this a lot but want to submit comments on behalf of Oakville Community Action Group that supports basically everything that's in the draft IER. So it's going to be short were just going to agree. But I want to make sure it gets in the record and I see that I can hit the little thing that says comment. And post my comment that way to your website I guess or maybe it's an email. Or I can mail it. But what I'm most concerned about is that it makes it into the record. And want to know if I have all of today to do it. It says that the deadline it the 18th. So in other words I may you know finish it this evening and want to know if that's ok or I know sometimes the state has a deadline of like noon or something like that. If you get a chance to call me that would be great. My number[redacted] Thank you.

Corinne Van Dalen, La. Bar. No. 21175
Supervising Attorney
[redacted]
New Orleans, LA 70118
[redacted]
On Behalf of Counsel for Oakville Community Action Group
18 May 2009

From: [redacted]
Sent: Monday, May 18, 2009 9:50 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

May 18, 2009
Via Email
Mr. Gib Owen, PM-RS
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267
RE: Oakville Community Action Group Comments on IER # 13

Dear Mr. Owen:

Oakville Community Action Group agrees with and supports the proposed action evaluated by the U.S. Army Corps of Engineers, Mississippi Valley Division, New Orleans District ("the Corps") in its draft Individual Environmental Report # 13 (IER # 13).

Oakville Community Action Group is a non-profit corporation whose members live, work, own property, recreate, and enjoy the environment in and near Oakville. The purpose of the organization is to preserve, protect, and enhance the environmental, health, and safety interests of its members, the Oakville community, and its surroundings. IER # 13 evaluates the potential impacts associated with the proposed enlargement to the Hero Canal levee, and construction of the Eastern Tie In portion of the West Bank and Vicinity, Louisiana Project. The purpose of this proposed action is to provide hurricane and storm damage risk reduction to Oakville and other communities in Plaquemines Parish. Because the proposed action directly affects Oakville, Oakville Community Action Group has actively participated in several public meetings held by the Army Corps on IER # 13 where it has voiced its concerns about various levee alignments and other project details. Oakville Community Action Group is pleased that the proposed action addresses its concerns by protecting the Oakville community without requiring the relocation of its residents and by minimizing impacts to the wetlands in the area.

Specifically, Oakville Community Action Group supports the proposed project because it protects all Oakville residents by including the entire community within the levee system, while leaving all residences and community structures in place. Oakville is a community with a strong a strong sense of unity bound by community leaders (both civic and spiritual), familial connections, and a shared history. Freed slaves from nearby plantations founded Oakville after the abolishment of slavery. Indeed, the very same subdivision layout exists today as that which its founders designed in 1871. And, many of today's

Oakville residents can trace their ancestry to those who first lived in Oakville. Because of Oakville's history and strong community ties, Oakville Community Action Group is especially pleased that the Army Corps chose an alternative that will allow the community to remain whole and protected.

In addition, Oakville Community Action Group supports the proposed project because it minimizes wetland loss. The area to the east of Oakville is a forested swamp comprised of bottomland hardwoods that offers many benefits, some of which are wildlife habitat, storm surge buffer, and flood control. Therefore, Oakville Community Action Group supports the Army Corps decision to eliminate the alternative 3 that would have resulted in the destruction of an additional 53 acres of this valuable forested swamp.

Oakville Community Action Group thanks the Army Corps for taking its concerns into consideration and proposing a project that will enhance the future of the Oakville community.

Respectfully submitted this 18th day of May, 2009 by,

TULANE ENVIRONMENTAL LAW CLINIC
/s/
_____
Corinne Van Dalen, La. Bar. No. 21175
Supervising Attorney
[redacted]
New Orleans, LA [redacted]
[redacted]
On Behalf of Counsel for Oakville Community Action Group

Peggy Willy
5[redacted]
18 May 2009

IER 13 Verbal Comments taken over the Phone

Peggy Willy[redacted]: She says that levees in south Plaquemines should be done first and made higher before any floodgate should be thought of. The gate is bad, it has to be closed ahead of time which means people have to evacuate sooner and spend more on hotels and food. Upper Belle Chasse can't handle any more water but lower Belle Chasse can handle water. If the floodgate is built it will put more water on lower Belle Chasse after flooding when the open the gate to drain. Protect the whole parish, not just the top 5th.

Peggy Willy
[redacted]
18 May 2009

Voicemail Comment

Hi this is Peggy Willie. I'm at 5[redacted]. I was calling for information about the possible floodwall in the Jesuit bend area. If there was any new news about it or if whether ya'll were still taking comments about it. The Oakville floodgate and call me whenever you get a change that's Peggy at 504-656-2394. Thank you, bye.

Unknown
[redacted]
18 May 2009

From: [redacted]
Sent: Monday, May 18, 2009 6:49 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Please re-look at the proposed floodwall. The front line of defense is levee protection, not a flood wall. The wall is a waste of tax payer money and the money could be used to stop the real problem of flooding, the LEVEE. No WALL , NO WAY.

Geneva P. Grille, P.E.
[redacted]
19 May 2009

From: Geneva Grille
To: Owen, Gib A MVN
Sent: Tue May 19 13:58:26 2009
Subject: IER #13 Comment

I can't seem to send this on the web site. Please replace my previous comment letter of 5/17/09 with the revised letter of 5/19/09; I'm sorry but I left out some words in the previous letter. Should I fax or mail in a signed copy of this letter? FYI – I sent a copy of this letter to the Congressional delegation and CRPA.

Geneva P. Grille, P.E.
[redacted]

GENEVA P. GRILLE, P.E.
110 NOBLE DRIVE
BELLE CHASSE, LA 70037

May 17, 2009 (revised 05/19/09)

Mr. Gib Owen
PM-RS
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

RE: Draft Individual Environmental Report
West Bank and Vicinity
Hero Canal Levee and Eastern Terminus
Plaquemines Parish, Louisiana
IER #13

Dear Mr. Owen:

I am a resident of Belle Chasse and am very concerned with flooding from an open gap in the levee system south of Belle Chasse. This is a problem that has existed for far too long. I am also very concerned about FEMA de-certifying any levee system that doesn't meet its new base flood (100-year) levee certification guidelines by 2011. If this happened in the Belle Chasse area, I feel that it would totally devalue my property along with the entire area.

First, I want some type of acceptable 100-year closure south of Hero Canal in place to provide closure to the West Bank and Vicinity Flood Reduction System by 2011. I am a professional civil engineer, retired from DOTD, and have over 40 years experience working on flood control, drainage and highway projects in this area. I was the DOTD engineer charged with assisting the West Jefferson Levee District (WJLD) with the federalization of the West Bank Hurricane Project in 1986 and the Post Authorization Changes for East of Harvey and Lake Cataouatche Levee. Because of the magnitude of this project in three

parishes, the State of Louisiana, through DOTD, became the local funding sponsor of the project, with WJLD as the administrator.

Prior to Hurricane Katrina, the West Hurricane and Vicinity was designed by the Corps for a 300-year return frequency storm. Pre-Katrina, the area that includes Belle Chasse, English Turn and Lower Coast Algiers was a separate polder in the East of Harvey system. All that changed post-Katrina. New hydraulic models were run and the entire project was reanalyzed. The Corps design methodologies and safety factors changed and the entire system was redesigned to conform to new flood protection elevations required for 100-year levee certification for FEMA requirements in the "Risk Reduction System". Now in order to achieve this 100 year level of protection, a new sector gate and pumping station must be built in Bayou Barataria connecting the Belle Chasse Levee into the V-line Levee. This is necessary because it is not feasible to raise the levees along the Harvey and Algiers Canals high enough. Neither is the original tie into the non-federal levee in Oakville acceptable to provide the 100 year level of protection and the southern closure must be made to the Mississippi River Levee. The separate polders north and south of the Algiers Canal and west of the Harvey Canal are now all interconnected. It appears to me that failure to provide a complete 100-year system wide level of protection to this project affects the integrity of the entire project and is not just a Belle Chasse and Oakville issue. I did not see this adequately addressed in IER #13.

On May 7, 2009, I attended the 24th Annual Workshop Conference for Levee Board Commissioners and Staff in Baton Rouge, where Mr. Gary Zimmerer of FEMA gave a presentation on levee certification. This is a very hot issue in the State of Louisiana at this time and hopefully I have a misunderstanding of this issue. It is my understanding that under the present post-Katrina FEMA guidelines, if a levee system does not meet current FEMA guidelines for a 100-year flood system, it will be de-certified and removed from the D-FIRM map. Any existing properties with existing flood insurance policies would be grandfathered in with their existing flood insurance policies and rates as long as they were kept continuously in effect, but the areas would be remapped as if no levee were in place. This would essentially put previously leveed off areas into velocity zones. Any new construction would be totally incongruous with the existing development. Could this possibly be true? I believe this certification affects the entire project as a system, not only Belle Chasse in Plaquemines Parish, but also all the areas with the confines of the West Bank and Vicinity Risk Reduction Project in Orleans and Jefferson Parishes. This really needs to be addressed in the IER by the Corps so that Plaquemines Parish Government and all stakeholders can make the most informed decisions. I did not see this adequately addressed in the IER.

Sincerely,

Geneva P. Grille, P.E.

Roxanne Tillotson
[redacted]
19 May 2009

From: Roxanne Tillotson [redacted]
Sent: Tuesday, May 19, 2009 8:16 PM
To: MVN Environmental
Subject: Please FWD to Col Alvin Lee : RE The Floodgate

HI Mr Owen,

Can you Please forward this email , which I sent to Senators Vitter and Landrieu and also sent to Charlie Melacon .... To Col Alvin Lee .

Thanks

Hello
I am a resident of Jesuit Bend in Belle Chasse La . I would like to comment on the floodwall that is being proposed by the Army Corps of Engineers . Although most of my neighbors are fighting AGAINST the floodwall ,I am here to comment that I think the floodwalL is a GOOD THING . I do NOT believe that this wall will cause us to flood. I will be on the south side of the wall but I understand how things work and feel confident that this floodgate will PROTECT the majority of Plaquemmines parish if our levees are breached or topped. In that case we would flood ANYWAY ..... However,the floodgate will stop the water from going into Belle Chasse where 95% of our businesses and schools are. Of course, I do not want my home to flood. But I also do NOT want to lose our entire infrastructure like much of St Bernard and Orleans parish did after hurricane Katrina. I realize that this floodwall will prevent us from losing our infrastructure in case our levees fail . I would like you to support the Army Corps of Engineers proposal FOR the floodgate at Oakville . This project is also tied in with the project to federalize the levees behind my home in Jesuit Bend. I fear that if this project is changed or delayed, so will the increased protection of lower Plaqueminnes Parish be delayed. Please SUPPORT the Corps in this project. Thank You.

Roxanne Tillotson

Unknown
5[redacted]
19 May 2009

Voicemail Comment

Hi Mr. Owen I am calling to see if the public comment period for the floodgate at Oakville has been extended. I heard that it was extended to June 1st. But I don't know if that is just a rumor or not. So I am calling about that. And While I have your voicemail I'll go ahead and leave a comment. I'll leave my comment with Gigi on yesterday. But I just wanted to let you know. That I live in Jesuit bend and I am not against the floodgate. I do think that it is a good thing. And I think that it's something that needs to be done at that location and also possibly later on down the road another gate at the alliance would be a good idea. I do understand the reasoning behind the gate. And that if our levees are breached it will, we will flood anyway but the whole parish will not flood and I certainly do not want my home to flood but I don't think that the gate is gonna cause us to flood. And if it's something that is gonna save the parish the rest of the parish then I am in agreement with that. But if you could call me back please to let me know if the public comment period has been extended or if that is just a rumor. I would appreciate it. My number is 6[redacted] Thank you bye-bye. Oh and if I don't answer there you can try my cell which is [redacted] thank you bye-bye.

Kevin Pedeaux
[redacted]
20 May 2009

From: [redacted] **On Behalf Of** Kevin Pedeaux
Sent: Wednesday, May 20, 2009 3:09 PM
To: MVN Environmental
Subject: IER13

Hi, I'm Kevin Pedeaux with the Plaquemines Gazette. I'm looking for your media guy, I think his name is Ken. I'm just looking for comment on the current status of IER13.
Thanks
Kevin

Bobby Wilson
[redacted]m
20 May 2009

-----Original Message-----
From: Bobby Wilson [mail[redacted]
Sent: Wednesday, May 20, 2009 9:44 PM
To: MVN Environmental
Subject: PLEASE FINISH THE EASTERN TIE-IN AS SCHEDULED!!!!
Gib

Please express to the Corp that we, the residents of Belle Chasse and English Turn, want the Corp to complete the Eastern Tie-In as planned and scheduled. We can't afford to wait beyond 2011.

Don't let the local politics get in the way of completing what the Corp is known far, providing public safety.

We need the GATE. Don't disappoint us!

An acknowledgement of this email and even the smallest hint that the Corp will not change their minds would be greatly appreciated.

Regards,
Bobby Wilson

Unknown
[redacted]
20 May 2009

-----Original Message-----
From: In the Bend [redacted]
Sent: Wednesday, May 20, 2009 5:59 AM
To: MVN Environmental
Subject: Post directed to Pete Stavros

Mr Owen,

Please see below a email/post that was posted by me to Pete Stavros on his forum about the floodgate . Please enter this as my comment re the floodgate at Oakville and please fwd to Col Lee . Thanks Jesuit Bend resident

---

I am a resident of Jesuit Bend. I have sat back and watched how all of this has unfolded and am very disgusted and disappointed with the amount of false information that you are putting out there.Most of you dont even know what you are fighting for!

First..When you say that the residents of Oakville were opposed to the levee .You are not telling the whole story. Did you know that the first plans were that the Corps was going to build the levee just as they are now , but instead of a floodgate , they were going to put a levee across Hwy 23 with an overpass going OVER the levee.Whether its a floodwall, or a levee , both ideas would have crossed hwy 23 to tie into the Miss river levee. The residents were opposed to the overpass over that levee for various reasons.The Corps then changed it to a floodgate across the highway instead. In my opinion this is a much better solution as this can be opened and closed when needed.

2nd... the floodgate will NOT be 16 ft tall.The land where the proposed gate sits is 5-6 feet above sea level. The floodgate will be 16 ft above sea level , therefore the floodgate will be 10- 10.5 ft high .So I think your sign needs to be changed.

Next .. I have heard that our property values are going down already because of this floodgate. That is so untrue. Property prices are going down due to the ECONOMY. Check the prices of houses in Springwood . They are SIGNIFICANTLY lower than they were 1-2 yrs ago. And they are not selling . Its the economy . I sat in the meeting and heard how a JB resident claimed that his home was put on the market at a lower price due to the floodgate. This same JB resident claimed he just found out about the floodgate 2 weeks prior , yet his home was put on the market in MARCH . How then was his home put on the market for a lesser value (his words that Bonnie Buras told him) due to the floodate , when he just learned about the floodgate 2 weeks ago?? Hmmmmm

Now most importantly , the floodgate . I have been reading the posts by engineer Mike Scorsone and wholeheartedly agree with the design of the wall and that it will NOT "cause" us to flood. The floodgate is designed as added protection in CASE there is a levee breach , which if that were to happen , Jesuit Bend would flood ANYWAY . The floodgate would just prevent the water from spreading all the way through north Belle Chasse which would cause our entire infrastructure to be GONE . Are you guys THAT selfish to say that if *I* flood ....so should the rest of Belle Chasse, English Turn ect ?? Of course , like everyone else ,I do not want my home to flood . If I thought the wall would INDUCE flooding , then

I would understand the "fight". Please educate yourselves and listen to the experts (engineers) on this project . Go back and re read Mikes posts . He gave some very good analogies using the ship .

Most of the spearheads of this "fight" are not from here . I will venture to say that they do not know the waterways here . For if they did , they will KNOW that you cannot just build a levee from the North all the way to south Plaq. and that will be the solution . Sure , it sounds great , but what happens when a part of that levee fails ? What happens when a Katrina event comes a little more west and hits us directly ? Do you think that ANY levee will be high enough to protect us ? There absolutely SHOULD be stopping points at various locations to prevent TOTAL DEVASTATION . I believe that the floodgate at the proposed location is a good idea. I believe a second floodgate at Alliance should be erected .I also believe that the levees should be built up to 100 yr protection for ALL of us . I also believe that Coastal restoration is THE KEY to saving our parish. ALL of this needs to happen . But by you guys fighting for something that you dont even understand , you will ruin this for ALL of us ! Please educate yourselves and KNOW what you are fighting for ! STOP putting false information out there . This floodgate will not hurt us . Its only a added protection to prevent total devastation in a catastropic event . I am not that selfish to believe that if I flood , so should my childs school, the grocery store I visit a few times a week , the many businesses I support in this parish , the base that protects us , the church I belong to ect ect. Wake up people ! Thank You

Unknown
k[redacted]
21 May 2009

-----Original Message-----
From: [redacted]m [ma[redacted]
Sent: Thursday, May 21, 2009 7:56 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Please make sure this project is completed. We need this Flood Gate to maintain the value of our property. This is going to help homes in Belle Chasse and English Turn. we definitely this project to complete our 100 year plan.

Unknown
c[redacted]
21 May 2009

-----Original Message-----
From: [redacted]]
Sent: Thursday, May 21, 2009 8:06 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

If Plaquemines Parish misses getting included with hundred year protection through IER13 now we won't see this opportunity again in our or our children's lifetimes.

Nobody wants to see lower property values and make it impossible to get Flood Insurance. By not supporting IER13 that is what we are saying we want? Are we really so ignorant?

Unknown
[redacted]
21 May 2009

-----Original Message-----
From: [redacted]
Sent: Thursday, May 21, 2009 8:00 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - General Comment

Anyone opposed to this has not read it in all its details. This is win-win for Plaquemines Parish especaially in our current economy with the ongoing federal spending. Now is the time to get on board or we will miss out completely just as we did with Gaming. We let Mississippi beat us then. Are we going to lead in our area or allow the uninformed to mislead us?

We need IER13 and have a chance to get on board NOW!

Unknown
[redacted]
25 May 2009

-----Original Message-----
From: [redacted]
Sent: Monday, May 25, 2009 2:26 PM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

BUILD THE FLOODGATE! Those South of the Gate have been wiped out three times in my lifetime and three times others bore the brunt of rebuilding. This is madness. And now they want to stop a floodgate protecting Belle Chasse only because they don't want anyone living on safer ground to have better protection than they have. Spite and nonsense.

Build the floodgate. Do what can be done for the lower end of the parish but not at a half million dollars or so per person down there.

And, re-flood the marsh. If not, we are ultimately doomed anyway. The Corps should stop the delaying tactics and institute massive muddy water flow into the marshes, letting it flow where it will. The Corps starved the marshes and it is immoran aand dishonest not to un-do the damage the Corps has done. You need a definite change in policy.

Unknown
[redacted]
25 May 2009

-----Original Message-----
From: [redacted]
Sent: Monday, May 25, 2009 8:06 AM
To: MVN Environmental
Subject: NOLA Environmental Comment - Belle Chasse

Not supporting IER 13 would be like allowing our child to drown without putting any rescue tools anywhere near the pool. IER 13 contains many alternatives any one of which is agreeable. No support is stupid. We MUST decide which alternative and move forward. "NO ACTION" is not an alternative.

[redacted] Guerrera
[redacted] LA 70037
[redacted] com
28 May 2009

May 28, 2009

U.S. Army Corps of Engineers
RE: IER-13 Project

To whom it may concern,

My husband and I are very much against this IER-13 flood wall. Our major concerns are increasing risk of flooding, increased flood and home insurance and decreasing home values.

This project is outdated and needs to be reconsidered. There are no longer pasturelands and citrus grooves, but people, homes, businesses and a beautiful properous parish to protect!

The government makes millions just from Oakville to Alliance and there are much historical value further south, like Oakville, and also all the wonderful citrus and creole tomatoes that is produced because of the special soil that only our parish has. Where will all the people that harvest all the wonderful seafood, that you eat, be able to live!?

There are too many government officials, also, against this floodwall, for one of many, Louisiana State Speaker of the House Jim Tucker, who wrote a letter to Col. Al Lee opposing this floodwall project.

We need to go back and do this project right the first time and protect <u>all the people</u>!!

cont. →

We all deserve and expect to be 100 percent protected-!!
Please work to a better project to better protect us all!! Thank you.

Concerned Belle Chasse Resident.

Jean Guerrera
Frank Guerrera

Jean & Frank Guerrera

[redacted]

Christie Lauff
[redacted]
28 May 2009

-----Original Message-----
From: Cmlauff [redacted]
Sent: Tuesday, April 28, 2009 9:37 PM
To: MVN Environmental
Subject: Re: Oakville levee/gate of the USACE Westbank & Vicinity Project

The Westbank & Vicinity Project developed by the US Army Corps of Engineers is projected to begin soon. The final day for public comment is May 4, 2009. The planning objective of the proposed action is to provide 100-year level of risk reduction to the IER #13 project area, part of the Westbank & Vicinity hurricane and storm damage risk reduction system. Reading through the report, "Areas south of the Hero Canal near the GIWW (Gulf Intracoastal Waterway) consist primarily of marsh habitat." "Adjacent areas to the south of Oakville are comprised of pasturelands and scattered citrus groves." This may have been true in 1986 when the USACE District Engineer completed a Feasibility Report and EIS entitled, "West Bank of the Mississippi River in the Vicinity of New Orleans, La." However, 2.1 miles south of the proposed levee site is 3 large subdivisions of homes, with homes distributed within this 2.1 miles. We are very concerned about the impact of this flood levee and gate to our communities, families and home and property values. We are aware of another project to raise our levees along, but are extremely concerned about our increased risk of flooding between the differing finish dates of both of these projects. For the most part, residents were unaware of this project. There have been multiple meetings but none involved Jesuit Bend and surrounding areas below "Historic Oakville." Please look at our website, www.plaqueminesleveee.com <http://www.plaqueminesleveee.com/> , for more information regarding this project and help us in any way possible to protect our homes and families. The video under the MAPS link is extremely upsetting to all who have viewed it.

The Corps of Engineers has set up a public meeting on Monday, May 4, 2009, Belle Chasse Auditorium, 8398 Highway 23, Belle Chasse, LA 70037, Open House 6:00 p.m. - Presentation 7:00 p.m. to discuss the Hurricane projects in Plaquemines Parish.

Jesuit Bend Resident,

Christie Lauff

Gerald Raynal Jr, CMSgt , LA ANG
[redacted]

[redacted]
28 May 2009

-----Original Message-----
From: Raynal, Gerald CMSgt USAF ANG 159 AMXS/LG [redacted]
Sent: Tuesday, April 28, 2009 12:12 PM
To: MVN Environmental
Subject: Plaquemines Parish Levee Proposal IER13

Mr. Owen,

My name is Gerald Raynal Jr. I reside at 150 River Bend Dr. Belle Chasse La. I am opposed to the seven current options being discussed pertaining to IER13. It is my understanding that the environmental study is based on mid 1980s data. Much has changed in the Jesuit Bend area since that time. This area has seen extensive growth during the last 25 years. I ask that the proposal include additional options which incorporate the protection of the Jesuit Bend community, the River Bend Nursing Home, and Belle Chasse Middle School.

Thank you for your time and consideration. I can be reached at [redacted]

Gerald Raynal Jr, CMSgt , LA ANG
[redacted]

Monica Senner
[redacted]
Belle Chasse, LA 70037
5[redacted]
28 May 2009

To: Mr Gib Owen
504-862-2088

From: Monica Senner
[redacted]

Re: IER13

May 28, 2009

Mr. Gib Owen
U.S. Army Corps of Engineers

Mr. Owen,

I am a resident of Jesuit Bend and I am opposed to the location of IER13 at Oakville. I drive Highway 23 daily. One of the most congested areas south of the Navy base is the area around Captain Larry's.

There are many distractions around this area. 18 wheelers, cars, trucks/SUVs pulling boats, and pedestrian traffic come in and out of their parking lot. I have personally seen cars swerve into the median or off the shoulder to avoid an accident. Unfortunately, there have been some serious accidents and even some fatalities in this area. Now they will have a floodwall near the highway to contend with.

I don't understand why you would build such a large structure straddling a busy traffic area. Will it obstruct the view we now have when traveling down Highway 23? Will we have enough time to react to a pedestrian who is obstructed from our view by this floodwall? Will it cause further congestion? What exactly are your plans?

Pedestrian traffic will continue to cross the highway. The people living across Hwy 23 from Capt. Larry's who do not have transportation have no choice but to shop there for essentials. It is their way of life. 18 wheelers will continue to park along the shoulder and use it to gain speed before they enter traffic on Hwy.23. Fishermen will continue to purchase bait and supplies for their fishing trips. They have a hard enough time maneuvering a trailer in and out of the parking lot. These are just some of the distractions already placed in this area.

I think a floodwall at this location will be a safety hazard. This alignment for IER13 needs serious reconsideration. The safety of the citizens you are trying to protect will be at a greater risk with this alignment.
Thanks, Monica Senner 115 Nancy Ct. Belle Chasse- [redacted]

[redacted]
LA 70037
[redacted]
29 May 2009

CELESTE G. STRICKLIN
[redacted]

May 29, 2009

US Army Corps of Engineers
Attn: Gib Owen
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Owen: ***VIA FAX*** [redacted]

I am a resident in Jesuit Bend and would like to express my concern for the location of the proposed floodgate in Oakville.

I am worried that if I am below this gate my insurance will be unaffordable. I will support this concern with a statement made by Julie Vignes in the January 8, 2009 meeting. She says "The Corps is authorized to build a system to be certified. If we do not get this system built and authorized it would inhibit the people from getting affordable insurance. The urgency behind the 2011 deadline is for insurance reasons. Congress appropriated the money to improve the system but it is not going to be equal to be certified for risk reduction." This is telling me that if you are not included in the 100 year protection your insurance will be unaffordable.

What about the fact that the wall will induce flooding. I saw an interview Channel 6 did about the tie in and they talked to several people about what happens. Billy Marchal an engineer with The Flood Protection Alliance said "Wherever you have a barrier, water is going to stack up against that barrier. Anybody outside of that barrier is going to be affected somewhat ..." This is telling me that we would probably have more water than if there were no wall.

At the January 8, 2009 meeting several people expressed their concerns for the proposed flood gate, many are on the record asking why the levees couldn't be raised all the way south. Has any of this been considered?

I would still like to know how such a project can go forward based on old data. Data that states everything adjacent to the wall is pasture and scattered citrus. At the time of the study this may have been correct but 20 years after the fact it is not. Not all the proper testing has been done. For this project to move forward would be criminal.

This needs to be revisited. We the people of Jesuit Bend have brought up many very good issues and I have yet to hear them be addressed. Please make the right decision.

Sincerely,

Celeste G. Stricklin

Leander H. Perez, III
[redacted]
31 May 2009

From: LHPerez3
To: alvin.b.lee.col@usace.army.mil
CC: gib.a.owen@usace.army.mil
Sent: 5/31/2009 4:58:24 P.M. Central Daylight Time
Subj: IER 13

Colonel Lee,

My name is Leander H. Perez, III. My wife and I reside at 11422 Highway 23, Belle Chasse, Louisiana 70037. Our property is "Ground Zero," the first piece on the south side of the proposed IER 13 alignment crossing Hwy. 23. This is the side the Corps frighteningly labels "The Flood Side."

We have attended all the public meetings hosted by the Corps. We also have listened to the public's suggestions, concerns and fears. There is not much more we could add for they are all legitimate.

At one of the hosted meetings, I recall a lady standing up and addressing the audience and the Corps saying, "When I am asked where is Plaquemines Parish, I tell them Plaquemines is south of New Orleans and is the boot that extends out into the Gulf of Mexico." She went on to say that if IER 13 alignment is implemented, years from now there will no longer be a boot and Venice would be located at Oakville.

This also hits home in a different twist. My son is a river pilot. His run is from New Orleans to Pilot Town, south of Venice, and back. If there were no longer a east or west side of Plaquemines, what would happen to shipping and other related traffic on the Mississippi River? If the river is impaired, the United States and the world will be affected.

Coastal restoration is also a vital part of the equation to protect the River and Plaquemines Parish.

I am very aware of the two projects and their differences. I know I can speak for the whole parish in asking the Corps to consider suggesting to Congress to scrape the IER 13 segment and tie the 100 Year Protection Levee into the Non-Federal Levee at Oakville and continue it to run south past the Alliance Refinery. The reasons have been stated in the past hosted meetings and numerous public correspondences with the Corps and Congress. A frightening concern I have with the Non-Federal Levee project is the following. For over a year the Parish Government and the public have been led to believe from the Corps that the Non-Federal Levee from Oakville south would be 12 to 12.5 feet high. At the last meeting in Oakville, a Corps representative stated he was not sure how high the levee would be. That led people to believe the Non-Federal Levee (Back Levee) could be much less than 12.5 feet high. This would definitely wash away the lower portion of the parish starting at Oakville.

My family has been living in Plaquemines Parish in the Oakville area and below for generations. For the past 70 years, my family has been instrumental in building this parish to where the citizens still say, "This is God's country and I am proud to live here."

Colonel Lee, you and the Corps' representatives have heard and seen this first hand. Please help our citizens to continue their proud heritage and convince Congress to scrape IER 13 and run the 100 Year Protection Levee further south of Oakville.

It is difficult to express to you my heritage and family's history in a short letter. Kindly do not let their hard work and dedication go to waste.

Please help me and our citizens in protecting our future existence and convince Congress to implement an alternative solution than IER 13.

Thank you for your time and understanding.

Leander H. Perez, III

Sydney Perez
[redacted]
31 May 2009

From: [redacted]
Sent: Sunday, May 31, 2009 9:32 PM
To: Lee, Alvin B COL MVN
Cc: [redacted]
Subject: Flood Wall at Oakville

Dear Colonel Lee,

My name is Sydney Perez and I am a resident of Plaquemines Parish.

After attending all of the Corps meetings in regards to IER 13, we are both well aware of how the residents of Plaquemines Parish feel about this issue. Plaquemines Parish is a key element not only to Louisiana but to the entire United States. As a citizen, I plead to you, the Corps, and the Congress of our great Nation to keep us from disappearing. The impact of knowing in advance we will lose our homes is devastating, and there is nothing we can do to stop it.

I realize Congress made this decision but you are the sole man in charge who can do something about changing it. Please do whatever you can to help the residents of Plaquemines Parish.

Thank you kindly,

Sydney Perez

Jeffrey Robichaux
[redacted]
31 May 2009

From: [redacted]
Sent: Sunday, May 31, 2009 8:18 AM
To: MVN Environmental
Subject: IER 13

I agree with Congressman Charles Melancon in that "We need to do this right the first time and find a solution that will provide the highest level of protection to the greatest number of people possible, without causing further delays and obstacles."

Please afford all of Plaquemines this increased level of storm protection. The plan as it is currently proposed segregates Belle Chasse as well as Plaquemines Parish.

Dionne & Armand Daigle
[redacted]
1 June 2009

-----Original Message-----
From: Dionne Daigle [mail[redacted]
Sent: Monday, June 01, 2009 9:52 PM
To: MVN Environmental
Subject: FLOODGATE

We would appreciate it if you would consider tying in the Hero Canal levees with the levees south of Oakville (New Orleans to Venice project) to give 100-year protection for everyone, eliminating the need for the floodgate at Oakville. Below seems to say that it is possible to make changes to the projects. Thanks for your consideration.

From the Summary of the Louisiana Coastal Protection and Restoration (LACPR) Technical Report (March 09 DRAFT, page 31): To the extent possible, a comprehensive plan for coastal protection and restoration should be implemented through coordinated use of existing authorities. In some cases, the authorities will need to be modified to ensure consistency among similar projects and across the coast. Additionally, since the success of plan development depends on the ability to compare like metrics among individual projects, and some existing authorities' do not afford the ability to conduct investigations to inform those metrics under normal policy (which in many cases uses dollars as the only metric), it therefore may be necessary to modify the authority to allow multi-criteria evaluation similar to LACPR.

In general, if authorization exists, the USACE is allowed implementation of the recommended plan with such modifications as the Chief of Engineers may deem advisable in the interest of the purposes specified.

Procedures for adoption of proposed project changes differ depending on whether they may be approved by the Chief of Engineers using such delegated discretionary authority or must be submitted to Congress for consideration and legislative modification of the existing authorization.
Where proposed changes are significant, they must be documented in a Post Authorization Change Report submitted to USACE Headquarters coupled with supplemental environmental documentation to address any changes in impacts, expansion of the impact area, and consideration of cumulative effects. If it is determined after review that the proposed changes are not within delegated authority but are of sufficient importance to warrant a recommendation for modification of the project authorization, procedures and further reporting requirements for processing such a recommendation to the Congress would be selected as best suits that specific case.

The basis for the possible use of an existing authority seems appropriate whenever there are proposed LACPR features such as levees and/or control structures that are common to plan features outlined in the existing project authority or there is a shared goal under the authority and the LACPR plans to provide risk reduction to an area. The authorities listed below correspond to alternatives in the final array that could be employed to implement those alternatives through the Post Authorization Change report process:

Flood control projects:
• Pearl River Basin, St. Tammany Parish
• Mississippi River and Tributaries
• Atchafalaya Basin
• Southeast Louisiana Urban Flood Control

Hurricane and storm surge risk reduction projects:
• Lake Pontchartrain and Vicinity
• West Bank and Vicinity

• New Orleans to Venice
• Grand Isle and Vicinity
• Larose to Golden Meadow
• Morganza to the Gulf of Mexico
• Morgan City and Vicinity

Coastal restoration projects:
• Louisiana Coastal Area
• Coastal Wetlands Planning, Protection and Restoration Act

Studies:
• Donaldsonville to the Gulf (multi-purpose)
• Southwest Coastal Louisiana Feasibility Study (multi-purpose)
• West Shore Lake Pontchartrain Study flood control, hurricane risk reduction)
• Lower Atchafalaya Basin Reevaluation Study (hurricane risk reduction)
• Louisiana Coastal Area Comprehensive Plan (coastal restoration)

A comprehensive review of all existing authorities will be needed to determine the applicability of each authority to investigating LACPR planning objectives. In view of the age of many of the authorities, it will be necessary to reexamine the objectives of the authorities and evaluate how well the supporting designs accomplish those objectives when analyzed using the latest available engineering technologies and statistical results.

Dionne & Armand Daigle

Edmond H. Fitzmaurice, III
Trustee, CKCC Trusts
[redacted]
1 June 2009

From: ehfiii@aol.com
To: Lee, Alvin B COL MVN
Sent: Mon Jun 01 14:31:11 2009
Subject: IER 13 Alignment

Dear Colonel Lee,

I am the trustee of the CKCC Trusts which own a portion of Live Oak Plantation. This portion is 4 arpents in width by 40 arpents in depth fronting Highway 23, immediately south of that property owned by Patrick Becnel. This property is located in Section 1: *Hero to La Reussite* in the Plaquemines Parish Non-Federal Levee proposals.

In my view, your project should certainly extend south past the Alliance Refinery.

When this project was envisioned the demographics of the area were inadequately described. Today, the data is completely outdated. Many of the farmlands and citrus orchards have been replaced by subdivisions and expensive homes. The effects of urban sprawl have come to Plaquemines Parish.

Were you to attempt to protect what was intended to be protected when this project was envisioned many years ago, you would include all of the developments upriver from, and including, the Alliance Refinery. Just because a project seemed to make sense many years ago does not mean that it makes sense today.

I have heard you say on television that this proposal is not a "done deal." Please consider my views in reaching your decision.

Very Truly Yours,

Edmond H. Fitzmaurice, III
Trustee, CKCC Trusts

Nadine Parker
[redacted]
1 June 2009

-----Original Message-----
From: Nadine Parker [m[redacted]
Sent: Monday, June 01, 2009 7:31 PM
To: MVN Environmental
Subject: Project IER 13 - Oakville Floodgate

I am writing regarding the Army Corp of Engineers' proposal to build a floodgate south of Oakville, LA as part of Project IER13.

I have many concerns to include potential increased risk of flooding & cost of insurance. However, I am most concerned with the very real fact that Hwy 23 provides the only way in and out of Plaquemines Parish south of the proposed floodgate. Traffic will be directed to go around the floodgate via a route which utilizes the Mississippi River Levee. Not only will this impair the flow of traffic for evacuees, it will also inhibit the ability for emergency vehicles to pass. I am concerned if saturated, the Mississippi River Levee, will not be able to withstand this type of stress, therefore impacting the safety of the citizens of Plaquemines Parish.

I would appreciate a response to let me know how this issue will be addressed within the project.

Thank you,
Nadine Parker
[redacted]
Belle Chasse, LA 70037
[redacted]

Sydney Perez
1 June 2009

From: SYD PEREZ
To: Lee, Alvin B COL MVN
Sent: Mon Jun 01 10:50:36 2009
Subject: Fwd: Flood Wall at Oakville

Dear Colonel Lee,

My name is Sydney Perez and I am a resident of Plaquemines Parish.

After attending all of the Corps meetings in regards to IER 13, we are both well aware of how the residents of Plaquemines Parish feel about this issue. Plaquemines Parish is a key element not only to Louisiana but to the entire United States. As a citizen, I plead to you, the Corps, and the Congress of our great Nation to keep us from disappearing. The impact of knowing in advance we will lose our homes is devastating, and there is nothing we can do to stop it.

I realize Congress made this decision but you are the sole man in charge who can do something about changing it. Please do whatever you can to help the residents of Plaquemines Parish.

Thank you kindly,

Sydney Perez

Gerald Raynal Jr
g[redacted]
1 June 2009

-----Original Message-----
From: gerald raynal [redacted]
Sent: Monday, June 01, 2009 5:53 PM
To: MVN Environmental
Subject: IER 13
To whom it may concern<

Please reconsider IER 13 to encompass all levees between Oakville and Venice. It appears that ther USACOE has the option to change course from the dated study data to provide 100 yr flood protection to include all westbank Plaquemeines Parish residents.

Thanks for your time and consideration
Gerald Raynal Jr

Peter Stavros
[redacted]
1 June 2009

-----Original Message-----
From: Stavros [mai[redacted]
Sent: Monday, June 01, 2009 11:41 PM
To: 'Stavros'; MVN Environmental
Cc: Holder, Ken MVN; Owen, Gib A MVN
Subject: SUBSTANTIVE COMMENTS on IER13
Mr. Owen,

Here are several new comments on IER13.
I am asking for your full consideration of my claims/statements.
Could you please reply to this email to acknowledge receipt?

Respectfully,

Pete Stavros
([redacted]

1 Jun 09

Col Lee,
Here are three comments on IER13 that I feel are substantive, and warrant thorough consideration.

Respectfully submitted,

Pete Stavros
[redacted]

(1) The IER is incomplete and does not analyze the environment affected by the project. Specifically, no effects of the project and the ENTIRE Greater New Orleans HSDRRS, have been addressed concerning the environment (and the inadequate levees which protects it) immediately south of Hero Canal Levee. This is not in keeping with the Alternative Arrangements for the IER process, which is designed to protect us, not force a project through without consideration.

From the alternative arrangements for the IER PROCESS:

> "The Emergency Alternative Arrangement Process: In order to meet the needs of the people of southern Louisiana in a timely manner that is appropriate to the level of imminent threat, CEMVN will comply with the NEPA by using the following emergency Alternative Arrangements....
>
> 4. Prior to any decision to proceed with proposed actions, CEMVN will complete an IER that documents the decision-making process followed by the USACE, the preferred and all other reasonable alternatives, the alternatives analyses that were performed, the direct and indirect

impacts of the proposed action, an initial description of the cumulative impacts of the proposal, an initial mitigation plan, and anyinterim decisions made by the USACE. **Each IER will identify areas where data was incomplete, unavailable, and areas of potential controversy. Alternatives analysis will be based upon a geographic segment of the area that is large enough to encompass any impacts directly and indirectly attributable to the proposed action."**

REFERENCE: FR Doc E7-4515
[Federal Register: March 13, 2007 (Volume 72, Number 48)]
[Notices]
[Page 11337-11340]
From the Federal Register Online via GPO Access [wais.access.gpo.gov]
[DOCID:fr13mr07-28]

(2) The induced flood risk is not addressed in IER13. Verbally hydrologists acknowledge that there will be a 2-3 inch static water rise, but full storm surge modeling would indicate that wind pressure against the HSDRRS levee system will increase the risk of water topping of the levees south of Oakville.

ADCIRC (ADvanced CIRCulation) modeling of the entire system of hurricane protection, as shown in the Louisiana Coastal Protection and Restoration (LACPR) Technical Report (March 2009), indicate that storm surge will be higher along the proposed IER13 project than if the system was not in place. [See Louisiana Coastal Protection And Restoration Technical Report Evaluation Results Appendix, Planning Unit 2, pages 17-19]

(3) The environment has changed over the lifetime of this authority. Modification of the Authority is needed to maintain consistency of these projects across the coast. Recommend POST-AUTHORIZATION CHANGE REPORT be submitted.

"Existing USACE Authorities Available to Support Implementation
The USACE does not envision the need for a new, broad authority to implement the alternatives contained in this report. To the extent possible, a comprehensive plan for coastal protection and restoration should be implemented through coordinated use of existing authorities. In some cases, the authorities will need to be modified to ensure consistency among similar projects and across the coast. Additionally, since the success of plan development depends on the ability to compare like metrics among individual projects, and some existing authorities' do not afford the ability to conduct investigations to inform those metrics under normal policy (which in many cases uses dollars as the only metric), it therefore may be necessary to modify the authority to allow multi-criteria evaluation similar to LACPR.

In general, if authorization exists, the USACE is allowed implementation of the recommended plan with such modifications as the Chief of Engineers may deem advisable in the interest of the purposes specified. Procedures for adoption of proposed project changes differ depending on whether they may be approved by the Chief of Engineers using such delegated discretionary authority or must be submitted to Congress for consideration and legislative modification of the existing authorization. Where proposed changes are significant, they must be documented in a Post Authorization Change Report submitted to USACE Headquarters coupled with supplemental environmental documentation to address any changes in impacts, expansion of the impact area, and consideration of cumulative effects. If it is determined after review that the proposed changes are not within delegated authority but are of sufficient importance to warrant a recommendation for modification of the project authorization, procedures and further reporting requirements for processing such a recommendation to the Congress would be selected as best suits that specific case. The basis for the possible use of an existing authority seems appropriate whenever there are proposed LACPR features such as levees and/or control structures that are common to plan features outlined in the existing project authority or there is a shared goal under the authority and

the LACPR plans to provide risk reduction to an area." (LACPR Draft Summary Report, Mar 09, p 31)

"A comprehensive review of all existing authorities will be needed to determine the applicability of each authority to investigating LACPR planning objectives. **In view of the age of many of the authorities,** it will be necessary to reexamine the objectives of the authorities and evaluate how well the supporting designs accomplish those objectives when analyzed using the latest available engineering technologies and statistical results." (LACPR Draft Summary Report, Mar 09, p 32)

Celeste G. Stricklin
[redacted]
Belle Chasse, LA 70037
[redacted]
1 June 2009

-----Original Message-----
From: Celeste G. Stricklin [mail[redacted]
Sent: Monday, June 01, 2009 4:56 PM
To: MVN Environmental
Subject: letter to the Army Corps-5-29-09

celeste g. stricklin
[redacted]
Belle Chasse, LA 70037

[redacted]

May 29, 2009

US Army Corps of Engineers
Attn: Gib Owen
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Mr. Owen:

I am a resident in Jesuit Bend and would like to express my concern for the location of the proposed floodgate in Oakville.

I am worried that if I am below this gate my insurance will be unaffordable. I will support this concern with a statement made by Julie Vignes in the January 8, 2009 meeting. She says “The Corps is authorized to build a system to be certified. If we do not get this system built and authorized it would inhibit the people from getting affordable insurance. The urgency behind the 2011 deadline is for insurance reasons. Congress appropriated the money to improve the system but it is not going to be equal to be certified for risk reduction.” This is telling me that if you are not included in the 100 year protection your insurance will be unaffordable.

What about the fact that the wall will induce flooding. I saw an interview Channel 6 did about the tie in and they talked to several people about what happens. Billy Marchal an engineer with The Flood Protection Alliance said “Wherever you have a barrier, water is going to stack up against that barrier. Anybody outside of that barrier is going to be affected somewhat ..." This is telling me that we would probably have more water than if there were no wall.

At the January 8, 2009 meeting several people expressed their concerns for the proposed flood gate, many are on the record asking why the levees couldn’t be raised all the way south. Has any of this been considered?

I would still like to know how such a project can go forward based on old data. Data that states everything adjacent to the wall is pasture and scattered citrus. At the time of the study this may have been correct but 20 years after the fact it is not. Not all the proper testing has been done. For this project to move forward would be criminal.

This needs to be revisited. We the people of Jesuit Bend have brought up many very good issues and I have yet to hear them be addressed. Please make the right decision.

Sincerely,

Celeste G. Stricklin

Chris Arbourgh

[redacted]

Jesuit Bend, LA

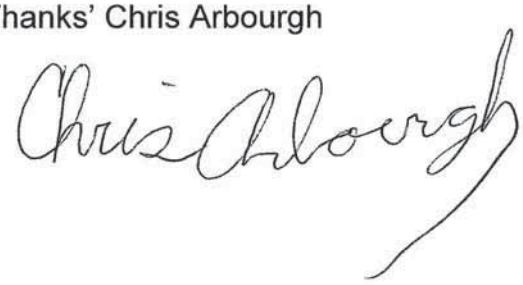
Hi my name is Chris Arbourgh I live a[redacted]r. in Jesuit Bend. After Katrina we were asked to come back rebuild and invest in our community and my family did without hesitation. If I would have been told to comeback to pay these ridiculously high insurance premiums, be divided from the rest of my family and community by a 16 foot high wall and watch my property values get slashed I am not sure I would have returned. With that being said I would like to go on record that I am for the improvement of our levees but against the proposed location of the flood gate in Oakville.

First I would like to know if a study has been done to show the effects your project will have on the Ollie canal drainage system. Currently the North side does not drain into our drainage system. What's going to happen when you pump the water over the wall to Ollie canal a system already at capacity?

Second I would like to know if a proper study has been completed on the effects your floodgate will have on the safety of Hwy. 23 an already dangerous and congested area. I had a family member killed their in an accident when a vehicle towing a boat pulled out of Capt. Larry's parking lot. Also I personally on two occasions had to drive off the highway onto the neutral ground to avoid an accident. Once to avoid a child and dog crossing the highway to go to the store and another time to miss a beer truck pulling out of Capt. Larry's parking lot. Thank God a floodgate was not their either time. Or maybe I would not be talking to you tonight. Your proposed location is highly congested, poorly lit, has a lot of pedestrian traffic crossing from one side of the highway to the other, and prone to heavy fog.
A floodgate across Hwy. 23 at Oakville is not safe and asking for trouble.

Last I would like you to extend the public comment period. Our representatives have not had time to review our request and I do not feel you have satisfactory answered all off our questions. With a potential to affect so many families there is no reason why any reasonable person would not extend it.

Thanks' Chris Arbourgh



Nicholas Arbourgh
[redacted]
Belle Chase, LA 70037
[redacted]

NICHOLAS ARBOURGH
[redacted]
BELLE CHASSE, LA 70037
[redacted]

HELLO, MY NAME IS NICHOLAS ARBOURGH, AND I LIVE AT [redacted] IN JESUIT BEND. I AM A STUDENT AT BELLE CHASSE MIDDLE SCHOOL, WHICH IS THE ONLY ONE OF THREE BELLE CHASSE PUBLIC SCHOOLS BEING LEFT OUT OF THE 100 YEAR PROTECTION.

FOR THE RECORD, I AM FOR THE IMPROVEMENT OF OUR LEVEES, BUT AGAINST THE PROPOSED LOCATION OF THE FLOOD GATE. ALL LAST WEEK AFTER I COMPLETED MY HOMEWORK, I READ THROUGH THE 100 PLUS PAGES OF THE IER #13 AND ALSO DID RESEARCH ON THE INTERNET. I AM ONLY 14 YRS OLD AND I FEEL that IT IS A SHAME THAT I CAN SEE THAT THERE ARE BETTER ALTERNATIVES THAN WHAT IS BEING PROPOSED THAT WOULD EFFECT LESS FAMILIES IN MY COMMUNITY.

THANK YOU.

Mrs. A.W. Austin
[redacted]
Belle Chase, LA 70037
[redacted]

Individual Environmental Report
Public Comment

Comments: Before the decision to put up a flood gate, did You consider the children of the parish? How do you think they will feel being on the wrong side of the wall? It's morally wrong to put a child in that position. What about their self esteem and their well being? When children loose stability and consistency in their lives it spells TROUBLE. It also creates mental anguish for the parents and grandparents who are devoted to their families. What if they were YOUR Children? Please give all the children the same protection. NO FLOOD GATE but better levee protection!

Name Mrs. A.W. Austin (Cindy) **Affiliation** _____

[redacted]

Environmental Documents Available at www.nolaenvironmental.gov

Andrew P. Boudreaux

[redacted]

Individual Environmental Report
Public Comment

Comments: I am Against Flood Wall. My Request is to move Flood Gate South of Hero Canal use Hero Canals Gate Harbor for Boats During Storm. My Second Request is to Put Flood levee Across Road, put road over Levee like in Diamond LA. My Third Request is to Move Flood Levee South of Ironton LA. That is The Only Road Hwy 23 That Floods for High water
My Work is in the lower end of Parish for Last Hurricane Gustave + Ike Water was over Road for Weeks Many Companies and Workers, Had to relocate to other States, and have not Came Back to Plaquemines, Live with Flood Levee Not Floodwall

Andrew P. Boudreaux

Name Andrew P. Boudreaux **Affiliation** Life long Resident

[redacted]

Environmental Documents Available at www.nolaenvironmental.gov

Melinda Boudreaux

[redacted]

Julie Vignes has no clue. Do a study. Have her read up on it, Stop misleading our people and our youth. listen to us.

Individual Environmental Report
Public Comment

Comments: "Congress Intent" would be different if they knew # of residents, elderly, public school, & refinery are where they think citrus trees & cows exists

Economic impact study should be mandatory. We need flooding Impact study. Include 7 more miles of levee now; more cost effective, reduces future flooding of homes, nursing home, refinary, & public school & businesses & churches. No guarantee that non-federal levee will be built 1996 Act was amended - this can be too ; Put NEPA to work on this! Feedback from Jan 8th meeting resulted in change, this can too Upcoming meeting dates do not include nonfederal levee; no wall until nonfederal levees are raised or compensation for property values going down & buyouts.

Name Melinda Boudreaux **Affiliation** Resident

[redacted]

Environmental Documents Available at www.nolaenvironmental.gov

Dana Castoe

[redacted]

Individual Environmental Report
Public Comment

Comments: ☒ If a flood gate were put into effect, who would be in control of opening or closing it
Parish - State - Fed - etc

Name Dana Castoe Affiliation

Street [redacted]

City, St [redacted]

E-mail [redacted]

[redacted]w.nolaenvironmental.gov

Liz Jackson
[redacted]

Dear Sirs,

I attended the May 4th Public Comment Meeting in Belle Chasse regarding IER13. I understand that the hurricane protection levee is improtant and required by Congress. I would only aske that you seriously consider alternatives to the proposed floodwall at Oakville. Having work as a Major Projects Manager for 20 years, it is painfully obvious that IER13 is being mismanaged. Local citizens have presented what appears to be a vaible option of tieing the levee into the Mississippi river system near Alliance. The project managers could not comment on this alternative. Not only did they not have a cost estimate for the Oakville tie-in, but it appears that they haven't even considered the Alliance tie-in. I ask that you concider Benny Rouselle's proposal, submitted at the meeting, in lieu of the Oakville tie-in. In addition, Col Lee should not finalize any decision on this project until his engineers have given him a competant cost analysis of both options.

Liz Jackson
[redacted]
Springfield, VA 22153
UNITED STATES

Parishes: Plaquemines

Type: Notice of Availability

Specific notice type(s): Environmental Assessments, Alternative NEPA Arrangements, Environmental Impact Statements, Public Notice

Email notification: Yes
[redacted]

Wendy W. Keating
[redacted]
Belle Chase, [redacted]
[redacted]

I am a very concerned resident of Jesuit Bend, Louisiana regarding this IER13 Project. From all the information I have received from elected officials, reports and research, this FLOOD GATE is not in the best interest of the Plaquemine Parish residents especially those that reside SOUTH of that flood gate including myself. Furthermore, this will cause an economic loss to the State of Louisiana.

The basis of this project is from twenty (20) year old data. The COE confirmed in the report that their study finds only pastures and farm land one mile south of the potential gate site. THIS IS ABSOLUTELY FALSE!!!! If the COE would have completed their impact study, you would have found that just 1.5 miles south in Jesuit Bend and the surrounding areas there are approximately 4278 people that will be affected both financially and psychologically. Our community also consists of Belle Chasse Public Middle School, Scottville Fire House, Riverbend Nursing Home, churches, Enbridge Compressor Station, Alliance/ConocoPhillips Refinery that produces 25% of the nation's jet fuel, 75-80% of Plaquemines citrus industry which produces 16-20 million dollars to the local and state economies and, farming crops, agricultural land, gas stations and convenient stores. This information was given to me by Councilman, Anthony Buras (District 5) and I would like you to enter this document* as evidence.

This flood gate will negatively impact our property values. Who will want to drive over a sixteen foot flood gate to get to their home? Tax Assessor, Robert Gravolet has detailed that the TOTAL IMPROVEMENT FAIR MARKET VALUE of all residences, residential structures, trailer, trailer improvements, commercial buildings from Oakville to Alliance/ConocoPhillips including Alliance/ConocoPhillips Refinery, Enbridge Compressor Station, Belle Chasse Middle School and the Scottville Fire House exceeds over $862,000,000. I would like to enter this document** into evidence as well.

Another concern that the property owners SOUTH of Oakville have is the future availability of Flood and Homeowner Insurance and the cost of such insurance once this gate is built. Where in the Individual Environmental Report #13 did you address the OTHER SIGNIFICANT EFFECTS (OES) specific to induced flood damages and higher insurance costs of unprotected areas?

At the last public meeting held in Oakville, we were told by the FEMA representative that our flood insurance would not be affected. He further added that once OUR LEVEES are raised, our rates **should** go down. In my 25 + years in the insurance industry, I cannot recall a situation where "community rates" in a coastal area were REDUCED. If anything rates continue to increase far above inflation. Just since KATRINA, NFIP raised their rates; May 2006, May 2007 and May 2008 in certain zones. AND GUESS WHAT, I have confirmed that there will be another rate increase Oct 2009!!!! Granted, maybe not all of us were affected by these rate increases every time, but the fact remains that rates were increased!

Under the NFIP **current rules**, if your property is located in a B, C, or X zone and you are insured under the Preferred Risk Policy (PRP) and the property suffers 2 or more losses that paid out over $1000 each within a 10 year period, regardless of ownership you

will no longer qualify for the PRP. This means that YOUR RATES WILL INCREASE. Another fact regarding flood insurance is that within a ten year period if your property suffers 4 or more separate claim payments of $5,000 each (including building and content payments) or 2 or more separate claim payments (building payments only) where the total of the payments exceeds the current value of the property, you will no longer qualify for the standard flood program. You will be put into the SEVERE REPETITIVE LOSS PROGRAM. Again, these rates will be much higher than the standard rates.

A concerned resident asked at the last public meeting about FEMA assistance. Well, let me just share this information, yes FEMA may come in after a natural disaster and possibly provide you with financial assistance, but in order to receive this assistance, you must agree to purchase flood and or hazard insurance. This also is true for SBA loans.

The FEMA representative from the last meeting mentioned to the same resident that her flood policy provides an ICC (Increased Cost Compliance) endorsement. Did you realize that under the current guidelines, this amount is only for $30,000 to bring a flood-damaged, insured building into compliance with state or local floodplain management laws or ordinances. CAN YOU GUARANTEE US THAT $30,000 WILL BE ENOUGH TO ACCOMPLISH THIS? I think not!

Currently, NFIP guidelines allow for zones to be grandfathered and policies to be assigned to new buyers but keep in mind that since NFIP is run by the government, ~~and~~ they can change the rules INCLUDING THE GRANDFATHER RULES AT ANYTIME!!! CAN YOU GUARANTEE US THAT THE CURRENT RULES AND RATES WILL REMAIN FOREVER? I didn't think so.

Can you guarantee us in writing that once this flood gate goes up; our local floodplain management people will not change our flood zones, rates and grandfather rules. I didn't think so, **therefore, I am very concerned about the availability and/or the affordability of FLOOD INSURANCE in the future!!!**

I would like to submit documents*** from NFIP's flood manual as evidence to support my findings.

NOW LETS ADDRESS HOMEOWNER INSURANCE: Since Katrina, some insurance companies have ceased writing Homeowner insurance or even cancelled Homeowner insurance based on current risk factors that include but are not limited to major waterways and levee protection. Some companies have also set new guidelines not to insure new properties located less than a mile from a major waterway. Who can guarantee us that once this Flood Gate is built, insurance companies WILL NOT RAISE OUR RATES OR NON-RENEW OUR POLICIES based on the new risk factors. NO ONE CAN!!!!!! Sure, if we lose our major insurance company, we can always turn to LA CITIZENS FAIR PLAN for insurance. But let me assure you, these rates are between 30-40% higher than the normal market. And if a company decides after this flood gate goes up, that everyone SOUTH is considered COASTAL, then our rates could

increase even higher. Remember an insurance company is a BUSINESS and like any business wants to turn a profit.

No one can predict the future……not even the government. Look at the situation we are currently in with all the BAILOUT MONIES!! Would we have ever guessed we would be bailing out banks, car factories, and insurance companies?

I am not opposed to the elevation of the levee system, but we DO NOT NEED A FLOOD GATE DIVIDING OUR PARISH!!!

PLEASE SAVE OUR COMMUNITY AND DO NOT PUT UP A FLOOD GATE!!!!!

THANK YOU FOR YOUR TIME!

Sincerely,

Wendy W. Keating

[redacted]037

/wwk

Encls: DOC 1: Email from Anthony Buras*
DOC 2: Letter from Robert Gravolet**
DOC 3: Three pages from NFIP Manual***

Document #1

Wendy W Keating

From: [redacted]
Sent: Saturday, May 02, 2009 10:40 AM
To: Wendy W Keating
Subject: FW: alliance/oakville
Attachments: Public.doc

Wendy,

The attachment is information I received from Bobby Gravolet late yesterday afternoon. I believe it contains everything you are looking for. I also compiled the following that I think may help.

actual retail businesses in area we believe to be 5

citrus industry 25-30 growers/nursery (families)
16-20 million dollars per year economic impact
75-80% of Plaq. citrus industry in this area

population yr 2000 3,059 March 08 est. 4,278

If you need anythin else, please let me know.

Anthony Buras

---------- Forwarded Message: ----------
From [redacted]
To: <
Subject: FW: alliance/oakville
Date: Fri, 01 May 2009 21:34:43 +0000

From [redacted]
Sent: Friday, May 01, 2009 4:31 PM
To: Lois LeJeune
Subject: alliance/oakville

Lois
Attached is the information you requested
Ann Fox

Document #2

May 4, 2009

To Whom It May Concern:

The following is a summary count and value of residential structures, additions, commercial, industrial and public improvements from Oakville to Alliance. The values listed are expressed in both assessed and fair market value. (see attached for more detail)

Residences & Residential structures

Count	Assessed Value	Fair Market Value
857	8,516,916	85,169,150

Trailers & Trailer improvements

Count	Assessed Value	Fair Market Value
232	301,525	3,015,250

Commercial Bldgs

Count	Assessed Value	Fair Market Value
24	678,865	4,525,767

Alliance/Conocophillips Refinery
AV = 112,547,540 FMV = 750,316,933

Enbridge Compressor Station
AV = 1,680,140 FMV = 6,720,056

Belle Chasse Middle School
FMV = 11,020,586

Scottville Fire House
FMV = 1,250,000

Total Improvement Fair Market Value
Oakville to Alliance, Plaquemines Parish, LA **$ 862,018,246**

Robert R. Gravolet, CLA
Assessor
Plaquemines Parish

Sources: Plaquemines Parish Assessor; Plaquemines Parish School Board, Plaquemines Parish Government

P:\ppadoc\apf\09doc\Public

Document #3 Pg 1 of 3

PREFERRED RISK POLICY

I. GENERAL DESCRIPTION

The Preferred Risk Policy (PRP) offers low-cost coverage to owners and tenants of eligible buildings located in the moderate-risk **B, C, and X Zones** in NFIP **Regular Program communities**.

For residential properties, the maximum coverage combination is $250,000 building and $100,000 contents. Up to $100,000 contents-only coverage is available.

For non-residential properties, the maximum coverage combination is $500,000 building and $500,000 contents. Up to $500,000 contents-only coverage is available.

Only one building can be insured per policy, and only one policy can be written on each building.

II. ELIGIBILITY REQUIREMENTS

A. Flood Zone

To be eligible for building/contents coverage or contents-only coverage under the PRP, the building must be in a B, C, or X Zone on the effective date of the policy. However, for the purpose of determining the flood zone, the agent may use the FIRM in effect at the time of application and presentment of premium. The flood map available at the time of the renewal offer determines a building's continued eligibility for the PRP. (See V. RENEWAL.) NFIP map grandfathering rules do not apply to the PRP.

B. Occupancy

Combined building/contents amounts of insurance are available for owners of all eligible occupancy types—one- to four-family properties (including individual condominium units in condominium buildings), other residential properties, and non-residential properties.

Contents-only coverage is available for tenants and owners of all eligible occupancies, except when contents are located entirely in a basement.

C. Loss History

A building's eligibility for the PRP is based on the preceding requirements and on the building's flood loss history. If one of the following conditions exists within any 10-year period, regardless of any change(s) in ownership of the building, then the building is **not eligible** for the PRP:

- 2 flood insurance claim payments, each more than $1,000; or
- 3 or more flood insurance claim payments, regardless of amount; or
- 2 Federal flood disaster relief payments (including loans and grants), each more than $1,000; or
- 3 Federal flood disaster relief payments (including loans and grants), regardless of amount; or
- 1 flood insurance claim payment and 1 Federal flood disaster relief payment (including loans and grants), each more than $1,000.

In reviewing a building's flood loss history for PRP eligibility, be aware that:

- A flood insurance claim payment (building and/or contents) and a Federal flood disaster relief payment (including loans and grants) for the same loss are considered a single payment.
- Federal flood disaster relief payments (including loans and grants) are considered only if the building sustained flood damage.

THE PRP AT A GLANCE

COVERAGE TYPE	MAXIMUM LIMITS BY OCCUPANCY TYPE		
	1-4 Family	Other Residential	Non-Residential
Combined Building/ Contents	$250,000/ $100,000	$250,000/ $100,000	$500,000/ $500,000
Contents Only	$100,000	$100,000	$500,000

Pg 2 of 3

GUIDANCE FOR SEVERE REPETITIVE LOSS PROPERTIES

I. GENERAL DESCRIPTION

The primary objective of the severe repetitive loss (SRL) properties strategy is to eliminate or reduce the damage to property and the disruption to life caused by repeated flooding. Approximately 8,000 insured properties have been identified with a high frequency of losses or a high value of claims. As these policies come up for renewal, they will be transferred to the NFIP Servicing Agent's Special Direct Facility (SDF).

The close supervision the SDF provides the group of policies, and the attention the group of properties receives when mitigation decisions are made, contribute to attaining the strategy's primary objective. The SRL group consists of any NFIP-insured residential property that has met at least one of the following paid flood loss criteria since 1978, regardless of ownership:

1. Four or more separate claim payments of more than $5,000 each (including building and contents payments); or
2. Two or more separate claim payments (building payments only) where the total of the payments exceeds the current value of the property.

In either case, two of the claim payments must have occurred within 10 years of each other. Multiple losses at the same location within 10 *days* of each other are counted as one loss, with the payment amounts added together.

The loss history includes all ownership of the property since 1978 or since the building's construction if built after 1978.

Severe repetitive loss properties with renewal dates of January 1, 2007, and later will be afforded coverage (new business or renewal) only through the SDF.

The agent of record will remain in that capacity while the policy is in the SDF. The NFIP Servicing Agent will pay the agent of record the standard 15 percent commission that is paid on all NFIP Direct business.

II. NOTIFICATION REQUIREMENTS

Policies that renew on or after January 1, 2007, and meet the criteria for severe repetitive loss will be transferred to the SDF for policy issuance. Any policy that meets the SRL criteria during the current term will be transferred to the SDF with the subsequent renewal. As requests for review (discussed in "III. Dispute Resolution" below) are successful, and FEMA or its designee approves properties for mitigation, policies will be transferred out of the SDF.

When policies are to be transferred to the SDF, the NFIP Bureau and Statistical Agent will notify WYO companies and the NFIP Servicing Agent at least 150 days prior to the expiration date. The companies will notify the affected policyholders, their agents, and their lenders 90 days before expiration of the policy. This notice will explain that the policies are ineligible for coverage outside of the SDF. (See agent, lender, and policyholder SDF Notification Letters on pages SRL 3-8.) Offers to renew will be issued by the SDF approximately 45 days prior to the expiration date.

III. DISPUTE RESOLUTION

The designation of a property as SRL is based on the data on file with the NFIP. If the policyholder believes the claims history is inaccurate, or if the property has already been mitigated to reduce future flooding, the designation may be challenged.

When a policyholder has documentation that the NFIP-insured property has not sustained the losses reported, a request for review may be presented, *in writing*, to the NFIP Bureau and Statistical Agent. All documentation to substantiate the review must be included with the request letter. The policy will remain in the SDF during the review.

The policyholder and agent will be notified of the results of the review. If the policyholder's request for review is successful, and the policyholder requests that the policy be returned to the previous carrier, the SDF policy will be canceled and the full premium will be returned to the former carrier. Otherwise, the policy will be set up for release from the SDF at its next renewal. The carrier will write the policy using the SDF's effective dates. If, however, a loss occurs both in the current term and before the policy can be returned to the former carrier, the SDF will continue to service the claim and will return the policy at the next renewal cycle, unless the new claim qualifies the property for the SDF.

storm or hurricane event will begin the watch for possible single adjuster response. When the storm is 48 hours from landfall, this will initiate FEMA's approval of the SAP response.

During that time, the NFIP Bureau and Statistical Agent's General Adjusters will be deployed to strategic areas close to where the storm is predicted to strike. At landfall, they will be able to immediately assess the damage impact from the storm. No later than 24 hours after landfall, the WYO Companies will be advised by telephone, fax, or e-mail through their designated Single Adjuster Liaison, as to the areas and state(s) that will be activated. At that point, the WYO Companies will be asked to immediately notify their agents of the SAP procedures in reporting the claims.

The NFIP Bureau and Statistical Agent will notify the WYO Companies by telephone, fax, or e-mail to have their agency staff submit all flood losses that are reasonably believed to involve wind and flood damage to the State Coastal Plans (i.e., Windpool, Fairplan, Beachplan).

The NFIP will notify all SAP Liaisons of the Claims Coordinating Office's (CCO) location, telephone number, fax number, and address, if the CCO does not co-locate with the State Coastal Plans.

When the CCO is operational, the WYO companies will be notified of all assigned claims. Notice of losses reflecting the assigned adjusting firms will be faxed each day. Once the assignment is made and communicated to each company, the WYO Company will manage its own loss adjustment. However, the Catastrophe CCO will ensure that the adjuster receives a copy of the loss assignments, the name of the WYO Company, and the SAP Liaison telephone number.

B. Training

The NFIP Bureau and Statistical Agent Claims Coordinator and FEMA will annually conduct coordination training sessions, both pre- and post-event, in conjunction with the State Coastal Plans, adjusters, state and local officials, and insurers to train all participants. These training sessions will include regional issues, the State Coastal Plans' procedures, confirmation of coverages for SAP losses, closed without payment (CWOP) procedures, adjuster resources, and duplicate assignments, etc.

The NFIP Bureau and Statistical Agent will continue to provide training for specific problems and situations that may arise during a catastrophe event. FEMA suggests that within the first 48 hours, or whenever applicable, an adjuster briefing should be conducted for all SAP adjusters and adjusting firms to ensure that they understand program procedures.

Guidelines contained in the NFIP *Adjuster Claims Manual* provide details to address particular claims issues. The manual can be accessed at http://www.fema.gov/business/nfip/claimsadj.shtm under "Information for Claims Adjusters."

C. Producer Responsibilities

1. When directed by FEMA, the producer will have no authority to assign any losses involving a flood policy when there is a reasonable belief that there is flood and wind damage, and will report the losses on the *combined Wind/Flood* loss notice to the Stationary CCO, with wind coverage information.
2. NFIP/WYO insurers insuring both the flood and the wind loss should not report the combined loss to the CCO, but will assign their own single adjuster.
3. The producers will report their flood losses via fax to the established CCO, along with wind coverage information in every instance except those mentioned above. In all cases the producer should send a copy of the loss notice to the insurer.
4. All separate wind losses insured by a WYO company where a flood policy exists will be reported to the CCO for assignment to qualified adjusting firms at the CCO.
5. Upon loss assignment, the insurer will be advised of the assigned adjusting firm by modem transfer, fax, or mail.
6. These procedures relate to assignment of claims only. Insurers may perform other procedures in accordance with their standard business practices.

IV. INCREASED COST OF COMPLIANCE (ICC) CLAIMS

The NFIP policy will pay a qualified policyholder up to $30,000 of Increased Cost of Compliance (ICC) benefits to bring a flood-damaged, insured building into compliance with state or local floodplain management laws or ordinances. To adequately advise clients at policy inception, and to assist them in the event of a claim, the producer should become familiar with ICC.

[redacted]
LA 70037
[redacted]

Army Corps of Engineers
Re: IER13 Westbank & Vicinity Project

To whom it may concern,

I've attached copies of meeting summary's for this project and an article from WDSU. I've highlighted the area pertinent to my comment for you to read and refer to.

In the May 08 meeting, Ms. Vignes says that area south of the proposed Oakville gate would be flooded and be "storage...all the way to the Gulf of Mexico." "The water has tens of thousands of acres of land to be dispersed over as opposed to the narrow canal." This tells me that Jesuit Bend and below will flood due to the proposed gate in Oakville. The video on the IER-13 webpage gave me a good interpretation of this as well.

She is then contradicted in the Recap of Previous Public Meetings from 04 May 09, when Response 2 states "The Westbank and Vicinity Project, including the Eastern Tie In floodgate, would not create additional flood risk to Plaquemines south of Oakville when the Plaquemines Parish Non-Federal Levees are completed." As we were also shown on page 11 of this presentation, the Non-Federal Levee construction is due to begin in 2011 and complete in 2013. The proposed Oakville floodgate is due to be complete in 2011. From this information, I gather that there is a two year time frame that my home in Jesuit Bend will be at an increased risk of flooding.

This leads me to the 08 Jan 09 Public Meeting Summary in which Julie Vignes says "If we do not get this system built and authorized it would inhibit the people from getting affordable insurance." Since my home is in Jesuit Bend, outside of the proposed floodgate and 100-year risk reduction system, I understand this to tell me that I will not be able to get affordable insurance. Who is going to help me pay for this "unaffordable insurance," of which I never expected when I built my home 7 years ago? As I had no knowledge of a flood barrier to be constructed 2 miles before my home. Who am I going to turn to for assistance when my home floods and I potentially can not continue to obtain this insurance?

I would lastly like to mention a comment from Mr. Billy Marchal, an engineer with the Flood Protection Alliance, in an article on www.wdsu.com entitled Massive Corps Project to Address West Bank Flooding Construction On West Closure Complex To Begin Soon. He states, "Wherever you have a barrier, water is going to stack up against that barrier. Anybody outside of that barrier is going to [be] affected somewhat ..."

This is very upsetting; as we all know insurance rates have steadily risen over the years, especially after Hurricane Katrina. I have yet to flood and feel as though I will be extremely vulnerable if this floodgate in constructed. I would appreciate your consideration for my home and family as well as others in the area south of the proposed floodgate. Thank-you for accepting my comment.

Jesuit Bend resident,
Christie Lauff

Christie Lauff

[redacted]

08 January 09 Public Meeting Summary IER 13

Response 37. Ted Carr: The whole thing is about 4.5 miles with no set cost because we are still in the design phase.

Comment 38. Dewell Walker: If you build the levee down in lower Plaquemines Parish you would not need the one here. We need to put our money and concerns on the beach. We need to think about these beaches and quite with these small projects. We live in the great state of Louisiana and do not want to go through this again.

Response 38. Rene Poche: This is not to put fear into anyone but this is a reality. Tell me something absolute in life? Coastal Restoration and the current projects can help to reduce risk but we can not say we can provide 100 percent of your protection. Listen to your public officials when they tell you to evacuate the area and leave when a storm is approaching.

Question 39. Danny Trosclair: I suggest you strongly consider a flood gate to eliminate 100 percent of what we are talking about here tonight. It would be a lower cost than the ramp being proposed. The time frame would be reduced by putting a floodgate and we could work together to make the impacts less for businesses, community, safety and traffic. Traffic needs to be considered in this location. Do you have a projected start date? Do you have a projected time for bidding? What is the projected time frame for construction?

Response 39. Ted Carr: There are some caveats. Work needs to be done to get real estate and right of way. We are looking to have design plans in the August timeframe. After this time, the real estate can begin. To make the 2011 timeframe these projects are moving quick but does not mean we are not going to have the required work done to get to where we want to be.

Question 40. Danny Trosclair: I know the Plaquemines Parish Non-Federal Levee project is a few years behind and you are shooting to make the 2011 deadline. Is there any consideration for the Non-Federal Levee to be federalized in a couple of years?

Response 40. Julie Vignes: The Corps is authorized to build a system to be certified. If we do not get this system built and authorized it would inhibit the people from getting affordable insurance. The urgency behind the 2011 deadline is for insurance reasons. Congress appropriated money to improve the system but it is not going to be equal to be certified for risk reduction.

Question 41. Danny Trosclair: Seems like a lot of money to spend going to build something across the highway when it could go south, all the way down.

Response 41. Julie Vignes: There is another team working on the Non-Federal Levee system. The issue is certification of the system. Things are still on the table but a lot of people were against flood gates. The DOTD will look at traffic and liability on this large high speed highway. There are adverse impacts to putting a floodgate. As we get more input and look at the impacts

04 May 09 Public Meeting Presentation IER 13

Recap of Previous Public Meetings

Request 1. Extend comment period on Individual Environmental Report 13, Eastern Tie In

Response 1. Granted, IER 13 comment period will now end May 18, 2009

Comment 2. Floodgate proposed on Hwy 23 will flood Plaquemines south of Oakville

Response 2. The Westbank and Vicinity Project, including the Eastern Tie In floodgate, would not create additional flood risk to Plaquemines south of Oakville when the Plaquemines Parish Non-Federal Levees are completed

04 May 09 Public Meeting Presentation IER13

US Army Corps of Engineers
Team New Orleans

Plaquemines Parish Non-Federal Levee The Path Ahead

- Draft Supplemental Environmental Impact Statement (SEIS) in development - three public meetings to date, your comments count
- Draft SEIS ready for public review this summer
- Record of Decision (ROD) this fall
- Project Partnering Agreement
- Acquisition of Right of Way
- Construction Begins 2011
- Construction Complete in 2013

22 May 08 Public Meeting Summary IERs 12 13 Borrow

Response 30a. Connell: All of it was taken into consideration. The numerical models have determined the hydraulic conditions and decided that the storage capacity here fills up extraordinary rapidly.

Response 30b: Maj. Kurgan: Like I said, it is like a cup that needs to fill up. Once you fill that cup up the safe elevation of water is mimicked by the gate and so the factor of the gate here on these levels does not change. The models still shows it needs to be elevation 14 for 100-year protection in 2057.

Question 31. Margie Leclere: And you can't go below the wetlands because the soils are unstable in the wetlands?

Response 31. Connell: Well this is just a natural point of convergence. Where we have the existing Hero Canal Levee, there is a short narrow part. This project takes out about 41 percent of the levees of the whole Westbank project. When you put this structure here [pointing] you take out 27 miles of levees and you take out the uncertainty. A relative reliability analysis was done and there will be a further risk analysis done by experts in the field. They've concluded this on a relative scale that compared to parallel protection this is a more reliable way to provide protection.

Question 32. Margie Leclere: If it was placed lower, it wouldn't be stable enough because that levee is low and not rising any further than what it is currently?

Response 32a. Vignes: If it was put any lower then we would have to build more to tie into it.

Response 32b. Connell: It has been modeled and the model shows that it does not have the effect of pushing water higher.

Question 33. Margie Leclere: So does a floodgate make Oakville more vulnerable?

Response 33. Maj. Kurgan: The floodgate would not increase the risk to Oakville.

Question 34. Man: The more you block there, the more build up you would have below?

Response 34. Maj. Kurgan: It has a negligible impact. If you look at the land mass there verses the land mass south of there, it is miniscule.

Question 35. Man: The land mass south of there would fill up because you stopped the flow and then it would build up from Oakville south?

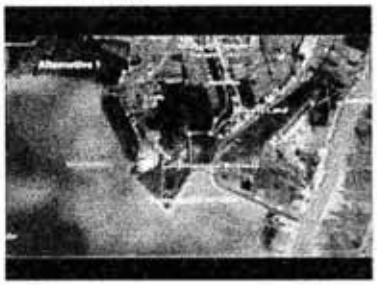
WDSU.com

Massive Corps Project To Address West Bank Flooding

Construction On West Closure Complex To Begin Soon

POSTED: 2:11 pm CDT May 20, 2009
UPDATED: 6:10 pm CDT May 20, 2009

Related To Story



Video: Project Aims To Address West Bank Storm Flooding

NEW ORLEANS -- Hurricanes Gustav and Ike proved that the west bank is vulnerable to flooding, but a $1 billion federal flood protection project hopes to change that.

Also:
Is 100-Year Flood Protection Enough?
Inner Harbor Navigational Canal Project Under Way

Flood protection experts are waiting and watching as the West Closure Complex -- one of the largest projects ever undertaken by the U.S. Army Corps of Engineers -- has yet to start construction.

"Of course we would like to have had all that work done in the first year," said Bobby Turner with the Flood Protection Authority East. It is a tremendous amount of work ... it is moving forward."

The West Closure Complex will be built on the west bank, south of the juncture of the Algiers and Harvey canals, across the Intracoastal Waterway.

"(They're) building one of the world's largest pumping stations -- 20,000 cubic feet per second -- in a 225-foot navigation gate," said Billy Marchal, an engineer with the Flood Protection Alliance.

The idea is to protect more than 245,000 residents on the west bank of the Mississippi River from hurricane storm surge.

"All the hydraulic modeling in that area shows us the best solution for surge protection is to put in a surge barrier," said Army Corps spokeswoman Karen Durham-Aguilera. "So it'll be two gates similar to the (Inner Harbor Navigational Canal) as the best way to keep water from coming into that area, instead of trying to do things like raise the flood walls further at the Harvey and Algiers canals."

The fully funded project is expected to run between $600 million and $1 billion. Marchal said it could have been done for less than that many years ago.

"In 1994 they decided that instead of building that pumping station, down south of the junction of the Harvey and Algiers canal ... they went up and built the flood gate at Lapalco. So here we are 15 years later, doing it correctly," Marchal said.

The Corps of Engineers just awarded the construction contracts to four firms. Construction is expected to begin in June.

The Corps will try to limit the impact on environmentally sensitive areas like Bayou Aux Carpes and Jean Lafitte National Park. But the West Closure Complex is not without its critics.

"In the west bank project, Lafitte has a concern about it," Marchal said. "Wherever you have a barrier, water is going to stack up against that barrier. Anybody outside of that barrier is going to affected somewhat ... It may raise the water levels in Lafitte a foot or two, but you'd already have 10 feet of water in Lafitte. So if 12 feet is that much worse, then I don't know."

And Turner, along with Levees.org founder Sandy Rosenthal, says that the project still only provides 100-year flood protection, which is not enough.

"In a 50-year period, there is a 40 percent chance of flooding, which is too high," Rosenthal said. "We should be asking for 500-year or 1,000-year protection."

Ned F. Malley Sr.
[redacted]

-----Original Message-----
From: Paula Rasberry[redacted]
Sent: Monday, May 18, 2009 6:24 AM
To: MVN Environmental
Subject: flood wall

I am opposed to the building of a flood wall in the north end of Plaquemines Parish. What makes our homes so less important that we can't have the flood protection everyone else deserves. My name is Ned F. Malley Sr. My phone # is 5[redacted]

Claudia Nelson (sp?)
[redacted]
Belle Chase, LA 70037
[redacted]

This is my house located @
[redacted]
Belle Chasse, LA 70037
(Jesuit Bend)

This is what I want to protect and what I'm fighting for

Claud[redacted]

[redacted]

email: Claudia.Ne[redacted]@aol.com

Mario Popich
[redacted]
Belle Chase, LA 70037
[redacted]

Individual Environmental Report
Public Comment

Comments: "IER 13", FLOOD GATE ACROSS HWY 23 SHOULD BE MOVED FURTHER SOUTH TO CONOCO PHILLPS REFINERY AREA TO INCLUDE "JESUIT BEND" OR IT SHOULD NOT BE CONSTRUCTET AT ALL. UP DATE YOUR STUDDIES

Name MARIO POPICH Affiliation

Street [redacted]
City, St
E-mail

Environmental Documents Available at www.nolaenvironmental.gov

Pamela Robeaux
[redacted]
Belle Chase, LA 70037
[redacted]

Individual Environmental Report
Public Comment

Comments: As a resident of Jesuit Bend, La. I am very concerned about being excluded from the 100-year levee system. The construction of a flood gate or flood wall across Highway 23 in Oakville, La. will decrease our property value + all properties south of the wall. Growth in our community will become stagnant and insurance rates, which are already unaffordable, will rise again. Please reconsider & include our community in the 100-year levee system plan. Please NO flood wall or gate! Thank you.

Name Pamela Robeaux **Affiliation**
Street [redacted]
City, St [redacted]
E-mail [redacted]

Environmental Documents Available at www.nolaenvironmental.gov

Bobby Stockwell
[redacted]

A message was passed onto me last night from a resident, Bobbie Stockwell (phone [redacted] wanting to know if a decision had been made about the floodgate in IER 13.

Please give her a call.

Thank you,

Stacy
Stacy Mendoza
Public Affairs Contractor
Hurricane Protection Office
7400 Leake Ave
New Orleans, LA 70118
Office [redacted]

Tiffany Vickneer
[redacted]

Voicemail Comment

Hi my name is Tiffany Vickneer and I am for the floodwall. Thank you.

Ty Zigner
[redacted]

Voicemail Comment

Hey my name is Ty Zigner. Just calling to say that I have some property off of barrier road and I’m for the floodwall. Thank you.

Unknown

Individual Environmental Report
Public Comment

Comments: You'll want to protect Belle Chasse, well during Betsy the water was splashing over the levee. The right hurricane coming up the river will also flood Belle Chasse. We need the 100 year protection levee's. I've lived in Plaquemine parish most of my life & never went under water, except we got water for Katrina. It came & it went. My grandparents were here for the 1927 hurricane. They were farmers & help build this parish

Name Parish Residents Affiliation _____

Street _____ Phone _____

City, St Zip _____ Fax _____

E-mail _____

Environmental Documents Available at www.nolaenvironmental.gov

Unknown

Individual Environmental Report
Public Comment

Comments: Why BELEAVE The Corps. You BOMBARDED CARNARVON when IT WAS NOT NECESSARY. You BUILT MARGO AGAINST The WISHES OF VIRTUALLY ALL OF ST. BERNARD And IT PROVED TO BE USELESS Because ACCESS To the RIVER WAS LIMITED By OUTDATED LOCKS which SHOULD HAVE BEEN UPDATED FIRST, NOW YOU WANT TO BLOCK OFF MORE THAN HALF OF OUR PARISH. YOU TELL US WE WONT FLOOD BECAUSE OF The levees + LOCKS you HAVE BUILT WHERE DO YOU THINK ALL This TRAPPED WATER WILL GO?

Name Parish Resident Affiliation _____

Street _____ Phone _____

City, St Zip _____ Fax _____

E-mail _____

Environmental Documents Available at www.nolaenvironmental.gov

Petition Signatures Against IER 13

3. AGAINST: [illegible]

4. AGAINST: [illegible]

5. AGAINST: Melinda Boudreaux

6. AGAINST: Stanley Boudreaux

7. AGAINST: Leroy J Konrad

8. AGAINST: Darrell Authement Sr

9. AGAINST: [illegible]

10. AGAINST: Karen Bellas

11. AGAINST: Simon Rongaillo

12. AGAINST: Lynda Jones

13. AGAINST: [illegible]

14. AGAINST: Melanie Zito

15. AGAINST: Joseph Zito

16. AGAINST: Michelle B Platt

17. AGAINST: Jaden Parker

18. AGAINST: Michael Sears

19. AGAINST: Dale Wise

24. **AGAINST:** [signature]

25. **AGAINST:** [signature]

26. **AGAINST:** Alfred Gross

27. **AGAINST:** Edith Gross

28. **AGAINST:** [signature]

29. **AGAINST:** [signature]

30. **AGAINST:** [signature]

31. **AGAINST:** [signature]

32. **AGAINST:** [signature]

33. **AGAINST:** [signature]

34. **AGAINST:** [signature]

35. **AGAINST:** [signature]

36. **AGAINST:** [signature]

37. **AGAINST:** [signature]

38. **AGAINST:** [signature]

39. **AGAINST:** [signature]

40. **AGAINST:** [signature]

44. **AGAINST:** Budget DeChristopher

45. **AGAINST:** Donna R. Hotard

46. **AGAINST:** Timothy D. Hotard

47. **AGAINST:** Marc J. [illegible]

48. **AGAINST:** [illegible]

49. **AGAINST:** [illegible]

50. **AGAINST:** [illegible]

51. **AGAINST:** [illegible]

52. **AGAINST:** [illegible]

53. **AGAINST:** [illegible]

54. **AGAINST:** [illegible]

55. **AGAINST:** [illegible]

56. **AGAINST:** [illegible]

57. **AGAINST:** [illegible]

58. **AGAINST:** [illegible]

59. **AGAINST:** [illegible]

60. **AGAINST:** Cynthia Austin

65. **AGAINST:** [signature]

66. **AGAINST:** Cheryl Dotson

67. **AGAINST:** Penny Hazguez

68. **AGAINST:** [signature]

69. **AGAINST:** [signature]

70. **AGAINST:** Jamie Stuard

71. **AGAINST:** Stuart Pertuit

72. **AGAINST:** Susan Pertuit

73. **AGAINST:** [signature]

74. **AGAINST:** Shannon Frankovich

75. **AGAINST:** [signature]

76. **AGAINST:** [signature]

77. **AGAINST:** Melanie Hinkel

78. **AGAINST:** Mark C. Hinkel

79. **AGAINST:** Grace Palmisano.

80. **AGAINST:** DWAYNE PALMISANO

81. **AGAINST:** Becky Kabodjole

85. **AGAINST:** Dane Murphree

86. **AGAINST:** Cathy Murphree

87. **AGAINST:**

88. **AGAINST:**

89. **AGAINST:** John M. Adams

90. **AGAINST:**

91. **AGAINST:**

92. **AGAINST:**

93. **AGAINST:**

94. **AGAINST:**

95. **AGAINST:** Gerald Rayneal

96. **AGAINST:**

97. **AGAINST:**

98. **AGAINST:**

99. **AGAINST:** Marie Rehner

100. **AGAINST:** Rudolph Rehner

101. **AGAINST:**

106. **AGAINST:** Joseph E Connelly

107. **AGAINST:** Bernadette M. Courcelle

108. **AGAINST:** Thank G Kids

109. **AGAINST:** Tony O Cates

110. **AGAINST:** Jeremiah Motherwell

111. **AGAINST:** Jan Motherwell

112. **AGAINST:** Edith Jercovich

113. **AGAINST:** Gary Jercovich

114. **AGAINST:** Gary Jercovich Jr.

115. **AGAINST:** Douglas La Nasa

116. **AGAINST:** Mary Logan

117. **AGAINST:** James Logan

118. **AGAINST:** Jill Hebert

119. **AGAINST:** Todd Hebert

120. **AGAINST:** Jeff Sam

121. **AGAINST:** Josie Price

122. **AGAINST:** Bonnie Tate

126. **AGAINST:** Mary Jane Scanlan

127. **AGAINST:** Donald Scanlan

128. **AGAINST:** Kevin Scanlan

129. **AGAINST:** Celeste G. Stricklin

130. **AGAINST:** Anita Farac Cognevich

131. **AGAINST:** Dinah L. Thompson

132. **AGAINST:** Roy Thompson

133. **AGAINST:** Laurie D. Solis

134. **AGAINST:** John C. Solis

135. **AGAINST:** Irvin Simon II

136. **AGAINST:** Irvin Simon III.

137. **AGAINST:** Karen Englada

138. **AGAINST:** Enrique Englada

139. **AGAINST:** Jane Stepps

140. **AGAINST:** Timothy Stepps

141. **AGAINST:** Brandon Lewis

142. **AGAINST:** Gary Jarrell

147. **AGAINST:** Chad Daniel

148. **AGAINST:** Evan Alock

149. **AGAINST:** Nola Hebert

150. **AGAINST:** Joseph Hebert Jr. M.D.

151. **AGAINST:** Kevin Barthelemy Sr.

152. **AGAINST:** Monique Barthely

153. **AGAINST:** William Schuette

154. **AGAINST:** Marion C Bourque

155. **AGAINST:** Shirley Bourque

156. **AGAINST:** David Mura

157. **AGAINST:** Tammy Morr

158. **AGAINST:** Martin Hung Sr

159. **AGAINST:** Melissa Daniel

160. **AGAINST:** Theresa Lynn

161. **AGAINST:** Christopher C. Blappert III

162. **AGAINST:** Rebecca Deal

163. **AGAINST:** Raquel Fisher

167. **AGAINST:** Calvin Hunt

168. **AGAINST:** Vanessa Hunt

169. **AGAINST:** Robert A. Smith

170. **AGAINST:** Donna D. Smith

171. **AGAINST:** Edgleen Yates

172. **AGAINST:** Glenn Yates

173. **AGAINST:** Andrea Powers

174. **AGAINST:** Damon Powers

175. **AGAINST:** Michael Roberts

176. **AGAINST:** Pamela Roberts

177. **AGAINST:** Freda Adolph

178. **AGAINST:** Jeanne Gaudin

179. **AGAINST:** Randal Gaudin

180. **AGAINST:** Helen Morin

181. **AGAINST:** Lillian Kelly

182. **AGAINST:** NORWOOD KELLY JR.

183. **AGAINST:** Chuck Kelly III

188. **AGAINST:** Vickie Tierney

189. **AGAINST:** Karen Chartier

190. **AGAINST:** Gene R Burns

191. **AGAINST:** Nancy C Smith

192. **AGAINST:**

193. **AGAINST:** Ava Vaughn

194. **AGAINST:** Jessie S Rollo

195. **AGAINST:** Wayne A Rollo

196. **AGAINST:** Mashelle Berard

197. **AGAINST:**

198. **AGAINST:** Michael J. Conard Jr

199. **AGAINST:** Danny Comeau

200. **AGAINST:**

201. **AGAINST:** Leah Mistich

202. **AGAINST:** Glenn Mistich

203. **AGAINST:** Danae Burt

204. **AGAINST:** Dana Burt

208. **AGAINST:** Robert Prest III

209. **AGAINST:** Pam Prest

210. **AGAINST:** Donna Prest

211. **AGAINST:** Kyle Prest

212. **AGAINST:** Dani Leigh Prest

213. **AGAINST:** Debi R. Prest

214. **AGAINST:** John Bruskotter

215. **AGAINST:** Donna Bruskotter

216. **AGAINST:** Derick Affrecht

217. **AGAINST:** Stacey Hebert

218. **AGAINST:** Samantha Ragas

219. **AGAINST:** Rolanna Ragas

220. **AGAINST:** Jeré Cormier

221. **AGAINST:** Denise S. Smith

222. **AGAINST:** Courtney Mire

223. **AGAINST:** Jay Robins

224. **AGAINST:** Sheri Hise

229. **AGAINST:** Lilton Harvey

230. **AGAINST:** Suzanne Harvey

231. **AGAINST:** B Rawls

232. **AGAINST:** Doris L Hanner

233. **AGAINST:** Mara V. Hanner

234. **AGAINST:** Juanita Brooks

235. **AGAINST:** Clifford J Brooks

236. **AGAINST:** Robin Rawls

237. **AGAINST:** Elizabeth Va Meter

238. **AGAINST:** Clement L Parker Jr

239. **AGAINST:** Energy Protection

240. **AGAINST:** Ricky Kyle

241. **AGAINST:** Kirk Carmichael

242. **AGAINST:** Beth Carmichael

243. **AGAINST:** Art & Lloyd - ANTHONY LLOYD

244. **AGAINST:** Dan Rule

245. **AGAINST:** Jean Lamb

249. **AGAINST:** [illegible]

250. **AGAINST:** [illegible]

251. **AGAINST:** [illegible]

252. **AGAINST:** Gerald W. Newman

253. **AGAINST:** Judith & Charles Hutzler ← 2 NAMES

254. **AGAINST:** Glen & Charlene Martin ← 2 NAMES

255. **AGAINST:** Bryan & Vanessa Fisher ← 2 NAMES

256. **AGAINST:** Chelsea B. Martin

257. **AGAINST:** Elizabeth Maisano

258. **AGAINST:** Nani Pleasants

259. **AGAINST:** Mary Cathy

260. **AGAINST:** Charles Mealy III

261. **AGAINST:** Alicia Mayfield

262. **AGAINST:** Kirk Hancock

263. **AGAINST:** Bridgett Hancock ← 2 NAMES

264. **AGAINST:** Oscar & Karen V. Brooks

265. **AGAINST:** J. P. Mose

270. **AGAINST:** [illegible]

271. **AGAINST:** Mona Ponwajbo

272. **AGAINST:** Monica Dexter

273. **AGAINST:** Andrea Burks

274. **AGAINST:** Juanita Ross

275. **AGAINST:** Len Letulle

276. **AGAINST:** Mal R Kellyt

277. **AGAINST:** Jay Dougan

278. **AGAINST:** Ralph g. Vaughn

279. **AGAINST:** Deborah Escalade

280. **AGAINST:** Lester Escalade

281. **AGAINST:** Russell Fry

282. **AGAINST:** Hughes Sanders

283. **AGAINST:** Pamela Black

284. **AGAINST:** Barbara Winder

285. **AGAINST:** Oscar K. Anderson

286. **AGAINST:** Mr & Mrs. Jules Anderson Jr. ← 2 NAMES

290. **AGAINST:** Georgette N. Rose

291. **AGAINST:** Russell Gainey, Sr.

292. **AGAINST:** Carolyn Gainey

293. **AGAINST:** Russell Gainey, Jr.

294. **AGAINST:** Pam Gainey

295. **AGAINST:** David Carter

296. **AGAINST:** Angela Beard Carter

297. **AGAINST:** Marie Landry Meaux

298. **AGAINST:** Tom Meaux

299. **AGAINST:** Kim K. Meaux

300. **AGAINST:** Brian Meaux

301. **AGAINST:** Billy Meaux

302. **AGAINST:** Donnie Kennedy

303. **AGAINST:** Todd Kennedy

304. **AGAINST:** Settie Kennedy

305. **AGAINST:** Joann Lloyd

306. **AGAINST:** Juliana Carroll

311. **AGAINST:** Alex E Rogers

312. **AGAINST:** Patsy N. Rogers

313. **AGAINST:** Sherry B Raynal

314. **AGAINST:** [illegible]

315. **AGAINST:** [illegible]

316. **AGAINST:** [illegible]

317. **AGAINST:** Leon J. Leitell Jr

318. **AGAINST:** Stephanie Lott

319. **AGAINST:** [illegible]

320. **AGAINST:** [illegible]

321. **AGAINST:** Frank Jurisich

322. **AGAINST:** Charles Hoppe

323. **AGAINST:** Deborah Hoppe

324. **AGAINST:** Melissa Rodriguez

325. **AGAINST:** James Rodriguez

326. **AGAINST:** Joshua Rodriguez

327. **AGAINST:** Derek Nelson

331. **AGAINST:** Denise Jaque

332. **AGAINST:** Frank P. Giardina

333. **AGAINST:** Linda Giardina

334. **AGAINST:** D. [illegible]

335. **AGAINST:** [illegible]

336. **AGAINST:** Mary K Cobie

337. **AGAINST:** Nick Mithun

338. **AGAINST:** [illegible]

339. **AGAINST:** Ronnie St. Pe

340. **AGAINST:** Melva Rowe

341. **AGAINST:** [illegible]

342. **AGAINST:** [illegible]

343. **AGAINST:** Pat P. Dj

344. **AGAINST:** Mary B. Dj

345. **AGAINST:** Christie Lauff

346. **AGAINST:** [illegible]

347. **AGAINST:** [illegible]

352. **AGAINST:** Brady Miller

353. **AGAINST:** Grace Miller

354. **AGAINST:** Tracy Miller

355. **AGAINST:** Lonnie Miller

356. **AGAINST:** Whondy Wheeler

357. **AGAINST:** Lavintha Burrow

358. **AGAINST:** Evelyn Strickin

359. **AGAINST:** Jan Crawford

360. **AGAINST:** Jason Robichaux

361. **AGAINST:** Becky Robichaux

362. **AGAINST:** Conall Boudreaux

363. **AGAINST:** D M La Rosa

364. **AGAINST:** Emily La Rosa

365. **AGAINST:** Sloane Anderson

366. **AGAINST:** Les Galle

367. **AGAINST:** Dalsa Galle

368. **AGAINST:** Lois Landry

372. **AGAINST:** Frances W Martin

373. **AGAINST:** Morris Poyner

374. **AGAINST:** Tihara Dragobratsky

375. **AGAINST:** James Bruce

376. **AGAINST:** Jane Mathison

377. **AGAINST:** Grace Parker

378. **AGAINST:** Clement Parker

379. **AGAINST:** Nikita Moses

380. **AGAINST:** Christopher Moses

381. **AGAINST:** Vicki Parker

382. **AGAINST:** Vashone Woodside

383. **AGAINST:** Molly LaFrance

384. **AGAINST:** [illegible]

385. **AGAINST:** John P. McGee

386. **AGAINST:** Lucile McGee

387. **AGAINST:** Gerald Raynal Sr.

388. **AGAINST:** Brenda Williamson

393. **AGAINST:** RAY JOHNSON

394. **AGAINST:** Kelly Weldon

395. **AGAINST:** Chris Weldon

396. **AGAINST:** Paula D. Johnson

397. **AGAINST:** Linda Johnson

398. **AGAINST:** Victor Johnson

399. **AGAINST:** Ryan Johnson

400. **AGAINST:** Leigh Johnson

401. **AGAINST:** Kevin D Mason

402. **AGAINST:** Kristy D Mason

403. **AGAINST:**

404. **AGAINST:** Brandon Mann

405. **AGAINST:** Robert R Culbertson

406. **AGAINST:** Lora Culbertson

407. **AGAINST:** William Yeager

408. **AGAINST:**

409. **AGAINST:** Chris Roberts

616. AGAINST: [illegible]

617. AGAINST: Jennie A. Hebert

618. AGAINST: John D Johnson

619. AGAINST: Leander Johnson Grandson of John D Johnson

620. AGAINST: Monica Vogt-Hertz

621. AGAINST: Gaynell Ott

622. AGAINST: Susan Broussard

623. AGAINST: Kathy Busan

624. AGAINST: Robin Vogt

625. AGAINST: Patricia Basco

626. AGAINST: William J. Basco

627. AGAINST: Philip Simmons

628. AGAINST: Patty Vogt

629. AGAINST: Joseph LeBoeuf

630. AGAINST: John J Vogt III

631. AGAINST: Joseph Neal

632. AGAINST: [illegible]

633. AGAINST: Lloyd Orr

634. AGAINST: Jody Hice

635. AGAINST: Jordan Bass

636. AGAINST: Tina Voiron

637. AGAINST: [illegible]

638. AGAINST: [illegible]

639. AGAINST: Charmion Cosse

640. AGAINST: Earl Armstrong

641. AGAINST: Lynn Armstrong

642. AGAINST: Gordon Berglan

643. AGAINST: Clinton Deal

644. AGAINST: Gerald Jones

645. AGAINST: Jonathan Jones

646. AGAINST: Andrea Jones

647. AGAINST: Tiffanie Riley

648. AGAINST: [illegible]

649. AGAINST: Wade Poole

650. AGAINST: Richard J Lassere

651. AGAINST: Mikel Boudreaux

652. AGAINST: Mel Fortenberry

653. AGAINST: Norris Plaisance

654. AGAINST: John Mercuro

655. AGAINST: Keith A. Tenbrunsel

656. AGAINST: Mark Breland

657. AGAINST: William Bartholomew

658. AGAINST: Don L Sulka

659. AGAINST: Anthony D Fehlo

660. AGAINST: Aaron D Fehlo

661. AGAINST: Gage D Fehlo

662. AGAINST: John Rolen

663. AGAINST: Kevin Hoyt

664. AGAINST: [illegible]

665. AGAINST: C Parker

666. AGAINST: D Johnson

667. AGAINST: Darryl Collins

668. AGAINST: Carlos J Encalada

669. AGAINST: Joshua Hawes

670. AGAINST: [illegible]

671. AGAINST: Mike Van Meter

672. AGAINST: Shayne R. Bychek

673. AGAINST: Bruce Kolicko

674. AGAINST: Allen Dierdorff Jr

675. AGAINST: Leonard Jordan

676. AGAINST: D C Abbott

677. AGAINST: S Bennett

678. AGAINST: L. Frances Jr.

679. AGAINST: Ronnie Kennair

680. AGAINST: [illegible]

681. AGAINST: Michael J Brasset

682. AGAINST: [illegible]

683. AGAINST: Phil Landry

684. AGAINST: Nat Arceneaux

685. AGAINST: PJ Spezia Jr

686. AGAINST: Gerald Rimble Jr.

687. AGAINST: J B Hebert

688. AGAINST: Rola Hebert

689. AGAINST: [illegible]

690. AGAINST: Jeanne Comeaux

691. AGAINST: Sonny Adams

692. AGAINST: Carl Dermanby

693. AGAINST: Joe Hesmudey

694. AGAINST: Cindy Schmidt

695. AGAINST: Roland Adams

697. **AGAINST:** [illegible]

698. **AGAINST:** [illegible]

699. **AGAINST:** Michael Wilkins

700. **AGAINST:** Cody Brockbrafft

701. **AGAINST:** [illegible]

702. **AGAINST:** [illegible]

703. **AGAINST:** [illegible]

704. **AGAINST:** [illegible]

705. **AGAINST:** [illegible]

706. **AGAINST:** Christine Fredinick

707. **AGAINST:** [illegible]

708. **AGAINST:** [illegible]

709. **AGAINST:** [illegible]

710. **AGAINST:** Martha Riddle

711. **AGAINST:** William Riddle

713. **AGAINST:** James Branton

714. **AGAINST:** Cheryl Ranatza

715. **AGAINST:** C. Lala

716. **AGAINST:** by Calalani

717. **AGAINST:**

718. **AGAINST:** Chelsea Sinclair

719. **AGAINST:** Elaine Mayfield

720. **AGAINST:** Alton Sabine

721. **AGAINST:** Larry Garrison

722. **AGAINST:**

723. **AGAINST:** Sherman

724. **AGAINST:**

725. **AGAINST:** by Leona Brevard

726. **AGAINST:** Rosalind Bartholemy

727. **AGAINST:** Gary Bartholemy

728. AGAINST: [illegible]

729. AGAINST: Sharon Fritz

730. AGAINST: Vickery Avist

731. AGAINST: Ricky Bartholemy

732. AGAINST: Ann Reels

733. AGAINST: Mary Prout

734. AGAINST: Monara Riley

735. AGAINST: Larry Turner

736. AGAINST: Edna A. Bolton

737. AGAINST: Brigette Bolton

738. AGAINST: Elke Ragan

739. AGAINST: Matthew Wallace III

740. AGAINST: Carl Vaughn

741. AGAINST: Troy caston

742. AGAINST: Shelby Sykes

743. AGAINST: Linda Markum

744. AGAINST: [illegible]

745. AGAINST: Leslie Hyatt

746. AGAINST: Buddy Hyatt

747. AGAINST: Jaclynn Hyatt

748. AGAINST: Garret Hyatt

749. AGAINST: Natalie Cossé

750. AGAINST: Ryan Cossé

751. AGAINST: Don Mills Jr.

752. AGAINST: Layton Cobb Jr

753. AGAINST: [signature]

754. AGAINST: [signature]

755. AGAINST: C. Kancewick

756. AGAINST: R. Kancewick

757. AGAINST: A. Kancewick

758. AGAINST: C. Decuir

759. AGAINST: Stan Cayenbon

760. AGAINST: [illegible]

761. AGAINST: Contrina Turner

762. AGAINST: Steven Mitchell

763. AGAINST: Andre Turner

764. AGAINST: Dwayne Brown

765. AGAINST: Wayne Brown

766. AGAINST: Gail Martin

767. AGAINST: John Ware

768. AGAINST: Theresa Ware

769. AGAINST: Ruby T. Marks

770. AGAINST: Daniel Marks

771. AGAINST: Genevieve Theriot

772. AGAINST: Steven Zeguro

773. AGAINST: Terri Canty

774. AGAINST: Sonny Canty

775. AGAINST: Reginald D. Osborne

776. AGAINST: [illegible]

777. AGAINST: Glenn W. Scheffnayder

778. AGAINST: Barbara L. Scheffnayder

779. AGAINST: [illegible]

780. AGAINST: Barbara Turbush

781. AGAINST: Susan Reagan

782. AGAINST: Wren Reagan

783. AGAINST: [illegible]

784. AGAINST: Bill Nguyen

785. AGAINST: Amy Dimeth

786. AGAINST: Gregory Dimeth Jr.

787. AGAINST: [illegible]

788. AGAINST: [illegible]

789. AGAINST: Peggy Adams

790. AGAINST: Roland A. Adams

791. AGAINST: Sonny Adams

792. AGAINST: [illegible]

793. AGAINST:

794. AGAINST:

795. AGAINST:

796. AGAINST:

797. AGAINST:

798. AGAINST:

799. AGAINST:

800. AGAINST:

801. AGAINST: Bernadette Walker

802. AGAINST:

803. AGAINST:

804. AGAINST:

805. AGAINST:

806. AGAINST:

807. AGAINST:

808. AGAINST: [illegible]

809. AGAINST: George Wadsby

810. AGAINST: William D. DeBois

811. AGAINST: Burgendy Mulkey

812. AGAINST: Adam Mulkey

813. AGAINST: Lucille J Andrus

814. AGAINST: Harold Sanders

815. AGAINST: MacDonald

816. AGAINST: Randy Rusty

817. AGAINST: Susan Daigle

818. AGAINST: James A. Andrus Sr.

819. AGAINST: Salon L. Beard Jr.

820. AGAINST: Salon L Beard Sr.

821. AGAINST: Carole Beard

822. AGAINST: Matthew B Beard

823. AGAINST: Paul Mankin

824. AGAINST: [illegible]

825. AGAINST: Ivan R. Bond III

826. AGAINST: Stephanie R Bond

827. AGAINST: David A. Bond

828. AGAINST: [illegible]

829. AGAINST: Susan Bond

830. AGAINST: Savin Theo

831. AGAINST: April Antoine

832. AGAINST: Wilfred Antoine Jr.

833. AGAINST: Judy Raggs

834. AGAINST: Mark Jenkins

835. AGAINST: Glenda Jenkins

836. AGAINST: [illegible]

837. AGAINST: Kellmin

838. AGAINST: Phi Fra DaMalle

839. AGAINST: Lizzie Williams

2. **AGAINST:** Howard Harvey

3. **AGAINST:** Ivory Harvey

4. **AGAINST:** Jarvis Harvey

5. **AGAINST:** Jessie Harvey

6. **AGAINST:** Dora W. Jarvis

7. **AGAINST:** Kim Harvey

8. **AGAINST:** Dionne Landry

9. **AGAINST:** Debbie Landry

10. **AGAINST:** Daniel Landry

11. **AGAINST:** Rose Knox

12. **AGAINST:** Allison Sylve

13. **AGAINST:** Myra Sylve

14. **AGAINST:** Louis Reddick

15. **AGAINST:** Kerwin Davis

16. **AGAINST:** Mrs. Moore

17. **AGAINST:** [signature]

52. **AGAINST:** Timothy Barthelemy Sr

53. **AGAINST:** Teoren Ann Barthelemy

54. **AGAINST:** Kahsha Barthelemy

55. **AGAINST:** Brianna Bartholomew

56. **AGAINST:** Delance Garrison

57. **AGAINST:** Alvernia Barthelemy

58. **AGAINST:** Drucilla Ancar

59. **AGAINST:** Patrick Ancar

60. **AGAINST:** Lakia Ancar

61. **AGAINST:** Lynee Ancar

62. **AGAINST:** Aleta Garrison

63. **AGAINST:** James Garrison

64. **AGAINST:** Jamie Garrison

65. **AGAINST:** Sanaka Clark

66. **AGAINST:** Martha Ragas

67. **AGAINST:** Antoine Ragas

69. **AGAINST:** Reasin Thomas

70. **AGAINST:** Frontel Jason

71. **AGAINST:** Shirley Jason

72. **AGAINST:** Jessie Wells

73. **AGAINST:** Marie Wilson

74. **AGAINST:** Sharon Everage

75. **AGAINST:** Chris Everage

76. **AGAINST:** Carolyn Wallace

77. **AGAINST:** Daniel Jones

78. **AGAINST:** Sheila Freeman

79. **AGAINST:** Keith Key

80. **AGAINST:** Lallie Key

81. **AGAINST:** Amanda Ragan

82. **AGAINST:** Cedric Ragan

83. **AGAINST:** Malinda Bartholomew

84. **AGAINST:** Johnny Williams

86. **AGAINST:** Barbara Proctt

87. **AGAINST:** Cathy Williams

88. **AGAINST:** Rose Baptiste

89. **AGAINST:** Natalie Ava

90. **AGAINST:** Norma Sylve

91. **AGAINST:** Melvin Sylve

92. **AGAINST:** Shelley Sylve

93. **AGAINST:** Nia Sylve

94. **AGAINST:** Cynthia M. Rogas

95. **AGAINST:** Ricky D. Rogas

96. **AGAINST:** Harry J. Turner

97. **AGAINST:** Tina A. Reddick

98. **AGAINST:** Kasey Bartholomew

99. **AGAINST:** Vanessa Bartholomew

100. **AGAINST:** Jeffrey Bartholomew

101. **AGAINST:** Lisa W. Dove

103. **AGAINST:** Sherry Borden

104. **AGAINST:** Jamie Borden

105. **AGAINST:** River Tagamas

106. **AGAINST:** Georgan Phillips

107. **AGAINST:** Ronald Encalade

108. **AGAINST:** Georgiana Sylve

109. **AGAINST:** Tiffany Phillips

110. **AGAINST:** Georgette Mackey

111. **AGAINST:** Garvis Mackey

112. **AGAINST:** Denise Labonte

113. **AGAINST:** Robert Labon

114. **AGAINST:** Brandon McCain

115. **AGAINST:**

116. **AGAINST:** Shannon Roshto

117. **AGAINST:** Celeste L. Green

118. **AGAINST:** Alena Monaldson

120. **AGAINST:** Limerick Page

121. **AGAINST:** Mary Gibson

122. **AGAINST:** ROSE mackey

123. **AGAINST:** Bill Mackey

124. **AGAINST:** Felicia Allen

125. **AGAINST:** Shannon Allen

126. **AGAINST:** Adele Gallet

127. **AGAINST:** Ray Gallet

128. **AGAINST:** Neil Gallet

129. **AGAINST:** Natalie Touchet

130. **AGAINST:** Christie Barrois

131. **AGAINST:** Jerrod Barrois

132. **AGAINST:** Joyce Clark

133. **AGAINST:** Joseph Clark

134. **AGAINST:** Duane Clark

135. **AGAINST:** Isabelle Ellis

Against: Manuel J. Treadway

137. **AGAINST:** Merlisha Merrick

138. **AGAINST:** Emma Rigaud

139. **AGAINST:** Lisa Kelso

140. **AGAINST:** Wesley Kelso

141. **AGAINST:** Alecia Kelso

142. **AGAINST:** Calvin Riggs

143. **AGAINST:** Otto Rigaud

144. **AGAINST:** John LeBreux

145. **AGAINST:** Lewis A Reddick SR

146. **AGAINST:** Daniella Duncan

147. **AGAINST:** Harold Sylve, Jr.

148. **AGAINST:** Erica Ngata

149. **AGAINST:** Barbara Sylva

150. **AGAINST:** Rachel Sylve

151. **AGAINST:** [redacted]

152. **AGAINST:**

154. **AGAINST:** [illegible]

155. **AGAINST:** Deborah Denella

156. **AGAINST:** Bendulla Haines

157. **AGAINST:** [illegible]

158. **AGAINST:** Stewart Williams Sr.

159. **AGAINST:** Percy T. Parker

160. **AGAINST:** Anita Henry

161. **AGAINST:** Conduta Duplessis

162. **AGAINST:** Caprice Henry

163. **AGAINST:** Delora D Reddick

164. **AGAINST:** Aimee Riley

165. **AGAINST:** Shelley Phillips

166. **AGAINST:** Dale Williams

167. **AGAINST:** Houston Dorsey with 7 kids

168. **AGAINST:** Matthew Riley

169. **AGAINST:** Michael Davis

171. **AGAINST:** Rachel Peoples

172. **AGAINST:** Floyd G. Hinkle Jr

173. **AGAINST:** Julianna B. Phillips

174. **AGAINST:** Jason J. Wise

175. **AGAINST:** Heather C Wise

176. **AGAINST:** Sharonne Turner

177. **AGAINST:** Wendell Turner

178. **AGAINST:** Rose B. Thai

179. **AGAINST:** Julie Dykstra

180. **AGAINST:** Frank B DeMalle

181. **AGAINST:** John Baltzarce III

182. **AGAINST:** James Brown Sr

183. **AGAINST:** Michael St. C

184. **AGAINST:** Steve J Lin

185. **AGAINST:** Connie R. Treadway

186. **AGAINST:** Melba Stanfield

188. **AGAINST:** [illegible]

189. **AGAINST:** [illegible]

190. **AGAINST:** Mary Lou Quevedo

191. **AGAINST:** Wayne Quevedo

192. **AGAINST:** [illegible]

193. **AGAINST:** Sharon Wallace

194. **AGAINST:** Dianna Tiser

195. **AGAINST:** [illegible]

196. **AGAINST:** [illegible]

197. **AGAINST:** [illegible]

198. **AGAINST:** [illegible]

199. **AGAINST:** [illegible]

200. **AGAINST:** [illegible]

201. **AGAINST:** [illegible]

202. **AGAINST:** [illegible]

203. **AGAINST:** [illegible]

205 - Hilary Napier Inman

206 Juanita Barthelemy [redacted]5

207 Mary Ancar

208 Amy Peoples 504- 75[redacted]

205. **AGAINST:** Kristina Wonaldson

206. **AGAINST:** Marsha Harvey

207. **AGAINST:** Paul Harvey

208. **AGAINST:** Connie Williams

209. **AGAINST:** Wade Williams

210. **AGAINST:** Shelly Henry

211. **AGAINST:** Peggy Great

212. **AGAINST:** [illegible]

213. **AGAINST:** Adolph Ancar

214. **AGAINST:** Alice Ancar

215. **AGAINST:** Jozette Ancar

216. **AGAINST:** Norma Espadron

217. **AGAINST:** Shelby Barthelemy

218. **AGAINST:** Gerald Barthelemy

219. **AGAINST:** Francelia Barthelemy

220. **AGAINST:** Shirletta Barthelemy

222. **AGAINST:** Karl Bartholemey

223. **AGAINST:** Giselle Lyke

224. **AGAINST:** Stephon Jefferson

225. **AGAINST:** Wallace Picquet

226. **AGAINST:** Janique Picquet

227. **AGAINST:** Cheryl Bartholomew

228. **AGAINST:** Lolita Phillips

229. **AGAINST:** Ivy Bartholemy

230. **AGAINST:** Jessica Mackey

231. **AGAINST:** Elroy Mackey

232. **AGAINST:** Andrea Gonzales

233. **AGAINST:** Akeia Abes

234. **AGAINST:** Barry Abes

235. **AGAINST:** Aline Cosse

236. **AGAINST:** Jimmy Cosse

237. **AGAINST:** Holly Abes

239. **AGAINST:** Dudley Ledoux Jr.

240. **AGAINST:** Allen Barthelemy

241. **AGAINST:** Wanda Barthelemy

242. **AGAINST:** Stephanie Barthelemy

243. **AGAINST:** Joanne Miller

244. **AGAINST:** Ron Miller

245. **AGAINST:** Wayne Antoine

246. **AGAINST:** Wilfred Centoni Sr

247. **AGAINST:** Linda Centoni

248. **AGAINST:** Kimberly Antoine

249. **AGAINST:** Nellcee Antoine

250. **AGAINST:** Nerissa Centoni

251. **AGAINST:** Donna Duplessis

252. **AGAINST:** Tony Duplessis

253. **AGAINST:** Barbara Sykes

254. **AGAINST:** Vinny Sykes

256. **AGAINST:** Maxie Lucas

257. **AGAINST:** Kendra Espadron

258. **AGAINST:** Penny Turner

259. **AGAINST:** Carl Lucas

260. **AGAINST:** Christen Williamson

261. **AGAINST:** Linda Espadron

262. **AGAINST:** Jeffery Espadron

263. **AGAINST:** Dennis Espadron

264. **AGAINST:** Megan Barthelemy

265. **AGAINST:** Constance Barthelemy

266. **AGAINST:** Sandra Barthelemy

267. **AGAINST:** Hazel Lafrance

268. **AGAINST:** Glen Barthelemy

269. **AGAINST:** Stephanie Barthelemy

270. **AGAINST:** Dominique Barthelemy

271. **AGAINST:** Felix Barthelemy

273. **AGAINST:** Ken Davis

274. **AGAINST:** Desiree Mackey

275. **AGAINST:** Wanda Mackey

276. **AGAINST:** Kendra Mench

277. **AGAINST:** Cordera Mackey

278. **AGAINST:** Bryan Casbon

279. **AGAINST:** Peggy Tyrell

280. **AGAINST:** James Tyrell

281. **AGAINST:** Patrick Sylva Jr

282. **AGAINST:** Rachell Sylva

283. **AGAINST:** Kenneth Sylva

284. **AGAINST:** Joycelyn Brooks

285. **AGAINST:** Dawann Brooks

286. **AGAINST:** Deoye Brooks III

287. **AGAINST:** Bruce Haines Jr.

288. **AGAINST:** Mary Roberts

290. **AGAINST:** Anthony Roberts

291. **AGAINST:** Sue Denise

292. **AGAINST:** Martin Denise

293. **AGAINST:** Carol B. Williams

294. **AGAINST:** Charles Wagner

295. **AGAINST:** Sue Seriney

296. **AGAINST:** C. Parker

297. **AGAINST:**

298. **AGAINST:** Harriet L. Martin

299. **AGAINST:** Harriette Martin

300. **AGAINST:** Frances Treadaway

301. **AGAINST:** Vickie Treadway

302. **AGAINST:** Eugine Treadway

303. **AGAINST:** Dot J Klenzie

304. **AGAINST:** Elsie Klenzie

305. **AGAINST:** Lovana Phillips

307. **AGAINST:** Carlton Satrance Sr

308. **AGAINST:** Carlton Satrance Jr

309. **AGAINST:** Ashley Satrance

310. **AGAINST:** Joshua Satrance

311. **AGAINST:** John Satrance Sr

312. **AGAINST:** Anthony Satrance Sr

313. **AGAINST:** Anthony Satrance Jr

314. **AGAINST:** Mary Sanders

315. **AGAINST:** Wesley Williamson

316. **AGAINST:** Angela Barthelemy

317. **AGAINST:** Augusti Bartholomy

318. **AGAINST:** Joni Duplessis

319. **AGAINST:** Christopher Henry

320. **AGAINST:** Joseph Duplessis

321. **AGAINST:** Denise Hebert

322. **AGAINST:** Mary St Ann

324. **AGAINST:** Jeremy Sylve

325. **AGAINST:** DARRELL Sylve Sr.

326. **AGAINST:** [redacted] Sylve

327. **AGAINST:** Denzel Sylve

328. **AGAINST:** John Phillips

329. **AGAINST:** Barbara Sylvia

330. **AGAINST:** Desi Sylve

331. **AGAINST:** Catherine Sylve

332. **AGAINST:** Harold Sylve Sr.

333. **AGAINST:** Ryan Sylve

334. **AGAINST:** Ronald Harper

335. **AGAINST:** ~~Hurt~~ Jacklyn Ann Carroll

336. **AGAINST:** Mamie B. Carson

337. **AGAINST:** Blake Sylve

338. **AGAINST:** Morris Sylve Jr.

339. **AGAINST:** Camille Mequet

341. **AGAINST:** Darrell Sykes Jr.

342. **AGAINST:** Laura Metz

343. **AGAINST:** Keith Metz Sr

344. **AGAINST:** Mary L. Sykes

345. **AGAINST:** Gavin Sykes

346. **AGAINST:** Gladys Sykes

347. **AGAINST:** Kylie Wallace

348. **AGAINST:** Claude Phillips Jr.

349. **AGAINST:** Samantha Darcisse

350. **AGAINST:** Kermit Darcisse

351. **AGAINST:** Betty Barthelemy

352. **AGAINST:** Tosia Owens

353. **AGAINST:** Jalon Arcan

354. **AGAINST:** William Owens

355. **AGAINST:** William Owens Jr.

356. **AGAINST:** Nadine Owens

358. **AGAINST:** Josentia Ancar

359. **AGAINST:** Magen Ancar

360. **AGAINST:** Randy Ancar

361. **AGAINST:** Daphne Ancar

362. **AGAINST:** Billy Ramos

363. **AGAINST:** Audria Battiste

364. **AGAINST:** Lorne L. Landry

365. **AGAINST:** Antoinette Sylve

366. **AGAINST:** Eric Jones, Sr

367. **AGAINST:** Loretta Henry

368. **AGAINST:** Joseph Henry

369. **AGAINST:** Vernon J Duncan, Jr.

370. **AGAINST:** Steven Duncan

371. **AGAINST:** Claude Jones

372. **AGAINST:** Norris Sylve, Sr

373. **AGAINST:** Dail Sylve

375. **AGAINST:** Amy Agee

376. **AGAINST:** Lynetta Dale

377. **AGAINST:** Glenda Barthelemy

378. **AGAINST:** David Barthelemy

379. **AGAINST:** Jaletta Dean

380. **AGAINST:** Shanna Alexis

381. **AGAINST:** Macie Alexis

382. **AGAINST:** Jared Barthelemy

383. **AGAINST:** Haley Barthelemy

384. **AGAINST:** Christopher Fitch Jr.

385. **AGAINST:** Rochelle Fitch

386. **AGAINST:** Charlotte Barthelemy

387. **AGAINST:** Suzanne Sylve

388. **AGAINST:** Larry Sylve Sr.

389. **AGAINST:** Bernadette Barthelemy

390. **AGAINST:** Randy Dean

392. **AGAINST:** Arelle Sykes

393. **AGAINST:** Almeria Sykes

394. **AGAINST:** Janasa Bartholomew

395. **AGAINST:** Jeffrey Bartholomew Sr

396. **AGAINST:** Kasey Bartholomew

397. **AGAINST:** Whitney Bartholomew

398. **AGAINST:** Jeffrey Bartholomew Jr.

399. **AGAINST:** Kasi Rogers

400. **AGAINST:** Marion Rogers

401. **AGAINST:** Kim Rogers

402. **AGAINST:** Rhonda Rogers

403. **AGAINST:** Ashley Atkins

404. **AGAINST:** Shawn Atkins

405. **AGAINST:** Brandy Johnson

406. **AGAINST:** Stanley Johnson

407. **AGAINST:** Wanda C. Bartholomew

408. AGAINST: [illegible]

409. AGAINST: Patricia A. Chavez

410. AGAINST: Andrew Williams

411. AGAINST: [illegible]

412. AGAINST: A. Carbajal

413. AGAINST: Sharon Carbajal

414. AGAINST: [illegible]

415. AGAINST: ANN DUTHU

416. AGAINST: DENNIS DUTHU

417. AGAINST: Anna Vaught

418. AGAINST: Michael Vaught

419. AGAINST: [illegible]

420. AGAINST: Darren Dirden

421. AGAINST: Saturn D. Solis

422. AGAINST: Andrew Solis

423. AGAINST: Shawn Mass

841. **AGAINST:** Rachel Schenck

842. **AGAINST:** James W. Adams

843. **AGAINST:** Brett Sommer

844. **AGAINST:** Rachel Snider

845. **AGAINST:** Loren Dolski

846. **AGAINST:** Casey Parker

847. **AGAINST:** John T. Robinson

848. **AGAINST:** Gail M. Petrovich

849. **AGAINST:** Troy L. Petrovich Sr.

850. **AGAINST:** Kaila Petrovich

851. **AGAINST:** Troy L. Petrovich Jr.

852. **AGAINST:** Dena Phillips

853. **AGAINST:** Troy Phillips

854. **AGAINST:** Senille Jones

855. **AGAINST:** Ross Phillips

856. AGAINST: [illegible]

857. AGAINST: [illegible]

858. AGAINST: Candice Dirt

859. AGAINST: Michael C Kramer J.

860. AGAINST: Rachel C KRAMER Rachel C. Kramer

861. AGAINST: Jean N. Sweeney

862. AGAINST: Jenny Sweeney

863. AGAINST: [illegible]

864. AGAINST: Elizabeth B. Haré

865. AGAINST: [illegible]

866. AGAINST: Peggy M. Lard

867. AGAINST: [illegible]

868. AGAINST: Michelle Hei

869. AGAINST: Tammy Hurt

870. AGAINST: Lydia Hudry

871. AGAINST: [illegible]

872. AGAINST: [illegible]

873. AGAINST: Catherine Arenales

874. AGAINST: Regina Arenales

875. AGAINST: Grace Miller

876. AGAINST: Floyd Mast

877. AGAINST: Le Thuy Nguyen

878. AGAINST: Tran Duong

879. AGAINST: John Sarovich

880. AGAINST: Dois Sarovich

881. AGAINST: [signature]

882. AGAINST: Terri McCoy

883. AGAINST: Marie O'Connor

884. AGAINST: Kerry O'Connor

885. AGAINST: [signature]

886. AGAINST: [signature]

887. AGAINST: Bonnie Stall

888. AGAINST: [illegible]

889. AGAINST: Kail Swindle

890. AGAINST: [illegible]

891. AGAINST: Jan M Marr

892. AGAINST: Mary Langlois

893. AGAINST: Joseph Langlois

894. AGAINST: Darlene Richey

895. AGAINST: [illegible]

896. AGAINST: Carolyn Fremin

897. AGAINST: Wayne Fremin

898. AGAINST: [illegible]

899. AGAINST: Mya B. Andrews

900. AGAINST: Cory Bell

901. AGAINST: Pat Dani

902. AGAINST: Viola V.

903. AGAINST: Armando Mayan

904. AGAINST: [illegible]

905. AGAINST: Dottie Cavet

906. AGAINST: Chuck Cavet Jr.

907. AGAINST: Charles S. Cavet SR

908. AGAINST: Sue Bone

909. AGAINST: Dwayne M. Bailey

910. AGAINST: Tyson Bailey ← 2 VOTES

911. AGAINST: Lisa Dip

912. AGAINST: BH

913. AGAINST: Katie Adams

914. AGAINST: K Adams

915. AGAINST: Katelyn Adams

916. AGAINST: J. B. Giardina

917. AGAINST: Sandra Giardina

918. AGAINST: Theresa Rutherford

919. AGAINST: David Rutherford

920. AGAINST: [illegible]

921. AGAINST: Marilyn C Zito

922. AGAINST: Deborah A Carter

923. AGAINST: Warren R. Kemp

924. AGAINST: Glenn B Key

925. AGAINST: Helen S Brown

926. AGAINST: Helen Brown

927. AGAINST: Henry Boyle

928. AGAINST: Wm R Boyle

929. AGAINST: William Sandy

930. AGAINST: Gage Sandy

931. AGAINST: Roland Bream

932. AGAINST: Candace Bream

933. AGAINST: Floyd Faulk

934. AGAINST: Elliott Mistich Jr.

935. AGAINST: Betty B. Mistich

AGAINST: Phillipe Rosa

AGAINST: Terrel Jackson

AGAINST: Vinca Kaliszeski

AGAINST: Dennis Kaliszeski

AGAINST: Jan Kaliszeski

AGAINST: Billy Hingle

AGAINST: Janet Hingle

AGAINST: Calvin Kaliszeski

AGAINST:

AGAINST:

AGAINST:

AGAINST:

AGAINST:

AGAINST:

AGAINST:

Tulane University

Our file No. 104-020

Tulane Environmental Law Clinic

May 18, 2009

Mr. Gib Owen, PM-RS
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

RE: Oakville Community Action Group Comments on IER # 13

Dear Mr. Owen:

Oakville Community Action Group agrees with and supports the proposed action evaluated by the U.S. Army Corps of Engineers, Mississippi Valley Division, New Orleans District ("the Corps") in its draft Individual Environmental Report # 13 (IER # 13).

Oakville Community Action Group is a non-profit corporation whose members live, work, own property, recreate, and enjoy the environment in and near Oakville. The purpose of the organization is to preserve, protect, and enhance the environmental, health, and safety interests of its members, the Oakville community, and its surroundings. IER # 13 evaluates the potential impacts associated with the proposed enlargement to the Hero Canal levee, and construction of the Eastern Tie In portion of the West Bank and Vicinity, Louisiana Project. The purpose of this proposed action is to provide hurricane and storm damage risk reduction to Oakville and other communities in Plaquemines Parish. Because the proposed action directly affects Oakville, Oakville Community Action Group has actively participated in several public meetings held by the Army Corps on IER # 13 where it has voiced its concerns about various levee alignments and other project details. Oakville Community Action Group is pleased that the proposed action addresses its concerns by protecting the Oakville community without requiring the relocation of its residents and by minimizing impacts to the wetlands in the area.

Specifically, Oakville Community Action Group supports the proposed project because it protects all Oakville residents by including the entire community within the levee system, while leaving all residences and community structures in place. Oakville is a community with a strong a strong sense of unity bound by community leaders (both civic and spiritual), familial connections, and a shared history. Freed slaves from nearby plantations founded Oakville after the abolishment of slavery. Indeed, the very same subdivision layout exists today as that which its founders designed in 1871. And, many of today's Oakville residents can trace their ancestry to those who first lived in Oakville. Because of Oakville's history and strong community ties, Oakville Community Action Group is especially pleased that the Army Corps chose an alternative that will allow the community to remain whole and protected.

Tulane Environmental Law Clinic
[redacted]ret St., Ste. 130, New Orleans, LA 70118-6231 *tel* [redacted] *fax* [redacted] www.tulane.edu/~telc

In addition, Oakville Community Action Group supports the proposed project because it minimizes wetland loss. The area to the east of Oakville is a forested swamp comprised of bottomland hardwoods that offers many benefits, some of which are wildlife habitat, storm surge buffer, and flood control. Therefore, Oakville Community Action Group supports the Army Corps decision to eliminate alternative 3 that would have resulted in the destruction of an additional 53 acres of this valuable forested swamp.

Oakville Community Action Group thanks the Army Corps for taking its concerns into consideration and proposing a project that will enhance the future of the Oakville community.

Respectfully submitted this 18th day of May, 2009 by,

TULANE ENVIRONMENTAL LAW CLINIC

Corinne Van Dalen, La. Bar. No. 21175
Supervising Attorney
[redacted]118
Email: [redacted]
On Behalf of Counsel for Oakville Community Action Group

New Orleans to Venice, LA (NOV) Plaquemines Parish Federal Levee
Public Scoping Comment

Comments: Thank you for the information and the presentation. I would like to see the roller gate on pump gate flood gate used. Those two look strong.
I am glad that the non federal levee will be raised.

Name [redacted] **Affiliation** _____

Street [redacted] **Phone** [redacted]

City, [redacted] **Fax** _____

E-mail [redacted]

www.mvn.usace.army.mil www.nolaenvironmental.gov

New Orleans to Venice, LA (NOV) Plaquemines Parish Federal Levee
Public Scoping Comment

Comments: IT IS ABSOLUTELY IMPERATIVE THAT THE OAKVILLE FLOODWALL BE INSTALLED FOR MORE REASONS THAN ONE!!! In addition, I agree that the levees below Oakville should be federalized to a 100-year storm protection level but it makes good sense to compartmentalize the entire levee system to protect the entire parish from flooding in the event of a breach or levee failure. As was experienced by Hurricanes Katrina and Gustov, levees can be breached and compromised for one reason or another and compartmentalizing the levee system protects other zones in the event of a breach anywhere in the parish. Oakville and below would be protected in the event that Belle Chasse were to flood as well as Belle Chasse would be protected from a level breach below Oakville. The floodwall has a dual purpose and makes good common sense to proceed with it installation regardless of the upgrading of the levee system below Oakville!! Ships are built with that same idea in mind that if one compartment is flooded, it is sealed off and the entire ship does not flood sink.

Name [redacted] **Affiliation**

Street [redacted]

City, St [redacted]

E-mail [redacted] .gov

www.mvn.usace.army.mil

From:	Owen, Gib A MVN on behalf of MVN Environmental
To:	Vignes, Julie D MVN; Holder, Ken MVN; LeBlanc, Julie Z MVN; Eagles, Paul MVK; Maloz, Wilson L MVN; Coulson, Getrisc MVN; Carr, Jr Theodore D MVN; Wiggins, Elizabeth MVN
Cc:	Podany, Thomas J MVN
Subject:	FW: Sept 19th Meeting and Workshop
Date:	Monday, September 21, 2009 6:20:38 AM

All,
FYI - Feedback from Saturdays meeting.
Gib

Gib Owen
US Army Corps of Engineers
Chief, Ecological Planning and Restoration Section/
HSDRRS Environmental Team Leader
New Orleans District
504 862-1337

-----Original Message-----
From: Bobby Wilson [ma[redacted]
Sent: Sunday, September 20, 2009 11:38 PM
To: MVN Environmental
Cc: Joan Wilson
Subject: Sept 19th Meeting and Workshop

Dear Mr. Owen

I want to personally express my gratitude in the way that the Corp presented the current status of the EIR-13 Eastern Tie-In and the Plaquemines Parish Non-Federal Levee Projects on September 19th. I thought the main presentation as well as the workshops that were conducted were done effectively and I believe that it couldn't have been presented any better.

I originally expressed some doubts as to whether this exercise of communication was worth the time and effort. I was wrong.

I have written to you in the past and you have always responded with information that has been both helpful and comforting to me and I appreciate this.

I wanted to make two additional comments regarding this past meeting and the options presented and hope that you would relay this back to Colonel Lee. The first comment is a communication concern that I have which was not a responsibility of the Corp but more of a responsibility of our Parish Officials.

1. If you hadn't noticed, the audience that attended the meeting on Saturday was primarily those that reside south of Oakville. This does not come to any surprise to me. I live in Belle Chasse and I work as an engineer at the ConocoPhillips Refinery just south of Jesuit Bend. In this past week, there was not one parish sign, billboard or electronic message board posted in Belle Chasse which alerted the

residences of Belle Chasse of the Sept 19th Meeting. There wasn't even a displayed message on the Parish Government Building in Belle Chasse. On the other hand, there was a large blinking Roadside Electronic Message Board that was placed on Hwy 23 in the Jesuit Bend area at least four days ahead of the meeting alerting residences of and south of Jesuit Bend of this meeting. I'm not going to speculate why this happened. I just wanted to make sure that Colonel Lee and yourself were aware of this and not be swayed in the notion that the Oakville gate was opposed by all residences of Plaquemines Parish. I assure you that it's not. The audience that attended the Saturday meeting was made up primarily of residences south of Oakville because of reasons that I don't want to speculate on however I believe you know what these are without saying.

2.Regarding the four options at Oakville, in my opinion as well as those who attended the same workshops that I attended, the most favorable and desirable of the four options is the Ramp Option. This appears to be a more permanent solution and least likely to be tampered with by those who oppose a gate or levee there. The least favorable option is the "invisible gate option". Our main concern here is (1) we would be relying upon parish workers to construct this gate. We are very concerned about this. (2) We would be relying upon our Parish officials (some of whom are opposed to any type of gate) to decide when and if the gate should go up in the event of an approaching hurricane. We are equally concerned about this one.

Please be so kind as to send me an email response on any upcoming changes or milestones that affect our Hurricane Flood Protection Projects.

With Kind Regards,

Bobby Wilson

[redacted].

Belle Chasse, LA

[redacted]

Email: [redacted]

From:	Owen, Gib A MVN
To:	Coulson, Getrisc MVN
Subject:	Fw: Eastern Tie-In @ Oakville
Date:	Wednesday, September 23, 2009 8:26:21 PM

Gigi
Please include Mr. Perez comment as a comment for IER 13 AR.
Thanks
Gib
Gib Owen
USACE, Chief, Ecological and Restoration Section, New Orleans District
Solutionear with device stuck in my right hand.

From: LHPerez3@aol.com <LHPerez3@aol.com>
To: Lee, Alvin B COL MVN
Cc: Owen, Gib A MVN; LeBlanc, Julie Z MVN; bnungesser@plaqueminesparish.com <bnungesser@plaqueminesparish.com>
Sent: Wed Sep 23 19:09:28 2009
Subject: Eastern Tie-In @ Oakville

Colonel Lee,

Thank you for the Corps hosting the Public Workshop at the Belle Chasse High School on September 19, 2009. I feel it was a significant step forward for most residents in understanding the Corps and the reason for the Eastern Tie-In at Oakville.

I strongly support and urge the Corps and the Plaquemines Parish Government working together and proceeding on the fast tract to have the NFL from Oakville to La Reussite be included in the 100 year protection.

At the Workshop, the Corps outlined four options as to an Eastern tie-in crossing Highway 23 at Oakville. I would appreciate my opinion on this matter to be of record. My first choice would be the "Invisible" Floodwall followed by the Roller Gate, and my third choice would be the Swing Gate option. These three options would serve equally as well based upon the Corps' presentation in which all the options included an emergency bypass.

I would suggest the storage building for the components of the Invisible Floodwall placed on the north "protected" side of the wall. Therefore, the building, components of the wall, and any machinery would be protected in an unfortunate event.

I reside in the Oakville vicinity at 11422 Highway 23. My home and property are adjacent to the Eastern Tie-In on the south side or "Flood" side as the Corps refers to it. I would like to go on record as strongly opposing the Eastern Tie-In Ramp Option. I speak for myself and other family members who live and have property that will be adversely affected by the Ramp Option. There are many reasons why we oppose this Option, but the main and most important is SAFETY. If the Ramp Option is implemented, there would be enormous safety problems for vehicular and pedestrian traffic on both sides of Highway 23. In Oakville, St. Peter Street and Oakville Street are crossed numerous times a day from East to West and back. Residents attending churches and the community park would encounter a greater risk traveling back and forth across Highway 23. Pedestrians, automobiles, school buses, eighteen wheelers and larger trucks, as well as tractor trailers transporting oil field equipment and other materials, pass through Oakville twenty-four hours a day. Some of these stop at Captain Larry's Seafood and others continue north or south. This is one of the most high risk portions of Highway 23. If the Highway is altered in any fashion such as narrowing lanes, installing barriers, sloping shoulders, ramping, big turn arounds, and other modifications, it would be a sure disastrous situation impacting SAFETY. It would be dangerous to encounter these obstacles during normal daylight hours, and magnified by the darkness of night, or with rain or fog. There have been two fatalities directly in front of my home and others nearby.

At the Corps sponsored meetings held at Oakville Town Hall, St. Paul's Benevolent Association Building, the residents unanimously opposed any such overpass or ramp tie-in options crossing Highway 23. Colonel Lee, in making your selection as to a Tie-In, please consider the opinion of the residents

within this community rather than someone who lives miles away from the site.

Thank you,
Leander H. Perez, III

I am definitely not in favor of the invisible floodwall being used in lieu of a roller gate or swing gate for the eastern tie-in at Oakville/Belle Chasse. At the breakout session the Corps stated that it would take 10 days to erect. This floodwall has been used for riverine flooding in the north. As far as I'm concerned it should only be used as an emergency flood fight technique for that purpose and not as a permanent feature in any hurricane levee project that is supposed to be certified to provide 100 year protection. The assembly and removal is labor intensive and time consuming and must be repeated every time a storm is in the Gulf. Neither does this design have any proven performance for hurricane protection in this area. Since there are so many miles of levees, floodwalls, floodgates and pumping stations to deal with in both Plaquemines Parish and in the Westbank Hurricane System, this option should not be considered. Logically and practically some of the wall components would have to remain in place during the entire hurricane season, therefore it would not be invisible after all. Continued erection and dismantling of the wall would also subject the components to loss or damage. From my 40 years experience dealing with flood control, I really do not think this option should have ever been considered for a permanent installation. Unfortunately, it's apparently Plaquemines Parish's choice.

Additionally, at the outset of the meeting, President Nungesser told everyone present, that they would not see any floodgate or floodwall built in Oakville because he would build the 100 year levee from Jesuit Bend to La Reussite first. While the Corps officially promises to continue to construct the Eastern Tie-in in Oakville by June 1, 2011, I have no confidence that any of the Corps closure options would be utilized by the Parish. With all the indecision of even completing the authorized 100 year plan by Plaquemines Government, what assurance is there that the invisible floodwall would be erected or that gates would be closed at this particular location? The ramp crossing is absolutely the best solution for this location and some consideration should be given to the structural merit of including the roadway structure as an integral part of the protection. After anyone entertains the idea of using the invisible wall, surely the superiority of the highway ramp on LA23 must be apparent to all and the ramp is not subject to political indecision. This ramp would also intelligently divide polders when the new levee protection is being constructed and completed in the Jesuit Bend area. This is no different from what the Jesuit Bend residents want for their southern road closure at La Reussite.

While this controversy continues on, we in the Belle Chasse and English Turn Area still lack the 100 year protection that was originally authorized in 1996 and re-engineered after Katrina. The eastern tie-in location at Oakville presently provides a ground elevation of approximately +5 ft. and provides a significant and unacceptable low gap in the WestBank Hurricane Project for us. The average ground elevations in the Belle Chasse and English Turn areas is approximately - 5.0 ft. in elevation; approximately 5 ft. lower than the average ground elevations in the Jesuit Bend area. Unfortunately, continued failure to close this lowest gap in our area puts all of our area at irresponsible and unnecessary risk for even storms of less than 100 year intensity.

In the past year, the residents of the Jesuit Bend area have discovered that their area was not included in the authorized Westbank Hurricane

Project, and want no floodwall or floodgate separating their area from Belle Chasse. As a 22 year resident of Belle Chasse, I have been awaiting 100 year protection for my area for well over 20 years, and it still does not exist. I realize all the necessary changes for levee certification post-Katrina, and meeting the deadlines. I also know how long it takes to construct these projects. I personally was the DOTD Engineer charged by the Governor to assist West Jefferson Levee District after Hurricane Juan in 1985 with the repair of the levees, federal authorization and post authorization changes, surveys and engineering, and worked on the same until 2003. Please make the correct engineering decisions regarding these matters.

Sincerely,
Geneva P. Grille,P.E.
Retired DOTD District Design, Water Resources and Development Engineer

[redacted]

Appendix C: Members of Interagency Environmental Team

Kyle Balkum	Louisiana Department of Wildlife and Fisheries
Elizabeth Behrens	U.S. Army Corps of Engineers, MVN
Catherine Breaux	U.S. Fish and Wildlife Service
Michael Brown	U.S. Army Corps of Engineers, MVN
David Castellanos	U.S. Fish and Wildlife Service
Mike Carloss	Louisiana Department of Wildlife and Fisheries
Frank Cole	Louisiana Department of Natural Resources
Getrisc Coulson	U.S. Army Corps of Engineers, MVN
Jennifer Darville	U.S. Army Corps of Engineers, MVN
Greg Ducote	Louisiana Department of Natural Resources
Robert Dubois	U.S. Fish and Wildlife Service
John Ettinger	U.S. Environmental Protection Agency
Michelle Fischer	U.S. Geologic Survey
Deborah Fuller	U.S. Fish and Wildlife Service
Mandy Green	La Coastal Protection and Restoration Authority
Tom Griggs	Louisiana Department of Environmental Quality
Jeffrey Harris	Louisiana Department of Natural Resources
Richard Hartman	NOAA National Marine Fisheries Service
Brian Heinmann	Louisiana Dept. of Wildlife and Fisheries
Christina Hunnicutt	U.S. Geologic Survey
Barbara Keeler	U.S. Environmental Protection Agency
Kirk Kilgen	Louisiana Department of Natural Resources
Tim Killeen	Louisiana Department of Natural Resources
Patricia Leroux	U.S. Army Corps of Engineers, MVN
Brian Lezina	Louisiana Dept. of Wildlife and Fisheries
Lissa Lyncker	U.S. Army Corps of Engineers, MVN
Brian Marcks	Louisiana Department of Natural Resources
Ismail Merhi	La Coastal Protection and Restoration Authority
David Muth	U.S. National Park Service
Beth Nord	U.S. Army Corps of Engineers, MVN
Bonnie Obiol	U.S. Army Corps of Engineers, MVN
Gib Owen	U.S. Army Corps of Engineers, MVN
Jamie Phillipe	Louisiana Dept. of Environmental Quality
Jim Rives	Louisiana Department of Natural Resources
Kevin Roy	U.S. Fish and Wildlife Service
Manuel Ruiz	Louisiana Dept. of Wildlife and Fisheries
Renee Sanders	La Coastal Protection and Restoration Authority
Sandra Stiles	U.S. Army Corps of Engineers, MVN
Danielle Tommaso	U.S. Army Corps of Engineers, MVN
Angela Trahan	U.S. Fish and Wildlife Service
Lee Walker	U.S. Army Corps of Engineers, MVN
Nancy Walters	US Park service
David Walther	U.S. Fish and Wildlife Service
Laura Lee Wilkinson	U.S. Army Corps of Engineers, MVN
Patrick Williams	NOAA National Marine Fisheries Service

Appendix D: USFWS T&E Concurrence

US Army Corps of Engineers
New Orleans District

March 9, 2009

Mr. Jim Boggs
US Fish & Wildlife Services
646 Cajundome Boulevard, Suite 400
Lafayette, Louisiana 70506

RE Individual Environmental Report (IER) – 13
United States Army Corps of Engineers (USACE)
Hero Canal Levees and Floodwalls
Plaquemines Parish, Louisiana

Dear Mr. Boggs:

Please accept this communication as our official request to reinitiate Threatened and Endangered Species coordination with your agency. We previously coordinated with you beginning in July of 2007 and received correspondence stating US Fish and Wildlife Service records indicated no threatened or endangered species existed in the proposed project area.

We would like to receive updated correspondence confirming the status of the IER 13 project area as described in our July 2007 letter. The following questions cover our main concerns:

1) Is the site located in an officially designated wilderness area?

2) Is the site located in an officially designated wildlife preserve?

3) Will rehabilitation of the site affect listed, threatened or endangered species or designated critical habitats?

4) Will development of the site jeopardize the continued existence of any proposed threatened or endangered species or result in the destruction or adverse modification of proposed critical habitats?

The proposed action consists of earthen levees, gate structures, and floodwalls. The majority of the proposed levee footprint (along Walker Road) will include a right of way of straddling the centerline of the existing levee. The western and northern reach of the project area appears to be pasture or young forested wetland. The entire area appears to have been extensively disturbed through grazing and timber harvest. The eastern reach of the project area includes light industrial and a landfill.

OPTIONAL FORM 99 (7-90)

FAX TRANSMITTAL # of pages ► 2

To Gigi Coulson	From A. Trahan
Dept./Agency	Phone # 337 291 3137
Fax # 504-862-2088	Fax # 3139

NSN 7540-01-317-7368 5099-101 GENERAL SERVICES ADMINISTRATION

US Army Corps of Engineers
New Orleans District

For your reference, we have enclosed a shapefile with the location of the site in question and some site maps.

Please make your response in written form for inclusion in the IER.

If you have any questions or require additional information, please feel free to contact me at 504-862-1095.

Sincerely,

s//Getrisc Coulson

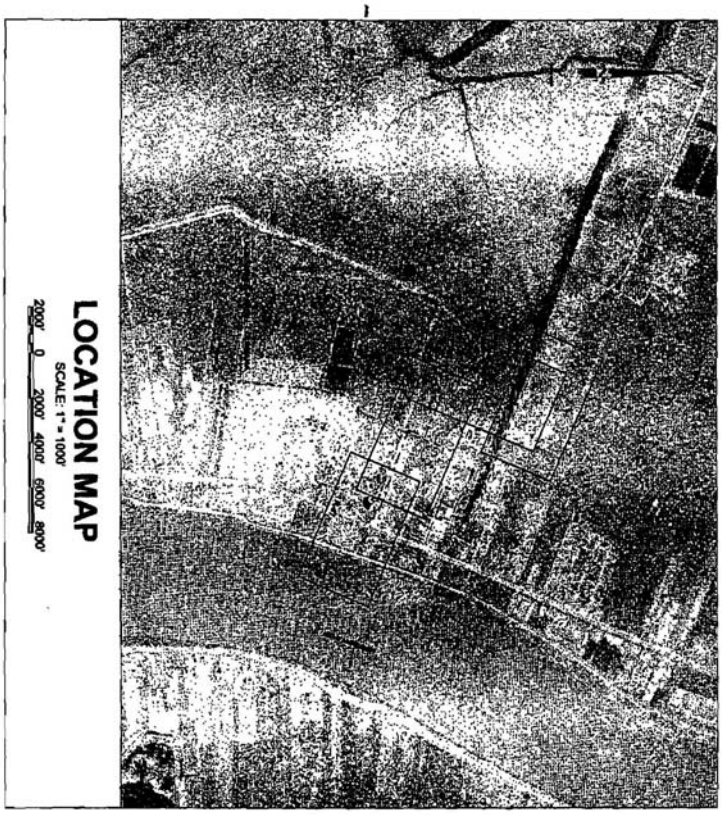
Environmental Manager
US Army Corps of Engineers

This project has been reviewed for effects to Federal trust resources under our jurisdiction and currently protected by the Endangered Species Act of 1973 (Act). The project, as proposed,
[X] Will have no effect on those resources
[ ] Is not likely to adversely affect those resources.
This finding fulfills the requirements under Section 7(a)(2) of the Act.

Date: March 10 2009

Acting Supervisor
Louisiana Field Office
U.S. Fish and Wildlife Service

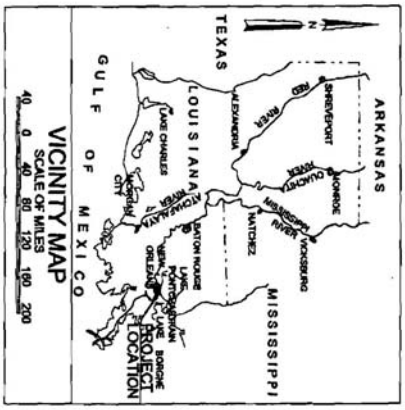
Should the project not be constructed with 1 year, please reinitiate coordination.



LOCATION MAP

SCALE: 1" = 1000'

2000' 0 2000' 4000' 6000' 8000'



VICINITY MAP

SCALE OF MILES

40 0 40 80 120 160 200

R-02

Appendix E: LaDNR LCRP Consistency Determination

BOBBY JINDAL
GOVERNOR

SCOTT A. ANGELLE
SECRETARY

State of Louisiana

DEPARTMENT OF NATURAL RESOURCES

OFFICE OF COASTAL RESTORATION AND MANAGEMENT

March 13, 2009

Elizabeth Wiggins
Chief, Environmental Planning and Compliance Branch
U.S. Army Corps of Engineers, New Orleans District
PO Box 60267
New Orleans, Louisiana 70160-0267

RE: **C20090082,** Coastal Zone Consistency
U.S. Army Corps of Engineers, New Orleans District
Direct Federal Action
IER #13 – West Bank and Vicinity, Hero Canal Levee and Eastern Terminus
Plaquemines and Jefferson Parishes, Louisiana

Dear Ms. Wiggins:

The above referenced project has been reviewed for consistency with the approved Louisiana Coastal Resource Program (LCRP) as required by Section 307 of the Coastal Zone Management Act of 1972, as amended. The project, as proposed in the application, is consistent with the LCRP. If you have any questions concerning this determination please contact Carol Crapanzano of the Consistency Section at (225)342-9425.

Sincerely,

Jim Rives,
Administrator

JR/JDH/cmc

cc: Getrisc Coulson, COE-NOD
David Butler, LDWF
Albertine Kimble, Plaquemines Parish
Jason Smith, Jefferson Parish
Frank Cole, CMD FI

Coastal Management Division • Post Office Box 44487 • Baton Rouge, Louisiana 70804-4487
(225) 342-7591 • Fax (225) 342-9439 • http://www.dnr.state.la.us
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Appendix F: LaDEQ Water Quality Certification

BOBBY JINDAL
GOVERNOR

HAROLD LEGGETT, PH.D.
SECRETARY

State of Louisiana

DEPARTMENT OF ENVIRONMENTAL QUALITY
ENVIRONMENTAL SERVICES

MAR 0 6 2009

U.S. Army Corps of Engineers- New Orleans District
P.O. Box 60267
New Orleans, LA 70160-0267

Attention: Gigi Coulson

RE: Water Quality Certification (WQC 090128-01/AI 162810/CER 20090001)
Individual Environmental Report (IER) #13
Hero Canal Levee & Eastern Terminus
Plaquemines Parish

Dear Ms. Coulson:

The Department has reviewed your application for the construction of the Hero Canal Levee & Eastern Terminus project (IER #13), in the vicinity of Belle Chasse, Louisiana.

The requirements for Water Quality Certification have been met in accordance with LAC 33:IX.1507.A-E. Based on the information provided in your application, we have determined that the placement of the fill material will not violate the water quality standards of Louisiana provided for under LAC 33:IX.Chapter 11. Therefore, the Department has issued a Water Quality Certification.

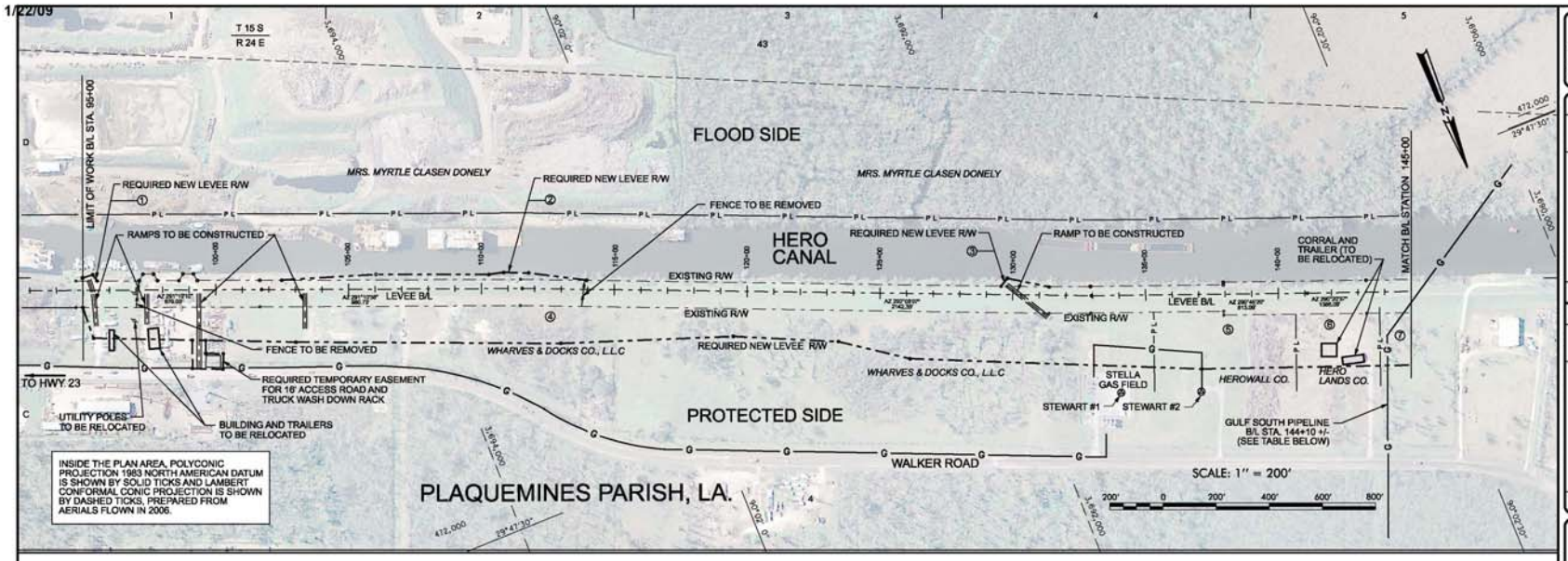
Sincerely,

Thomas F. Harris
Administrator
Waste Permits Division

TFH/jjp

Post Office Box 4313 • Baton Rouge, Louisiana 70821-4313 • Phone 225-219-3181 • Fax 225-219-3309
www.deq.louisiana.gov

Appendix G: Detailed Engineering Plates



REQUIRED NEW LEVEE RIGHT OF WAY SUMMARY			
R/W SECTION	B/L STATION LIMITS	APPROX. AREA (ACRE)	OWNER
①	94+98.37 TO 95+53.56	0.02	WHARVES AND DOCKS CO., L.L.C.
②	102+48.09 TO 113+96.08	0.41	WHARVES AND DOCKS CO., L.L.C.
③	129+55.53 TO 131+36.44	0.06	WHARVES AND DOCKS CO., L.L.C.
④	94+99.02 TO 135+30.00	12.36	WHARVES AND DOCKS CO., L.L.C.
⑤	135+30.00 TO 140+65.00	2.54	HERO WALL COMPANY
⑥	140+65.00 TO 143+80.58	1.44	HERO LANDS COMPANY
⑦	143+80.58 TO 145+00.00	0.53	WHARVES AND DOCKS CO., L.L.C.

TEMPORARY EASEMENT TABULATIONS		
B/L STATION	OFFSET	OFFSET AZIMUTH
99+11.24	189.41 RT	*
99+11.13	296.21 RT	*
100+25.68	299.38 RT	*
100+27.28	241.52 RT	*
99+61.19	239.69 RT	*
99+61.24	190.60 RT	*

* EASEMENT OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

FACILITIES LOCATED WITHIN RIGHT OF WAY				
UTILITY, PIPELINE OR STRUCTURE	APPROXIMATE B/L STATION	ELEVATION	OWNER AND REPRESENTATIVE TO BE NOTIFIED	DISPOSITION
STELLA GAS FIELD GAS LINE FROM STEWART #1 TO STEWART #2	134+00 137+00	+2.5'	MR. JEFF HYDE PRODUCTION FORMAN HUNT OIL COMPANY P.O. BOX 727, SCOTT, LA 70583 OFFICE: 337-896-8431 EXT. 208	TO BE RELOCATED BY OWNER CONCURRENT TO CONSTRUCTION
12" GULF SOUTH GAS PIPELINE	144+10	+2.5'	GULF SOUTH PIPELINE MR. JEFF PENDLETON 111 PARK PLACE, SUITE 100 COVINGTON, LOUISIANA 70433 985-898-1012	TO BE REMOVED BY OWNER PRIOR TO CONSTRUCTION
FENCE	97+10 113+90	+8.0' ±	UNKNOWN	TO BE REMOVED PRIOR TO CONSTRUCTION
TRAILERS	96+00	+4.0' ±	UNKNOWN	TO BE RELOCATED BY OWNER PRIOR TO CONSTRUCTION
BUILDING	97+70	+6.0' ±	UNKNOWN	TO BE RELOCATED BY OWNER PRIOR TO CONSTRUCTION
CORRAL AND TRAILER	142+00	+6.0' ±	UNKNOWN	TO BE RELOCATED BY OWNER PRIOR TO CONSTRUCTION
UTILITY POLE	96+90	+10.0' ±	UNKNOWN	TO BE RELOCATED BY OWNER PRIOR TO CONSTRUCTION

EXISTING RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
94+73.07	35.00 LT	*
97+11.63	35.00 LT	*
97+26.07	60.00 LT	*
97+66.07	60.00 LT	*
97+80.50	35.00 LT	*
98+61.63	35.00 LT	*
98+76.07	60.00 LT	*
99+16.07	60.00 LT	*
99+30.50	35.00 LT	*
101+65.52	35.00 LT	*
111+46.70	35.13 LT	*
131+36.44	30.92 LT	*
132+92.12	34.92 LT	*
137+92.96	35.81 LT	*
137+92.94	45.81 LT	*
143+30.48	45.09 LT	*
PROTECTED SIDE OF B/L		
94+73.07	65.00 RT	*
101+65.52	65.00 RT	*
111+45.67	64.87 RT	*
131+37.60	69.08 RT	*
132+94.69	65.04 RT	*
137+93.12	64.19 RT	*
137+93.14	79.19 RT	*
143+30.34	79.91 RT	*

* R/W OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

NEW RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
94+98.37	46.47 LT	*
95+37.00	58.29 LT	*
95+53.56	35.00 LT	*
102+48.09	35.00 LT	*
106+03.51	55.35 LT	*
110+28.24	53.38 LT	*
110+84.01	61.08 LT	*
111+76.82	59.11 LT	*
113+96.08	34.50 LT	*
129+55.53	31.29 LT	*
129+78.61	61.64 LT	*
131+36.44	30.92 LT	*
PROTECTED SIDE OF B/L		
94+99.02	65.00 RT	*
95+39.11	180.56 RT	*
103+00.22	198.65 RT	*
113+01.32	204.75 RT	*
119+50.14	170.04 RT	*
123+46.34	184.57 RT	*
126+16.27	246.13 RT	*
137+09.15	280.65 RT	*

LEGEND:
- GAS WELL
- GAS LINE
- PROPERTY LINE
- BASELINE
- REQUIRED R/W
- EXISTING R/W
- EASEMENT
- PROPOSED TRUCK WASH DOWN RACK SITE
- R/W PI
- B/L PI
- SECTION LINE
- TOWNSHIP/RANGE LINE
- FENCE
- UTILITY POLE

FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

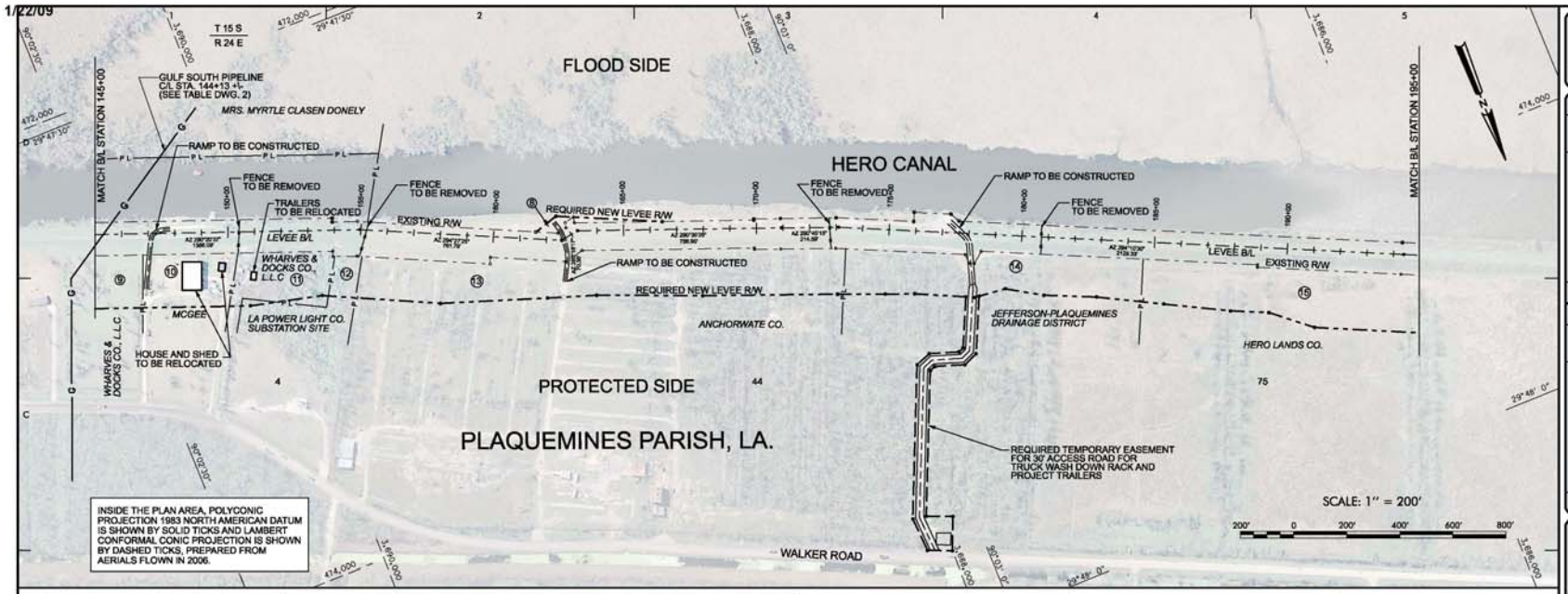
US ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

U.S. ARMY ENGINEER DISTRICT - CORPS OF ENGINEERS - NEW ORLEANS, LOUISIANA
MVD / DIVISION

WEST BANK AND VICINITY HURRICANE PROTECTION PROJECT
EAST OF ALGIERS CANAL
HERO CANAL REACH 1, SECOND LIFT
LEVEE ENLARGEMENT
RIGHT OF WAY PLAN-2057
FOR STA. 95+20 TO 145+00

FILE NUMBER
EXHIBIT 2

Spencers Optimized 30 foot shift
Protected Side



TEMPORARY EASEMENT TABULATIONS		
B/L STATION	OFFSET	OFFSET AZIMUTH
177+99.83	238.97 RT	*
177+98.77	431.12 RT	*
177+84.46	448.82 RT	*
176+73.15	458.89 RT	*
176+29.23	502.80 RT	*
176+41.46	1083.50 RT	*
177+02.25	1199.51 RT	*
177+95.89	1196.08 RT	*
177+91.16	1067.04 RT	*
176+91.20	1070.70 RT	*
176+79.67	523.08 RT	*
176+96.05	506.70 RT	*
178+08.68	494.49 RT	*
178+48.67	450.60 RT	*
178+49.86	233.99 RT	*

* EASEMENT OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

REQUIRED NEW LEVEE RIGHT OF WAY SUMMARY			
R/W SECTION	B/L STATION LIMITS	APPROX. AREA (ACRE)	OWNER
⑧	161+58.37 TO 166+45.60	0.19	WHARVES AND DOCKS CO., L.L.C.
⑨	145+00.00 TO 146+78.49	0.79	WHARVES AND DOCKS CO., L.L.C.
⑩	146+78.49 TO 150+35.71	1.56	MCGEE
⑪	150+35.71 TO 154+00.00	1.50	WHARVES AND DOCKS CO., L.L.C.
⑫	154+00.00 TO 155+10.00	0.26	LA POWER LIGHT CO.
⑬	155+10.00 TO 173+39.83	6.86	ANCHORWATE CO.
⑭	173+39.83 TO 184+60.00	3.97	JEFFERSON-PLAQUEMINES DRAINAGE
⑮	184+60.00 TO 195+00.00	4.58	HERO LANDS CO.

FACILITIES LOCATED WITHIN RIGHT OF WAY				
UTILITY, PIPELINE OR STRUCTURE	APPROXIMATE B/L STATION	ELEVATION	OWNER AND REPRESENTATIVE TO BE NOTIFIED	DISPOSITION
HOUSE AND SHED	148+50	+12.5'±	MARK MCGEE 719 WALKER ROAD BELLE CHASE, LA 70037 504-656-7798	TO BE RELOCATED BY OWNER PRIOR TO CONSTRUCTION
TRAILERS	160+00	+6.0'±	UNKNOWN	TO BE RELOCATED BY OWNER PRIOR TO CONSTRUCTION
FENCE	150+42 155+21 172+74 180+72	+8.0'±	UNKNOWN	TO BE REMOVED BY OWNER PRIOR TO CONSTRUCTION

LEGEND:
- GAS WELL
- G — GAS LINE
- P L — PROPERTY LINE
- BASELINE
- REQUIRED R/W
- EXISTING R/W
- EASEMENT
- PROPOSED TRUCK WASH DOWN RACK SITE
- R/W PI
- B/L PI
- SECTION LINE
- TOWNSHIP/RANGE LINE
- FENCE
- UTILITY POLE

EXISTING RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
153+93.00	45.50 LT	*
153+93.01	30.50 LT	*
154+88.96	30.54 LT	*
162+40.96	25.86 LT	*
162+94.92	32.13 LT	*
163+02.52	49.91 LT	*
163+26.86	53.69 LT	104°34'06.96"
163+26.86	32.25 LT	98°46'23.16"
169+90.53	30.00 LT	*
169+90.53	35.00 LT	*
170+90.53	35.00 LT	*
172+99.66	35.59 LT	*
175+90.52	35.00 LT	*
175+90.52	70.04 LT	*
177+29.12	70.04 LT	*
177+60.36	44.99 LT	*
194+30.82	44.98 LT	*

EXISTING RIGHT OF WAY TABULATIONS		
PROTECTED SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
153+93.05	79.50 RT	*
153+93.06	99.50 RT	*
154+83.96	99.47 RT	*
159+92.44	102.76 RT	*
159+92.57	77.76 RT	*
162+56.51	81.71 RT	103°51'55.80"
163+02.48	72.61 RT	*
169+90.53	75.00 RT	*
169+90.53	80.00 RT	*
170+90.53	80.00 RT	*
172+96.38	79.42 RT	*
177+90.36	80.01 RT	*
178+06.00	112.00 RT	*
178+26.00	112.00 RT	*
178+48.97	65.01 RT	*
188+90.40	65.02 RT	*
188+90.51	75.02 RT	*
194+30.70	75.02 RT	*

NEW RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
161+58.37	89.04 LT	*
162+30.44	89.97 LT	*
166+45.60	89.04 LT	*
PROTECTED SIDE OF B/L		
150+79.50	278.72 RT	*
153+51.09	245.15 RT	*
158+14.47	261.18 RT	*
162+15.61	218.89 RT	*
163+95.54	243.94 RT	*
167+94.78	251.21 RT	*
173+17.50	252.02 RT	*
174+97.32	242.90 RT	*
176+07.11	236.44 RT	*
178+33.96	239.42 RT	*
179+46.93	200.86 RT	*
180+93.19	218.79 RT	*
182+89.26	215.25 RT	*
185+45.07	229.52 RT	*
187+97.68	243.68 RT	*
189+41.95	243.00 RT	*
191+16.33	290.34 RT	*

FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

* R/W OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

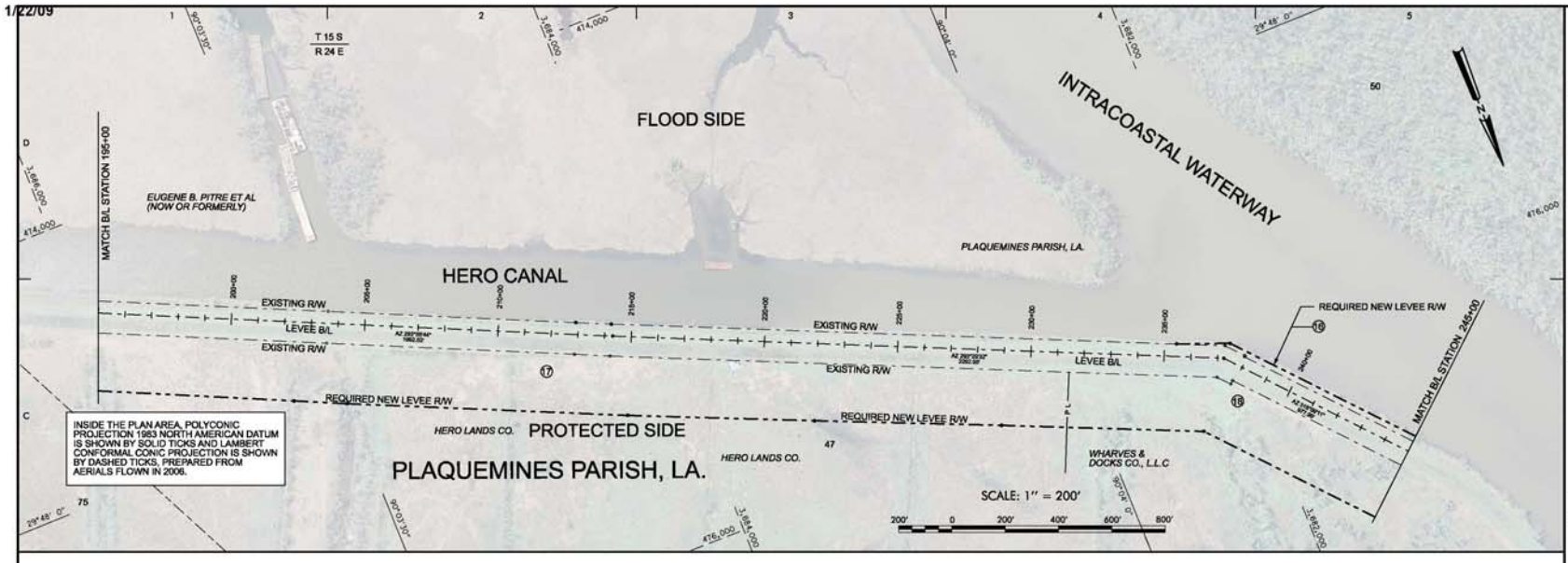
US ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT

U.S. ARMY ENGINEER DISTRICT - CORPS OF ENGINEERS - MISSISSIPPI VALLEY DIVISION

WEST BANK AND VICINITY HURRICANE PROTECTION PROJECT
EAST OF ALGIERS CANAL
HERO CANAL REACH 1, SECOND LIFT LEVEE ENLARGEMENT
RIGHT OF WAY PLAN-2057
FOR STA 145+00 TO 195+00

FILE NUMBER
EXHIBIT 3

Spencers Optimized 30 foot shift
Protected Side



REQUIRED NEW LEVEE RIGHT OF WAY SUMMARY			
R/W SECTION	B/L STATION LIMITS	APPROX. AREA (ACRE)	OWNER
16	235+43.94 TO 245+00.00	0.39	WHARVES AND DOCKS CO., L.L.C.
17	195+00.00 TO 231+45.00	18.16	HERO LANDS CO.
18	231+45.00 TO 245+00.00	6.22	WHARVES AND DOCKS CO., L.L.C.

EXISTING RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
212+90.73	44.94 LT	*
214+23.19	44.93 LT	*
237+23.32	48.07 LT	93°59'01.32"
237+89.80	45.09 LT	*
237+89.79	40.09 LT	*
PROTECTED SIDE OF B/L		
212+90.15	75.06 RT	*
214+23.74	75.07 RT	*
237+00.59	72.08 RT	*
237+89.95	74.91 RT	*
237+90.23	60.08 RT	*

* R/W OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

NEW RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
235+43.94	47.72 LT	*
237+23.32	63.27 LT	109°55'12.00"
PROTECTED SIDE OF B/L		
202+47.89	296.50 RT	*
204+47.53	297.50 RT	*
214+98.02	294.93 RT	*
221+98.03	290.17 RT	*
228+99.67	281.62 RT	*
236+59.09	276.43 RT	*

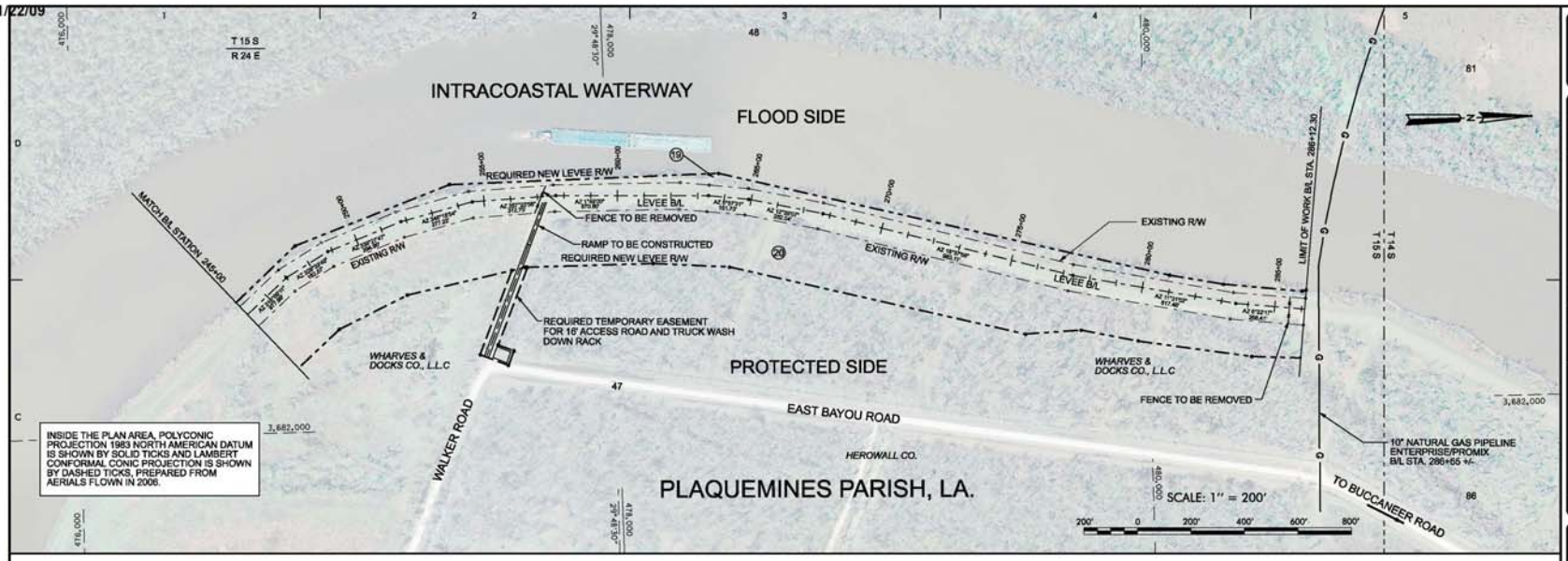
* R/W OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

LEGEND:
- GAS WELL
- GAS LINE
- PROPERTY LINE
- BASELINE
- REQUIRED R/W
- EXISTING R/W
- EASEMENT
- PROPOSED TRUCK WASH DOWN RACK SITE
- R/W PI
- B/L PI
- SECTION LINE
- TOWNSHIP/RANGE LINE
- FENCE
- UTILITY POLE

FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

Spencers Optimized 30 foot shift
Protected Side

1/22/09



FOR INFORMATION ONLY - NOT FOR CONSTRUCTION

TEMPORARY EASEMENT TABULATIONS		
B/L STATION	OFFSET	OFFSET AZIMUTH
255+84.08	266.98 RT	*
253+32.46	559.09 RT	*
255+44.57	619.93 RT	*
255+68.95	567.42 RT	*
255+11.98	540.97 RT	*
256+42.71	259.43 RT	*

* EASEMENT OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

REQUIRED NEW LEVEE RIGHT OF WAY SUMMARY			
R/W SECTION	B/L STATION LIMITS	APPROX. AREA (ACRE)	OWNER
(19)	245+00.00 TO 286+12.30	2.67	WHARVES AND DOCKS CO., L.L.C.
(20)	245+00.00 TO 286+12.30	17.31	WHARVES AND DOCKS CO., L.L.C.

FACILITIES LOCATED WITHIN RIGHT OF WAY				
UTILITY, PIPELINE OR STRUCTURE	APPROXIMATE B/L STATION	ELEVATION	OWNER AND REPRESENTATIVE TO BE NOTIFIED	DISPOSITION
FENCE	257+14 285+54	+8.0'±	UNKNOWN	TO BE REMOVED BY OWNER PRIOR TO CONSTRUCTION

EXISTING RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
246+98.35	41.33 LT	*
248+80.32	41.20 LT	*
251+74.13	40.80 LT	*
254+52.95	41.34 LT	*
257+62.97	40.40 LT	*
262+34.57	49.10 LT	*
263+39.55	40.00 LT	94°01'40.08
264+86.26	40.69 LT	*
267+67.43	40.37 LT	*
277+28.13	39.52 LT	*
283+36.18	38.74 LT	*
286+12.33	40.00 LT	*
PROTECTED SIDE OF B/L		
246+88.76	58.66 RT	*
248+72.14	58.86 RT	*
251+68.54	59.22 RT	*
254+43.55	58.70 RT	*
257+60.15	59.60 RT	*
262+31.30	50.98 RT	*
263+33.86	59.73 RT	*
264+81.59	59.34 RT	*
267+64.87	59.64 RT	*
277+31.59	60.48 RT	*
283+42.58	61.27 RT	*
286+12.25	60.00 RT	*

* R/W OFFSETS ARE PERPENDICULAR TO THE B/L UNLESS OTHERWISE NOTED

NEW RIGHT OF WAY TABULATIONS		
FLOOD SIDE OF B/L		
B/L STATION	OFFSET	OFFSET AZIMUTH
247+90.88	82.91 LT	*
253+91.06	85.41 LT	*
263+69.28	86.69 LT	*
280+92.41	62.05 LT	*
282+95.12	62.78 LT	*
285+97.87	65.99 LT	*
286+12.35	70.98 LT	*
PROTECTED SIDE OF B/L		
247+65.12	269.45 RT	*
250+97.10	263.61 RT	*
256+34.58	259.06 RT	*
261+33.99	253.71 RT	*
264+43.19	258.87 RT	*
276+15.84	256.20 RT	*
278+01.63	196.95 RT	*
280+18.79	200.37 RT	*
284+29.66	193.11 RT	*
286+13.87	182.73 RT	*

LEGEND:
- GAS WELL
- GAS LINE
- PROPERTY LINE
- BASELINE
- REQUIRED R/W
- EXISTING R/W
- EASEMENT
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- R/W PI
- B/L PI
- SECTION LINE
- TOWNSHIP/RANGE LINE
- FENCE
- UTILITY POLE

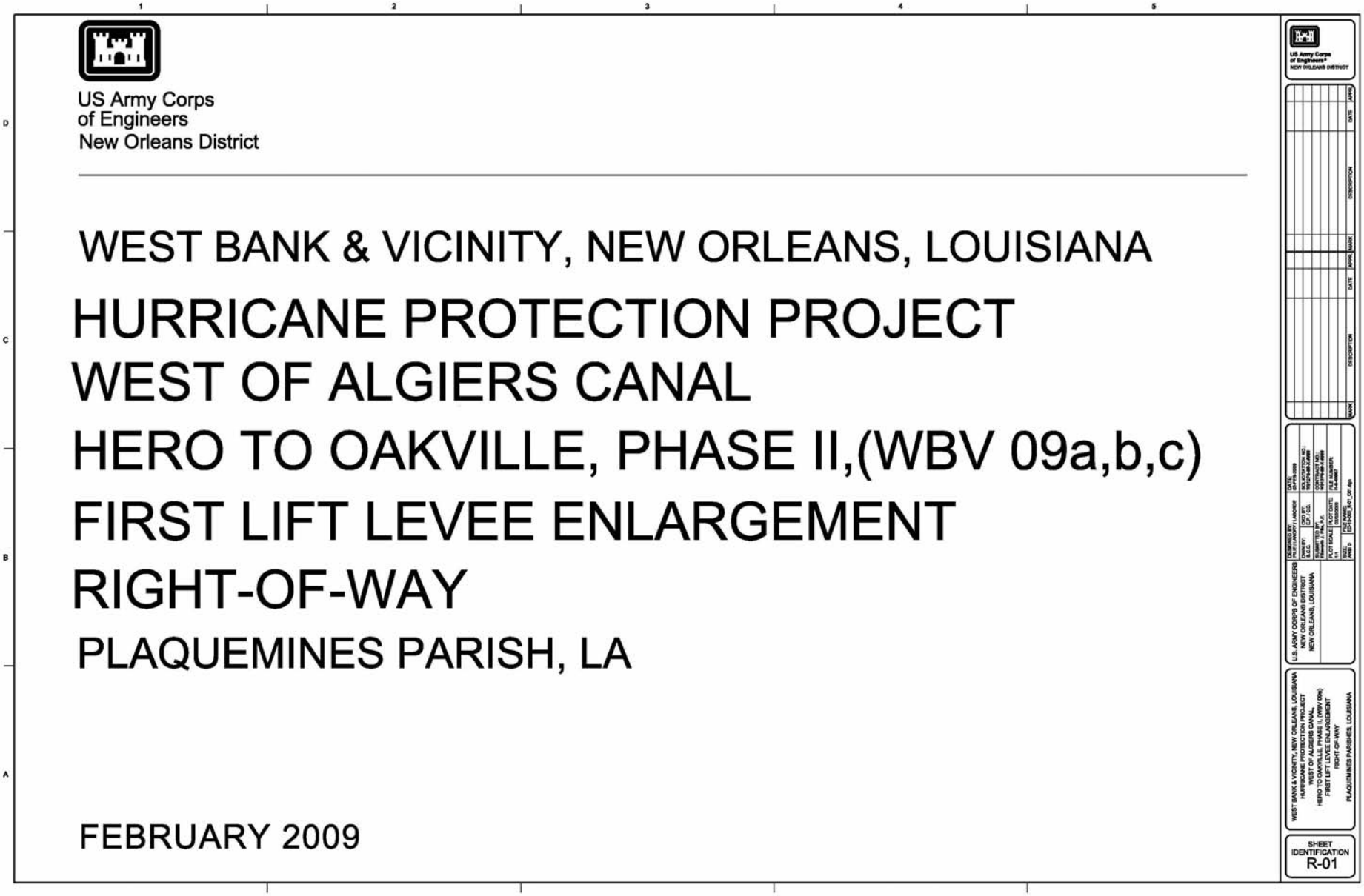
US ARMY CORPS OF ENGINEERS NEW ORLEANS DISTRICT

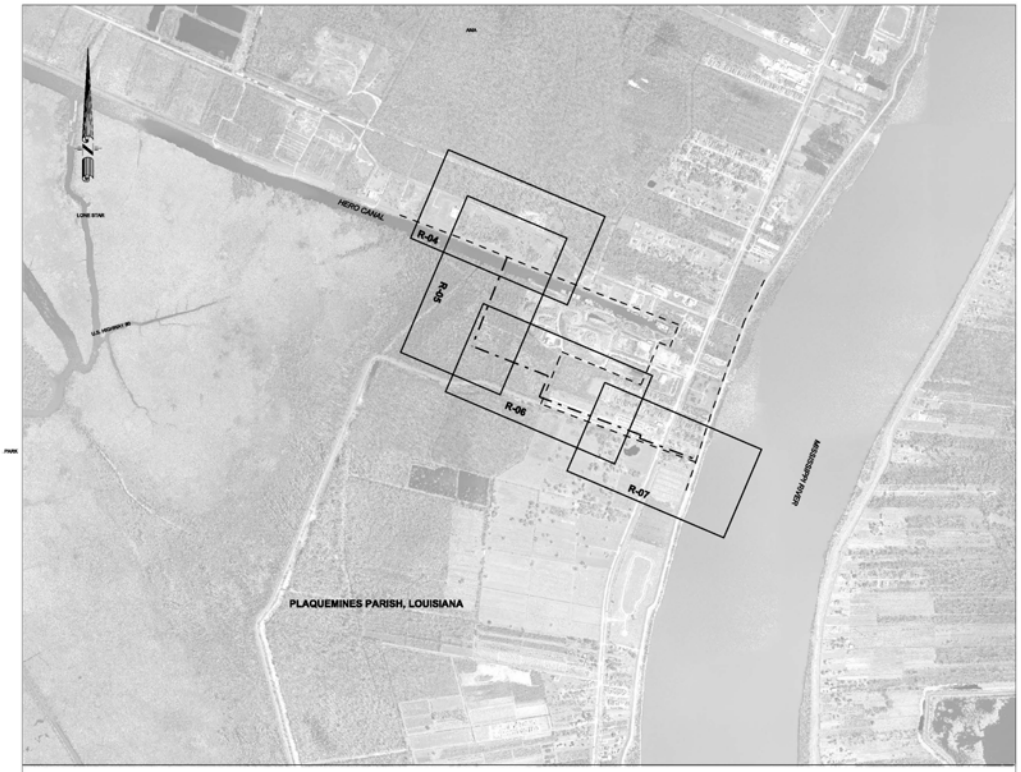
U.S. ARMY ENGINEER DISTRICT - CORPS OF ENGINEERS - MISSISSIPPI VALLEY DIVISION

WEST BANK AND VICINITY HURRICANE PROTECTION PROJECT
EAST OF ALGIERS CANAL
HERO CANAL REACH 1, SECOND LIFT
LEVEE ENLARGEMENT
RIGHT OF WAY PLAN-2057
FOR STA. 245+00 TO 286+84.73

FILE NUMBER
EXHIBIT 5

Spencers Optimized 30 foot shift
Protected Side


US Army Corps
of Engineers
New Orleans District
WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST OF ALGIERS CANAL
HERO TO OAKVILLE, PHASE II,(WBV 09a,b,c)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT-OF-WAY
PLAQUEMINES PARISH, LA
FEBRUARY 2009
SHEET IDENTIFICATION
R-01



LOCATION MAP

SCALE: 1" = 1000'

2000' 0 2000' 4000' 6000' 8000'

VICINITY MAP

SCALE OF MILES

40 0 40 80 120 160 200

US Army Corps of Engineers
NEW ORLEANS DISTRICT

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA

WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST OF ALGIERS CANAL,
HERO TO OAKVILLE, PHASE II, (WBV 09a)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT-OF-WAY
PLAQUEMINES PARISHES, LOUISIANA

SHEET IDENTIFICATION
R-02

TABULATIONS OF PERPETUAL FLOOD PROTECTION EASEMENT

POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
1	3691434.763	472326.567
2	3691844.834	472127.092
3	3692331.244	471878.855
4	3692792.835	471684.969
5	3692979.497	471629.138
6	3692964.550	471591.178
7	3691395.575	471171.8334
8	3692970.704	471197.388
9	3692277.164	471481.168
10	3692630.045	470332.219
11	3691657.417	469909.147
12	3693023.779	469373.836
13	3692954.297	469200.982
14	3693730.431	469897.165
15	3693466.028	469224.292
16	3695110.752	468601.839
17	3695069.374	468491.815
18	3695310.865	468400.984
19	3695426.951	468357.321
20	3695961.266	468156.350
21	3695918.310	468042.163
22	3695381.860	468244.341
23	3695265.618	468287.658
24	3695269.686	468297.876
25	3695222.889	468315.482
26	3695232.730	468340.130

TABULATIONS OF PERPETUAL DRAINAGE EASEMENT

R/W POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
1	3693791.528	469874.866
2	3693556.824	469295.396
3	3694551.429	468921.231
4	3694556.710	468935.271
5	3695151.948	468711.346

TABULATIONS OF PERPETUAL FEE OWNED EASEMENT

R/W POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
1	3691941.590	471901.579
2	3691846.187	471657.849
3	3692970.704	471197.388
4	3693066.749	471441.311

TABULATIONS OF APPARENT EXISTING D.O.T.D. R/W

R/W POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
1	3695733.308	469458.993
2	3695849.361	469415.342
3	3694959.437	467185.920
4	3694843.014	467229.710

TABULATIONS OF PERPETUAL ACCESS EASEMENT

R/W POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
ACCESS EASEMENT "A"		
1	3692644.274	471746.727
2	3692835.879	472233.343
3	3692891.863	472210.752
4	3692699.698	471723.687
ACCESS EASEMENT "B"		
5	3695322.897	468094.940
6	3695860.341	467888.085

TABULATIONS OF PERPETUAL PILE EASEMENT

R/W POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
A	3694856.244	468481.782
B	3694843.020	468446.609
C	3695265.618	468287.658

TABULATIONS OF TEMPORARY WORK AREA EASEMENT

R/W POINT NUMBER	STATE PLANE COORDINATES	
	X	Y
WORK AREA EASEMENT "A"		
1	3692874.966	472167.974
2	3693513.758	471894.443
3	3693334.736	471439.707
WORK AREA EASEMENT "B"		
4	3691479.110	472080.156
5	3691332.406	471685.868
6	3692220.071	471336.350
WORK AREA EASEMENT "C"		
7	3695110.752	468617.997
8	3695354.455	468510.158
WORK AREA EASEMENT "D"		
9	3694838.461	468488.452
10	3694818.547	468435.514
11	3695256.571	468270.009
WORK AREA EASEMENT "E"		
12	3695381.860	468244.341
13	3695918.310	468042.163
14	3695866.622	467902.105
15	3695327.847	468109.107

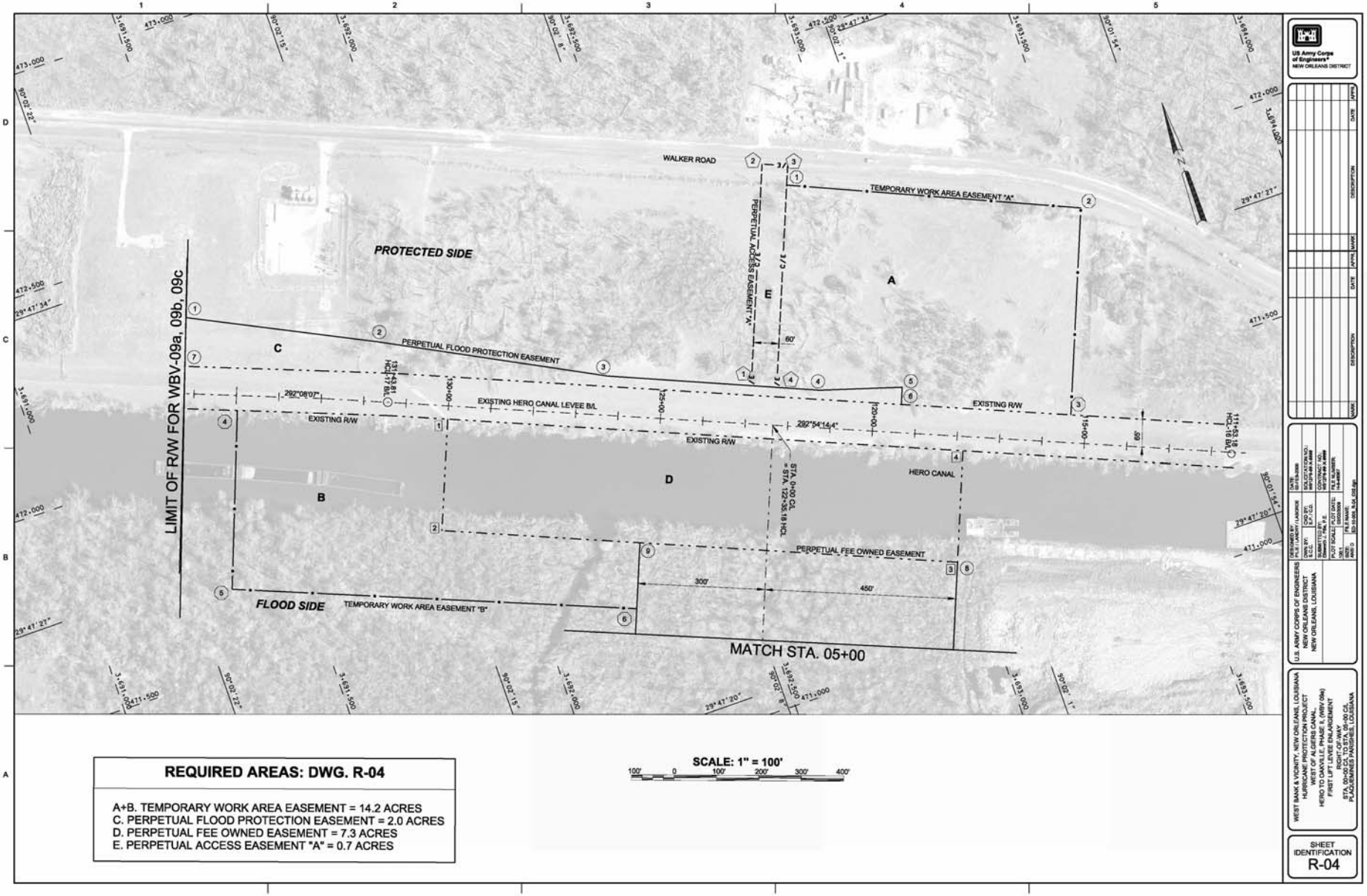
US Army Corps of Engineers
NEW ORLEANS DISTRICT

MARK	DESCRIPTION	DATE	APPR

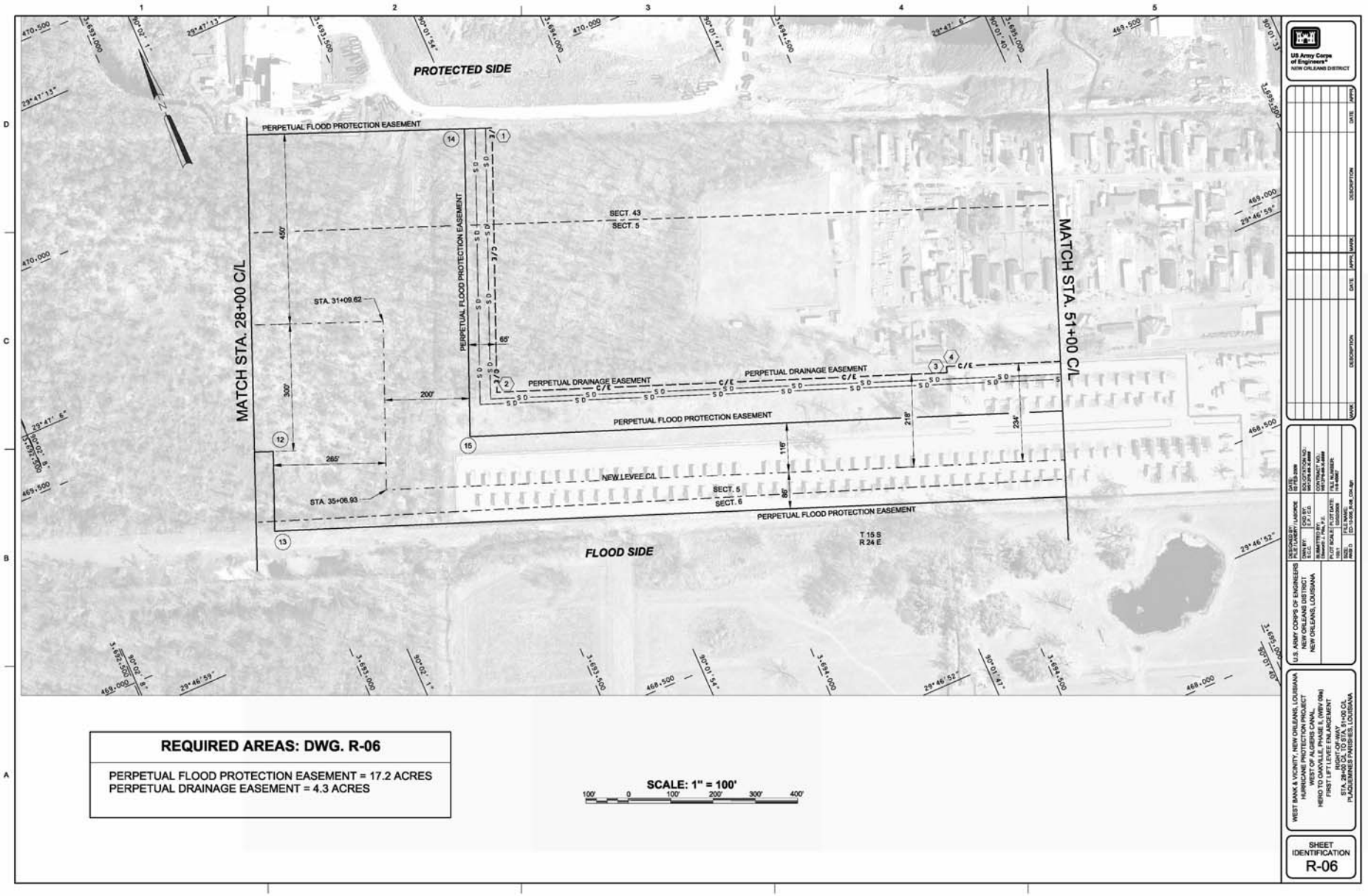
U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA

WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST BANK LEVEE DISTRICT
HERO TO OAKVILLE, PHASE II, (WBV-09e)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT-OF-WAY
PLAQUEMINES PARISH, LOUISIANA

SHEET IDENTIFICATION
R-03


WALKER ROAD
TEMPORARY WORK AREA EASEMENT "A"
PERPETUAL ACCESS EASEMENT "A"
PROTECTED SIDE
LIMIT OF R/W FOR WBV-09a, 09b, 09c
PERPETUAL FLOOD PROTECTION EASEMENT
EXISTING HERO CANAL LEVEE B/L
EXISTING R/W
EXISTING R/W
EXISTING R/W
HERO CANAL
PERPETUAL FEE OWNED EASEMENT
FLOOD SIDE
TEMPORARY WORK AREA EASEMENT "B"
MATCH STA. 05+00
A
B
C
D
E
60'
300'
450'
SCALE: 1" = 100'
REQUIRED AREAS: DWG. R-04
A+B. TEMPORARY WORK AREA EASEMENT = 14.2 ACRES
C. PERPETUAL FLOOD PROTECTION EASEMENT = 2.0 ACRES
D. PERPETUAL FEE OWNED EASEMENT = 7.3 ACRES
E. PERPETUAL ACCESS EASEMENT "A" = 0.7 ACRES
US Army Corps of Engineers
NEW ORLEANS DISTRICT
U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA
WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST CLOSURE COMPLEX
HERO TO OAKVILLE, PHASE II, (WBV 09a)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT-OF-WAY
STA. 00+00 TO STA. 09+00 CA
PLAQUEMINES PARISH, LOUISIANA
SHEET IDENTIFICATION
R-04


MATCH STA. 28+00 C/L
PERPETUAL FLOOD PROTECTION EASEMENT
450'
300'
PROTECTED SIDE
PERPETUAL FLOOD PROTECTION EASEMENT
10
NEW LEVEE C/L
PERPETUAL FLOOD PROTECTION EASEMENT
MATCH STA. 05+00 C/L
450'
STA. 16+80.73
NEW LEVEE C/L
300'
SECT. 4
SECT. 43
SECT. 43
SECT. 5
SECT. 5
SECT. 6
PERPETUAL FLOOD PROTECTION EASEMENT
11
T 15 S
R 24 E
FLOOD SIDE
REQUIRED AREAS: DWG. R-05
PERPETUAL FLOOD PROTECTION EASEMENT = 40.5 ACRES
SCALE: 1" = 100'
100' 0 100' 200' 300' 400'
US Army Corps of Engineers
NEW ORLEANS DISTRICT
U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA
WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST BANK LEVEE
HERO TO DAKOTA, PHASE II, (WBV-09a)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT OF WAY
STA. 05+00 TO STA. 16+00 C/L
PLAQUEMINES PARISH, LOUISIANA
SHEET IDENTIFICATION
R-05



REQUIRED AREAS: DWG. R-06

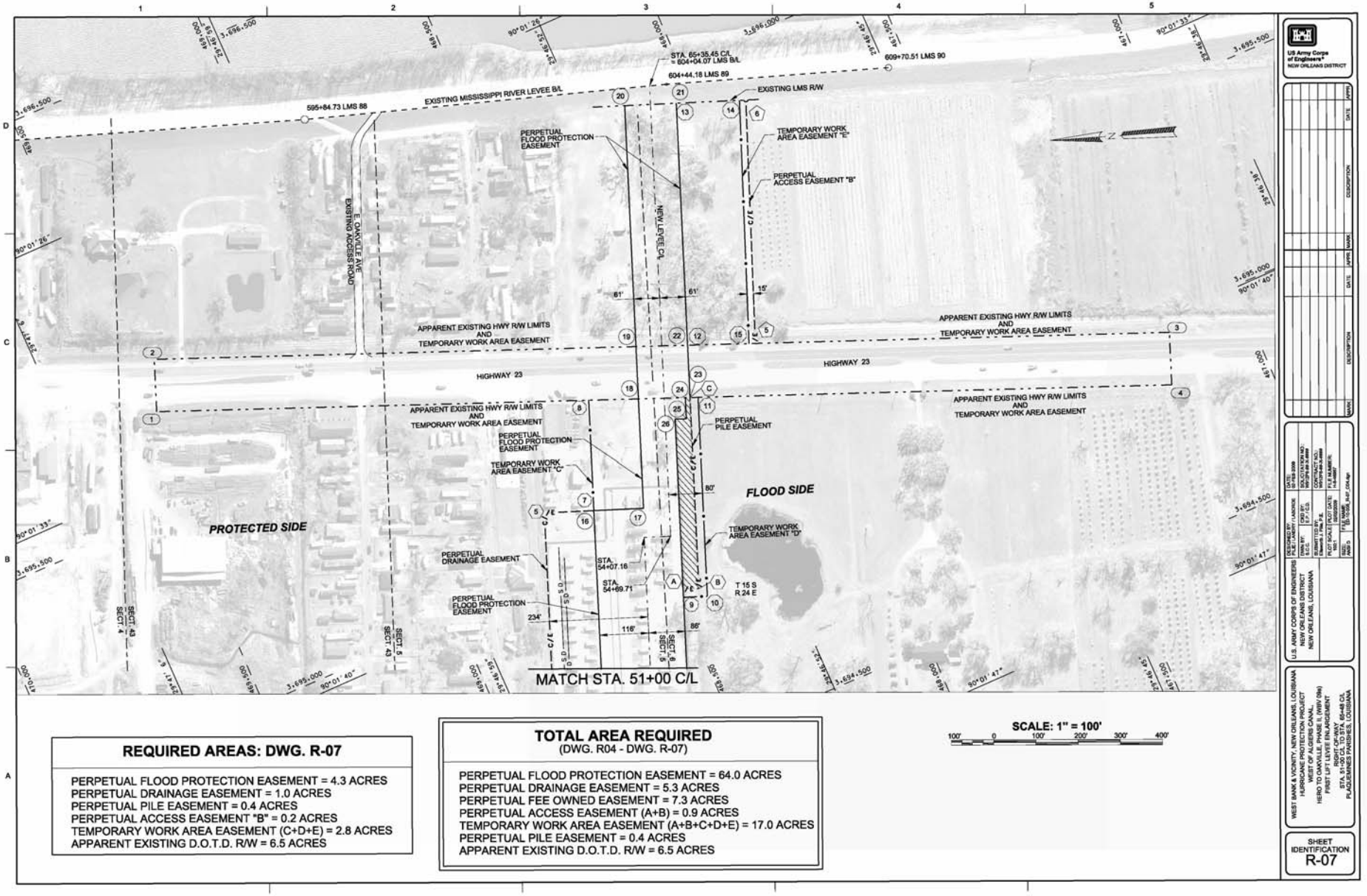
PERPETUAL FLOOD PROTECTION EASEMENT = 17.2 ACRES
PERPETUAL DRAINAGE EASEMENT = 4.3 ACRES

US Army Corps of Engineers
NEW ORLEANS DISTRICT

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA

WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST OF ALGIERS CANAL
HERO TO VOLUNTEER PUMP STATION (WBV-19a)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT-OF-WAY
STA. 28+00 C/L TO STA. 51+00 C/L
PLAQUEMINES PARISH, LOUISIANA

SHEET IDENTIFICATION
R-06



REQUIRED AREAS: DWG. R-07

PERPETUAL FLOOD PROTECTION EASEMENT = 4.3 ACRES
PERPETUAL DRAINAGE EASEMENT = 1.0 ACRES
PERPETUAL PILE EASEMENT = 0.4 ACRES
PERPETUAL ACCESS EASEMENT "B" = 0.2 ACRES
TEMPORARY WORK AREA EASEMENT (C+D+E) = 2.8 ACRES
APPARENT EXISTING D.O.T.D. R/W = 6.5 ACRES

TOTAL AREA REQUIRED
(DWG. R04 - DWG. R-07)

PERPETUAL FLOOD PROTECTION EASEMENT = 64.0 ACRES
PERPETUAL DRAINAGE EASEMENT = 5.3 ACRES
PERPETUAL FEE OWNED EASEMENT = 7.3 ACRES
PERPETUAL ACCESS EASEMENT (A+B) = 0.9 ACRES
TEMPORARY WORK AREA EASEMENT (A+B+C+D+E) = 17.0 ACRES
PERPETUAL PILE EASEMENT = 0.4 ACRES
APPARENT EXISTING D.O.T.D. R/W = 6.5 ACRES

US Army Corps of Engineers
NEW ORLEANS DISTRICT

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT
NEW ORLEANS, LOUISIANA

WEST BANK & VICINITY, NEW ORLEANS, LOUISIANA
HURRICANE PROTECTION PROJECT
WEST OF ALGIERS CANAL
HERO CANAL TO LAKE CATAROUSE (19%)
FIRST LIFT LEVEE ENLARGEMENT
RIGHT-OF-WAY
STA. 51+00 C/L TO STA. 65+48 C/L
PLAQUEMINES PARISH, LOUISIANA

SHEET IDENTIFICATION
R-07


N
LIMIT OF WORK
STA 244+00
30' TEMP ACCESS EASEMENT
2057 R/W
STA 233+65
CL 30' ACCESS ROAD
STA 220+00
30' ACCESS ROAD
30' TEMP ACCESS EASEMENT
SCALE: 1" = 400'


PROTECTED SIDE
2057 R/W
FLOOD SIDE
PROTECTED SIDE
PROTECTED SIDE
PROTECTED SIDE
FLOOD SIDE
FLOOD SIDE
FLOOD SIDE
SCALE: 1" = 200'

Appendix H: LaSHPO Cultural Resource Concurrence

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

REPLY TO
ATTENTION OF:

February 17, 2009

Planning, Programs, and
Project Management Division
Environmental Planning
and Compliance Branch
Attn: CEMVN-PM-RN

No known historic properties will be affected by this undertaking. This effect determination could change should new information come to our attention.

Scott Hutcheson 3-30-09
Scott Hutcheson Date
State Historic Preservation Officer

Mr. Scott Hutcheson
State Historic Preservation Officer
Office of Cultural Development
Department of Culture, Recreation, and Tourism
P.O. Box 44247
Baton Rouge, Louisiana 70804

RE: Request to Continue Consultation Under Section 106 of the National Historic Preservation Act for the West Bank and Vicinity Hurricane Protection Project, Hero Canal Levee and Eastern Terminus, Individual Environmental Report #13, Plaquemines Parish, Louisiana.

Dear Mr. Hutcheson:

The U.S. Army Corps of Engineers, Mississippi Valley Division, New Orleans District, is amending the Area of Potential Effects (APE) for the project area currently being studied under Individual Environmental Report #13, West Bank and Vicinity Hurricane Protection Project, Hero Canal Levee and Eastern Terminus, Plaquemines Parish, Louisiana. This amendment expands the APE into additional areas located along the Hero Canal levee and Eastern terminus. In our letter to your office dated January 26, 2009, the District provided project documentation and a finding of "no historic properties affected" for the original APE. A copy of our letter is attached herein.

Pursuant to Section 106 of the National Historic Preservation Act (NHPA), the District, in consultation with the State Historic Preservation Officer (SHPO) and Indian Tribes, will determine if the amended area of potential effects (APE) established for IER #13 contains historic properties. The amended APE includes additional parcels shown as hatched areas on the attached maps (Figures #1 and #2). These parcels include 1) construction staging areas, 2) pile servitude area, 3) existing railroad and highway right of way, 4) new levee right of way, 5) existing Mississippi River levee right of way, 6) new vehicular evacuation route along existing right of way, 7) new floodgate bypass channel area and 8) new gate/levee tie-in area. A floodgate, instead of a vehicular bridge, is proposed for the alignment crossing at Highway 90.

In the recent cultural resources investigation conducted by Coastal Environments, Inc., researchers utilized background research, previous cultural resource investigation review, soil and topographic analyses, and field reconnaissance, Phase 1 and Phase 2 data to identify and assess historic structures and archaeological sites in the study area (Coastal Environments, Inc. 2009). The study area includes the expanded portions of the APE. The investigation management summary was submitted to your office as an attachment to our January 26, 2009 letter.

Researchers identified four cultural resources in the study area. One of these sites, the Mahoney-Crouere Site (16PL169), is located in the expanded portion of the APE. However, recent Phase 1 and Phase 2 cultural resources investigations found no intact architectural or subsurface features, or undisturbed cultural deposits at the site. Researchers determined the site is not eligible for listing on the National Register of Historic Places. The remaining parcels in the expanded APE exhibiting a high potential for cultural resources were investigated during Phase 1 field work and no cultural resources were identified. Parcels in the expanded APE exhibiting a low potential for cultural resources, including the frequently flooded locations adjacent to the Hero Canal and the existing parking lots and highway and railroad right of ways along the Eastern terminus, were not investigated. The likelihood for intact and undisturbed cultural resources in these areas is considered extremely minimal. Previously identified cultural resources, including the Idlewild Plantation Site (16PL115), Oakville Site (16PL169), and the Sarpy House (38-00008), are located outside of the expanded APE and will not be impacted by proposed construction.

Based on a review of the information summarized above, it is our view that the proposed project activities in the expanded APE will not impact significant cultural resources. However, in the event that cultural resources are encountered during construction activities, work will be halted and your office will be contacted for further consultation. Any resources encountered will be recorded and documented, and state archaeological site forms will be provided.

Please review the enclosed project documentation and provide this office with your opinion regarding our "no historic properties affected" finding within 30 days of receipt of this letter. If you have any questions and/or concerns, please contact Mr. Michael Swanda at (504) 862-2036.

Sincerely,

For Joan Exnicios
Acting Chief, Environmental Planning
and Compliance Branch

Enclosures

CF: Klima, Advisory Council on Historic Preservation
Rivet, Louisiana State Historic Preservation Office
Varnado, Louisiana State Historic Preservation Office

References Cited

Coastal Environments, Inc.
2009 *Management Summary: Reconnaissance Survey and Phase II Testing of Items Related to the Belle Chasse Segment (IER 13), West Bank and Vicinity Hurricane Protection Levee, Plaquemines Parish, Louisiana.* Coastal Environments, Inc., Baton Rouge. Submitted to U.S. Army Corps of Engineers, New Orleans District.

Appendix I: USFWS Fish and Wildlife Coordination Act Report

United States Department of the Interior

FISH AND WILDLIFE SERVICE
646 Cajundome Blvd.
Suite 400
Lafayette, Louisiana 70506

November 24, 2009

Colonel Alvin B. Lee
District Engineer
U.S. Army Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Lee:

Enclosed is the Fish and Wildlife Coordination Act Report for Individual Environmental Report (IER) 13 for the proposed Westbank and Vicinity of New Orleans Hurricane Protection Project, East of Algiers Canal, Hero Canal to Oakville Tie-In in Plaquemines Parish, Louisiana. This report is transmitted under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.), and has been coordinated with the Louisiana Department of Wildlife and Fisheries and the National Marine Fisheries Service.

Should your staff have any questions regarding the enclosed report, please have them contact Angela Trahan of this office at 337/291-3137.

Sincerely,

for James F. Boggs
Supervisor
Louisiana Field Office

Enclosures

cc: EPA, Dallas, TX
FWS, Atlanta, GA (ES/HC)
NMFS, Baton Rouge, LA
LDWF, Baton Rouge, LA
LDNR, CMD, Baton Rouge, LA
OCPR, Baton Rouge, LA

TAKE PRIDE IN AMERICA

Final

Fish and Wildlife Coordination Act Report

West Bank and Vicinity Hurricane Protection Project
East of Algiers Canal, Hero Canal to Oakville (Tie-In)
Individual Environmental Report (IER) 13

PROVIDED TO

NEW ORLEANS DISTRICT
U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS, LOUISIANA

PREPARED BY
ANGELA TRAHAN
FISH AND WILDLIFE BIOLOGIST

U.S. FISH AND WILDLIFE SERVICE
ECOLOGICAL SERVICES
LAFAYETTE, LOUISIANA

NOVEMBER 2009

U.S. FISH AND WILDLIFE SERVICE – SOUTHEAST REGION

TABLE OF CONTENTS

Executive Summary

The U.S. Fish and Wildlife Service (Service) has prepared this Fish and Wildlife Coordination Act Report (FWCAR) for the proposed Westbank and Vicinity of New Orleans (WBV) Hurricane Protection Project, East of Algiers Canal, Hero Canal to Oakville Tie-In, Individual Environmental Report (IER) 13. The Corps of Engineers, New Orleans District (Corps) is preparing IERs under the approval of the Council on Environmental Quality (CEQ). Those IERs will partially fulfill the Corps compliance with the National Environmental Policy Act of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321- 4347). IERs are a CEQ approved alternative arrangement for compliance with NEPA that would allow expedited implementation of improved hurricane protection measures. Work proposed in those IERs would be conducted under the authority of Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4). That law authorized the Corps to upgrade two existing hurricane protection projects (i.e., WBV and Lake Pontchartrain and Vicinity) in the Greater New Orleans area in southeast Louisiana.

This report contains a description of the existing fish and wildlife resources of the project area, discusses future with- and without-project habitat conditions, identifies fish and wildlife-related impacts of the proposed project, and provides recommendations for the proposed project. This report incorporates and supplements our FWCA Reports that addressed impacts and mitigation features for the Westbank and Vicinity of New Orleans (dated November 10, 1986, August 22, 1994, November 15, 1996, and June 20, 2005) Hurricane Protection project, and the November 26, 2007, Draft Programmatic FWCA Report that addresses the hurricane protection improvements authorized in Supplemental 4. Impacts and mitigation needs resulting from government and contractor provided borrow are being addressed in seperate FWCA reports, respectively, therefore this report will not address those project features. This document constitutes the report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). This report has been provided to the Louisiana Department of Wildlife and Fisheries (LDWF) and the National Oceanic and Atmospheric Administration's, National Marine Fisheries Service (NOAA's NMFS), and their comments are attached.

The IER 13 study area is located in the upper Barataria Basin and includes the Belle Chasse sub-basin along the west bank of the Mississippi River in Plaquemines Parishes, Louisiana. Hero Canal defines the southern boundary of the Belle Chase sub-basin and portions of the study area, and Oakville is the southernmost community to be included in the study area. Study area wetlands support nationally important fish and wildlife resources including bottomland hardwood wetlands, cypress swamp, and fresh marsh. Factors that will strongly influence future fish and wildlife resource conditions outside of the protection levees include freshwater and sediment input and loss of coastal wetlands. Regardless of which of the above factors ultimately has the greatest influence, emergent wetlands within, and adjacent to, the project area will probably experience losses due to development, subsidence, erosion, and relative sea-level rise. Bottomland hardwood wetlands in the study area are likely to transition to more water tolerant species such as ash and maple.

During the alternatives analysis, the no-action alternative and the alternative to raise the existing hurricane protection system to a 100-year level of protection (i.e., reducing risk from a storm surge that has a 1% chance of being equaled or exceeded in any given year) were considered. The no-action alternative would not be implemented because it fails to provide the authorized level of protection. Several additional alternative alignments were evaluated that would afford protection to a combination of the community of Oakville, businesses along Louisiana Highway 23, and/or the Industrial Pipe Inc., landfill.

The preferred alternative includes a combination of earthen levees and "T"-walls, and includes a protected side shift of the existing levee north of Hero Canal. The proposed alignment would cross Hero Canal with a 56-foot-wide stop-log gate just west of the Industrial Pipe Inc. landfill. A new levee alignment is proposed south of Hero Canal that would provide the landfill and the community of Oakville the 100-year level of protection. South of the landfill the proposed levee alignment would follow the existing Plaquemines Parish Non-Federal Levee alignment for approximately 780 feet. The proposed levee alignment then turns east to cross Louisiana Highway 23 and the New Orleans and Gulf Coast Railway Company railroad track with a multi-floodgate structure and then connects with the Mississippi River and Tributaries (MRT) flood protection system (i.e., levee). An emergency bypass road is proposed around the multi-floodgate structure, and two pump stations are proposed to facilitate stormwater drainage within the proposed area of protection.

Implementation of the preferred alternative would directly impact 19 and 13 acres of wet and hydrologically-altered (i.e., non-wet) bottomland hardwood habitat, respectively. Approximately 39 acres of swamp habitat would also be directly impacted. According to our Habitat Assessment Methodology (HAM) and Wetland Value Assessment (WVA) analyses, the preferred alternative would result in the direct loss of 18.39 and 28.27 average annual habitat units (AAHUs), of bottomland hardwood forest and swamp (32 and 39 acres), respectively. Mitigation for unavoidable losses of wet and non-wet bottomland hardwood and swamp habitat caused by project features will be evaluated through a complementary comprehensive mitigation IER.

The Service does not object to providing improved hurricane protection to the greater New Orleans area provided the following fish and wildlife conservation recommendations are incorporated into future project planning and implementation:

1. To the greatest extent possible, design (e.g., implementation of "T"-walls in levee designs) and position flood protection features so that destruction of wetlands and non-wet bottomland hardwoods are avoided or minimized.

1. The proposed Oakville pump station should be redesigned to pump daily storm water into the adjacent forested wetlands as a storm water treatment measure and to enhance those degraded wetlands.

2. The Corps shall fully compensate for any unavoidable losses to wet and non-wet bottomland hardwood habitat (18.39 AAHUs) and swamp habitat (28.27 AAHUs) caused

by project features.

3. Minimize enclosure of wetlands with new levee alignments. When enclosing wetlands is unavoidable, acquire non-development easements on those wetlands, or maintain hydrologic connections with adjacent, un-enclosed wetlands to minimize secondary impacts from development and hydrologic alteration.

4. If a proposed project feature is changed significantly or is not implemented within one year of the March 10, 2009, Endangered Species Act consultation letter, we recommend that the Corps reinitiate coordination with each office to ensure that the proposed project would not adversely affect any Federally listed threatened or endangered species or their habitat.

5. Avoid adverse impacts to bald eagle nesting locations and wading bird colonies through careful design of project features and timing of construction. A qualified biologist should inspect the proposed work site for the presence of undocumented wading bird nesting colonies and bald eagles during the nesting season (i.e., February 16 through October 31 for wading bird nesting colonies, and October through mid-May for bald eagles).

6. To minimize disturbance to colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, and roseate spoonbills), anhingas, and/or cormorants, all activity occurring within 1,000 feet of a rookery should be restricted to the non-nesting period (i.e., September 1 through February 15, exact dates may vary within this window depending on species present). In addition, we recommend that on-site contract personnel be informed of the need to identify colonial nesting birds and their nests, and should avoid affecting them during the breeding season.

7. If a bald eagle nest is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: http://www.fws.gov/southeast/es/baldeagle. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary and those results should be forwarded to this office.

8. Forest clearing associated with project features should be conducted during the fall or winter to minimize impacts to nesting migratory birds, when practicable.

9. Acquisition, habitat development, maintenance and management of mitigation lands should be allocated as first-cost expenses of the project, and the local project-sponsor should be responsible for operational costs. If the local project-sponsor is unable to fulfill the financial mitigation requirements for operation, then the Corps should provide the necessary funding to ensure mitigation obligations are met on behalf of the public interest.

10. Further detailed planning of project features (e.g., Design Documentation Report,

Engineering Documentation Report, Plans and Specifications, or other similar documents) should be coordinated with the Service and other State and Federal natural resource agencies, and shall be provided an opportunity to review and submit recommendations on the all work addressed in those reports.

11. If mitigation lands are purchased for inclusion within Federally of State managed lands, those lands must meet certain requirements; therefore the land manger of that management area should be contacted early in the planning phase regarding such requirements.

12. If applicable, a General Plan should be developed by the Corps, the Service, and the managing natural resource agency in accordance with Section 3(b) of the FWCA for mitigation lands.

13. Flood protection water control structures in any watercourse should maintain pre-project cross section in width and depth to the maximum extent practicable.

14. Any flood protection water control structure sited in a canal, bayou, or navigation channel that does not maintain the pre-project cross section should be designed and operated with multiple openings within the structure. This should include openings near both sides of the channel as well as an opening in the center of the channel that extends to the bottom.

15. Flood protection water control structures should remain completely open except during storm events, unless otherwise determined by the natural resource agencies.

16. Flood protection structures within a waterway should include shoreline baffles and/or ramps (e.g., rock rubble, articulated concrete mat) that slope up to the structure invert to enhance organism passage. Various ramp designs should be considered, and coordination should continue with the natural resource agencies to ensure fish passage features are incorporated to the fullest extent practicable.

17. A report documenting the status of mitigation implementation and maintenance should be prepared every three years by the managing agency and provided to the Corps, the Service, NMFS, U.S. Environmental Protection Agency (EPA), Louisiana Department of Natural Resources (LDNR), and LDWF. That report should also describe future management activities, and identify any proposed changes to the existing management plan.

INTRODUCTION

The U.S. Army Corps of Engineers, New Orleans District (Corps) is preparing an Individual Environmental Report (IER 13) for 100-year level of protection for the Westbank and Vicinity of New Orleans (WBV) Hurricane Protection Project, East of Algiers Canal, Hero Canal to Oakville, Plaquemines Parishes, Louisiana. This section of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System (GNOHSDRRS) would also tie into the Mississippi River and Tributaries (MRT) levee system. IER 13 is being prepared under the approval of the Council on Environmental Quality (CEQ) that will partially fulfill the Corps compliance with the National Environmental Policy Act (NEPA) of 1969 (83 Stat. 852, as amended; 42 U.S.C. 4321-4347). IERs are a CEQ approved alternative arrangement for compliance with NEPA that would allow expedited implementation of improved hurricane protection measures. Work proposed in IERs would be conducted under the authority of Public Law 109-234, Emergency Supplemental Appropriations Act for Defense, the Global War on Terror, and Hurricane Recovery, 2006 (Supplemental 4) and Public Law 110-28, U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 (5th Supplemental). Those laws authorized the Corps to upgrade two existing hurricane protection projects [i.e., WBV and Lake Pontchartrain and Vicinity (LPV)] in the Greater New Orleans area in southeast Louisiana.

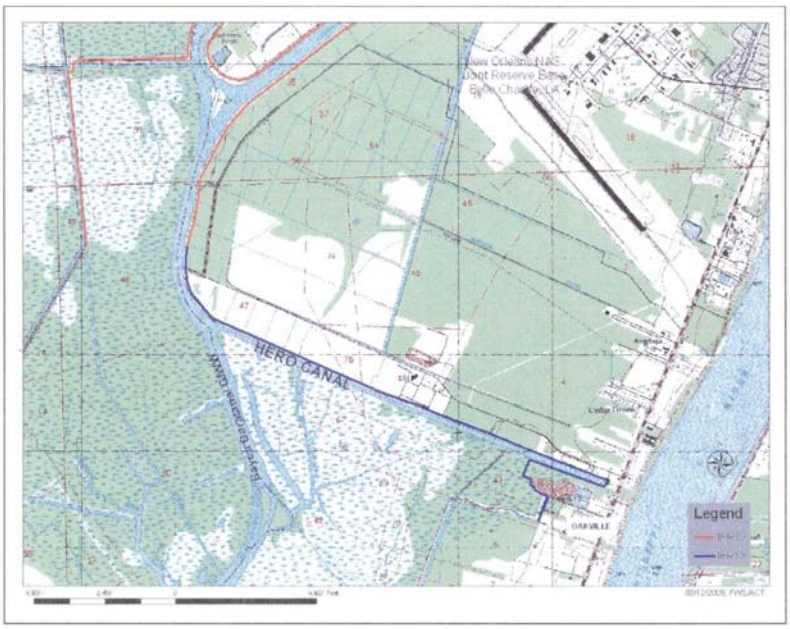
This report contains a description of the existing fish and wildlife resources of the project area, discusses future with- and without-project habitat conditions, identifies fish and wildlife-related impacts of the proposed project, and provides recommendations for the proposed project. This report incorporates and supplements our Fish and Wildlife Coordination Act (FWCA) Reports that addressed impacts and mitigation features for the Westbank and Vicinity of New Orleans (dated November 10, 1986, August 22, 1994, November 15, 1996, and June 20, 2005), and the November 26, 2007, Draft Programmatic FWCA Report that addresses the hurricane protection improvements authorized in Supplemental 4. Impacts and mitigation needs resulting from government and contractor provided borrow areas are being addressed in separate FWCA reports, therefore this report will not address those project features. This document constitutes the report of the Secretary of the Interior as required by Section 2(b) of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). This report has been provided to the Louisiana Department of Wildlife and Fisheries (LDWF) and the National Oceanic and Atmospheric Administration's, National Marine Fisheries Service (NOAA's NMFS), and their comments are attached.

DESCRIPTION OF THE STUDY AREA

The IER 13 study area is located in the upper Barataria Basin and includes the Belle Chasse sub-basin along the west bank of the Mississippi River in Plaquemines Parishes, Louisiana. The study area is about 5 miles south of the city of Belle Chasse and is defined by the Mississippi River and Louisiana Highway 23 to the east and the Gulf Intracoastal Waterway (GIWW) to the west. Hero Canal defines the southern boundary of the Belle Chase sub-basin and portions of the study area. Oakville is the southernmost community to be included in the study area. A forested and emergent marsh complex is situated west of Oakville and south of Hero Canal. Within the existing WBV hurricane protection system, natural levees and lower lying wetlands have been

leveed and drained to accommodate residential, commercial, and agricultural development. While most of the land within the hurricane protection system along Hero Canal and within the Plaquemines Parish Levee in the vicinity of Oakville has been leveed and drained, a majority of that land remains undeveloped. The Industrial Pipe Incorporated landfill is located adjacent to the community of Oakville and has been involved in Clean Water Act, Section 404 violations due to encroachment into the adjacent swamp habitat.

Figure 1. IER 13 Study Area, WBV, Plaquemines Parishes, Louisiana, and Existing Hurricane and Flood Protection Features.



FISH AND WILDLIFE RESOURCES

Habitat types in the study area include wet and non-wet bottomland hardwood habitat, cypress and tupelo swamp, scrub-shrub habitat, fresh marsh, open water, and developed areas. Open water areas are associated with the Hero Canal, the GIWW (Bayou Barataria), and interspersed open water areas within the fresh marsh and swamp habitat. Due to urban development and a forced-drainage system, the hydrology of most of the forested habitat within the levee system has been altered. The forced-drainage system has been in operation for many years, and subsidence is evident throughout the areas enclosed by levees.

Wetlands (forested, marsh, and scrub-shrub) within the study area provide plant detritus to coastal waters downstream and thereby contribute to the production of commercially and

recreationally important fishes and shellfishes. They also provide valuable water quality functions such as reduction of excessive dissolved nutrient levels, filtering of waterborne contaminants, and removal of suspended sediment. In addition, coastal wetlands buffer storm surges reducing their damaging effect to man-made infrastructure within the coastal area. Factors that will strongly influence future fish and wildlife resource conditions outside of the protection levees include freshwater and sediment input and loss of coastal wetlands. Regardless of which of the above factors ultimately has the greatest influence, emergent wetlands within, and adjacent to, the project area will probably experience losses due to development, subsidence, erosion, and relative sea-level rise. Bottomland hardwood wetlands outside of the hurricane protection system will transition to more water tolerant species such as ash and maple.

The Service has provided a FWCA Report for the authorized WBV hurricane protection project. That report contains a through discussion of the significant fish and wildlife resources (including those habitats) that occur within the study area. For brevity, that discussion is incorporated by reference herein, but the following information is provided to update the previously mentioned reports and provide IER specific information and recommendations.

On March 10, 2009, the Service determined that the proposed activities would not significantly affect listed or proposed threatened or endangered species. Our concurrence is based on information that indicates no known threatened or endangered species or their critical habitat are within the study area. That determination remains valid; therefore, no further consultation will be required unless there are changes in the scope or location of the project, or construction has not been initiated within one year. If the project has not been initiated within one year, follow-up consultation should be accomplished with this office prior to making expenditures for construction. If the scope or location of the proposed work is changed, consultation should occur as soon as such changes are made.

The project-area forested wetlands do, however, provide nesting habitat for the bald eagle (*Haliaeetus leucocephalus*), and an active bald eagle nest was documented in the vicinity of the study area and west of the Plaquemines Parish levee in 2008. The bald eagle was officially removed from the List of Endangered and Threatened Species on August 8, 2007. Bald eagles nest in Louisiana from October through mid-May. Eagles typically nest in mature trees (e.g., bald cypress, sycamore, willow, etc.) near fresh to intermediate marshes or open water in the southeastern Parishes. Major threats to this species include habitat alteration, human disturbance, and environmental contaminants (i.e., organochlorine pesticides and lead).

Breeding bald eagles occupy "territories" that they will typically defend against intrusion by other eagles, and that they likely return to each year. A territory may include one or more alternate nests that are built and maintained by the eagles, but which may not be used for nesting in a given year. Potential nest trees within a nesting territory may, therefore, provide important alternative bald eagle nest sites. Nest sites typically include at least one perch with a clear view of the water or area where the eagles usually forage. Shoreline trees or snags located near large water bodies provide the visibility and accessibility needed to locate aquatic prey. Bald eagles are vulnerable to disturbance during courtship, nest building, egg laying, incubation, and brooding. Disturbance during this critical period may lead to nest abandonment, cracked and

chilled eggs, and exposure of small young to the elements. Human activity near a nest late in the nesting cycle may also cause flightless birds to jump from the nest tree, thus reducing their chance of survival.

Although the bald eagle has been removed from the List of Endangered and Threatened Species, it continues to be protected under the MBTA and the BGEPA. The Service developed the National Bald Eagle Management (NBEM) Guidelines to provide landowners, land managers, and others with information and recommendations to minimize potential project impacts to bald eagles, particularly where such impacts may constitute "disturbance," which is prohibited by the BGEPA. A copy of the NBEM Guidelines is available at: <http://www.fws.gov/southeast/es/baldeagle/NationalBaldEagleManagementGuidelines.pdf>. Those guidelines recommend: (1) maintaining a specified distance between the activity and the nest (buffer area); (2) maintaining natural areas (preferably forested) between the activity and nest trees (landscape buffers); and (3) avoiding certain activities during the breeding season. On-site personnel should be informed of the possible presence of nesting bald eagles within the project boundary, and should identify, avoid, and immediately report any such nests to this office. If a bald eagle nest is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: http://www.fws.gov/southeast/es/baldeagle. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary. A copy of that determination should be provided to the Service. The Division of Migratory Birds for the Southeast Region of the Service (phone: 404/679-7051, e-mail: SEmigratorybirds@fws.gov) has the lead role in conducting such consultations. Should you need further assistance interpreting the guidelines or performing an on-line project evaluation, please contact this office.

The study area forested wetlands may also support colonial nesting waterbirds. Colonies may be present that are not currently listed in the database maintained by the LDWF. That database is updated primarily by monitoring the colony sites that were previously surveyed during the 1980s. Until a new, comprehensive coast-wide survey is conducted to determine the location of newly-established nesting colonies, we recommend that a qualified biologist inspect the proposed work site for the presence of undocumented nesting colonies during the nesting season. To minimize disturbance to colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, and roseate spoonbills), anhingas, and/or cormorants, all activity occurring within 1,000 feet of a rookery should be restricted to the non-nesting period (i.e., September 1 through February 15, exact dates may vary within this window depending on species present). In addition, we recommend that on-site contract personnel be informed of the need to identify colonial nesting birds and their nests, and should avoid affecting them during the breeding season.

Future Fish and Wildlife Resources

The combination of subsidence and sea level rise is called submergence or land sinking. As the land sinks the wetlands become inundated with higher water levels, stressing most non-fresh marsh plants, bottomland hardwood plants and even cypress-tupelo swamps leading to plant

death and conversion to open water. Other major causes of wetland losses within the study area include altered hydrology, storms, saltwater intrusion (caused by marine processes invading fresher wetlands), shoreline erosion, herbivory, and development activities including the direct and indirect impacts of dredge and fill (Louisiana Coastal Wetlands Conservation and Restoration Task Force and the Wetlands Conservation and Restoration Authority 1998). The continued conversion of wetlands and forested habitat to open water or developed land represent the most serious fish and wildlife-related problems in the study area. Those losses could be expected to cause significant declines in coastal fish and shellfish production and in the study area's carrying capacity for numerous migratory waterfowl, wading birds, other migratory birds, alligators, furbearers, and game mammals. Wetland losses will also reduce storm surge protection of developed lands, and will likely contribute to water quality degradation associated with excessive nutrient inputs.

ALTERNATIVES UNDER CONSIDERATION

During the alternatives analysis, the no-action alternative and the alternative to raise the existing hurricane protection system to a 100-year level of protection (i.e., reducing risk from a storm surge that has a 1% chance of being equaled or exceeded in any given year) were considered. The no-action alternative would not be implemented because it fails to provide the authorized level of protection. Several additional alternative alignments were evaluated that would afford protection to a combination of the community of Oakville, businesses along Louisiana Highway 23, and/or the Industrial Pipe Inc., landfill.

Proposed Action

The preferred alternative includes a protected side shift of the existing levee north of Hero Canal. For this alternative, a new levee alignment is also proposed south of Hero Canal to provide the landfill and the community of Oakville the 100-year level of protection. The levee segment north of Hero Canal would be raised to approximately 14 to 16 feet elevation [i.e., North American Vertical Datum of 1988 (NAVD 88)] with a 10-foot-wide crown, with a vertical to horizontal distance ratio of 1 to 3 foot (i.e., 1:3) side slopes on the flood side, and 1:4 foot side slopes on the protected side. Approximately 19,000 linear feet of existing levee would be raised. Proposed elevations are based on a target year 2057 design elevations and includes overbuild for settlement.

As proposed, the new levee alignment would cross Hero Canal just west of the Industrial Pipe Inc. landfill. A 56-foot-wide stop log gate would be constructed and would connect to the earthen levees north and south of the gate by "T"-walls. Top elevation would be 14-16 feet (NAVD 88) with a bottom elevation of approximately -12 feet (NAVD 88). A bypass channel would not be required during the construction of the navigational gate, and it is anticipated that barge traffic accessing the Industrial Pipe Inc. landfill would not be interrupted for more than one month on this dead-end canal.

South of the proposed Hero Canal gate a 600-foot-wide earthen levee would be constructed and configured within a cypress swamp and bottomland hardwood wetland complex to incorporate the Industrial Pipe Inc. landfill and the community of Oakville within the hurricane protection

system. This alignment was previously approved for the West Bank and Vicinity hurricane protection project; however, due to improved post-Katrina design standards, the levee design would need to be expanded to a higher elevation and a wider footprint to achieve the 100-year level of protection. The earthen levee would be set back from the landfill approximately 150 feet to the west and 150 feet to the south. The proposed levee alignment would follow along the southern boundary of the landfill and connect to the existing Plaquemines Parish Non-Federal levee, which would also be reconstructed to the 100-year level of protection (i.e., approximately 14 to 16 foot elevation NAVD 1988) using the centerline of the existing parish levee. After reconstructing 780 feet of the non-federal levee, the alignment turns east as an earthen levee for approximately 1,600 feet then transitions into a "T"-wall. The "T"-wall turns south and then immediately east (i.e., doglegs) before connecting with a multi-floodgate structure.

The multi-floodgate structure would include two proposed vehicular gates across Louisiana Highway 23 (a divided state highway) and a railroad gate across the New Orleans and Gulf Coast Railway Company railroad track. Further east the levee transitions into an earthen levee to connect with the Mississippi River and Tributaries (MRT) levee system. An emergency bypass road is proposed around the gate along existing private and local roadways and along the MRT levee system. This emergency bypass road would detour traffic when the proposed Louisiana Highway 23 floodgates close during a major storm event. Roads incorporated into the emergency bypass would be widened and paved.

Two pump stations are proposed along this section of the hurricane protection system. A 70-cubic-foot-per-second (cfs) pump station would be incorporated at the proposed Hero Canal navigational gate. Closure of the navigational gate and use of this pump station would only be necessary during a major storm event. A 150-cfs pump station is proposed at the southernmost point of the proposed reconstructed non-federal levee segment and would direct storm water during a tropical storm event or greater into the floodside forested wetlands. Daily storm events would continue to be directed into the Ollie Canal through the existing box culvert. During earlier alternative design evaluations, the 150-cfs pump station was designed to facilitate interior drainage during a normal 10-year storm event and was proposed to discharge into the existing Oakville drainage canal.

EVALUATION METHOD

Direct impacts to bottomland hardwood and swamp habitat were quantified by acreage and habitat quality (i.e., average annual habitat units or AAHUs) by the Service and are presented in Table 1. The Service used the Louisiana Department of Natural Resources (LDNR) Habitat Assessment Methodology (HAM) to quantify the impacts of proposed project features on non-wet and wet bottomland hardwood habitat and used the Wetland Value Assessment (WVA) methodology to quantify impacts on swamp habitat. The habitat assessment models for bottomland hardwoods within the Louisiana Coastal Zone utilized in this evaluation were modified from those developed in the Service's Habitat Evaluation Procedures (HEP). For each habitat type, those models define an assemblage of variables considered important to the suitability of an area to support a diversity of fish and wildlife species. The WVA is used to evaluate proposed CWPPRA projects, and is similar to the Service's HEP, in that habitat quality

and quantity (acreage) are measured for baseline conditions, and predicted for future without-project and future with-project conditions. As with HEP, the WVA provides a quantitative estimate of project-related impacts to fish and wildlife resources; however, the WVA is based on separate models for fresh/intermediate marsh, brackish marsh, saline marsh, and cypress swamp. Further explanation of how impacts/benefits are assessed with the HAM and WVA and an explanation of the assumptions affecting habitat suitability (i.e., quality) index (HSI) values for each target year for impacts to bottomland hardwood and swamp habitat are available for review at the Service's Lafayette, Louisiana, field office.

Table 1: Potential Estimated Impacts for the Preferred Alternative

PFO2 (swamp)		**PFO1R (tidal BLH)**		**PFO1Ad (hydrologically altered BLH)**		**Total**	
Acres	AAHUs	Acres	AAHUs	Acres	AAHUs	Acres	AAHUs
39	-28.27	19	-10.59	13	-7.80	71	-46.66

Revised acreage values estimated using 2007 aerial photography in ArcGIS and rounded to nearest acre.

As indicated in Table 1, based on our HAM and WVA analyses (Appendix A) project implementation would result in the direct loss of 32 and 39 acres, and 18.39 and 28.27 AAHUs, of bottomland hardwood forest and swamp, respectively.

PROJECT IMPACTS

Proposed project impacts associated with the preferred alternative would result primarily from the construction of new levees, the expansion of the levee right-of-way, and associated features. Although some construction will occur in cleared areas and on existing levees, project implementation will directly impact wet and non-wet bottomland hardwoods and cypress swamp habitat that provide a variable degree of medium to high quality habitat value for diverse fish and wildlife resources (e.g., refugia, food resources, and nesting habitat) depending on the area of influence. Construction staging and processing areas would be sited essentially in cleared areas and on existing levees minimizing impacts to forested habitats. Other alternatives evaluated would avoid impacts to the tidally-influenced forested wetlands all together; however, those alternatives were not considered practicable as they would not provide protection to the landfill or the community of Oakville.

Direct impacts to 13 acres (-7.80 AAHUs) of hydrologically-altered (i.e., non-wet) bottomland hardwood habitat would occur as a result of the preferred alternative. Impacts would be associated with expanding the existing levee along the protected side of the north bank of Hero Canal and expanding the non-federal levee south of the landfill. These impacts are primarily associated with small forested tracts segregated by pasture and rural development which appear to be stressed as a result of hurricane and storm-induced damage.

Direct impacts to 19 acres (-10.59 AAHUs) of tidally-influenced bottomland hardwood habitat

and 39 acres (-28.27 AAHUs) of swamp habitat would occur as a result of constructing a new levee west and south of the landfill and expanding the footprint of the non-federal levee to the west. The proposed new levee alignment would be set back 150 feet from the landfill potentially leaving a forested buffer between the landfill and the proposed levee. This acreage was considered in the WVA impacts analysis as it is unclear of the project intent of the 150-foot setback and due to expected induced development associated with the landfill. Project design goals intended to minimize direct impacts to forested wetlands by aligning the proposed levee along the periphery of the landfill and residential development; however, increased post-Katrina design standards and a 150-foot setback have resulted in an increased flood protection easement and increased impacts. Forested wetlands impacted by this segment provide a high degree of habitat value as well as storm buffering and water quality benefits.

Construction of a navigational gate on Hero Canal would minimally disrupt riparian habitat along the canal and aquatic habitat associated with that man-made dead end canal. Riparian habitats are valuable to wildlife as transition zones between aquatic and forested habitats, and contribute vital elements to fishery resources in the form of detritus, shade, and in-stream cover.

FISH AND WILDLIFE CONSERVATION AND MITIGATION MEASURES

The President's Council on Environmental Quality defined the term "mitigation" in the National Environmental Policy Act regulations to include:

(a) avoiding the impact altogether by not taking a certain action or parts of an action;
(b) minimizing impacts by limiting the degree or magnitude of the action and its implementation;
(c) rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
(d) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and
(e) compensating for the impact by replacing or providing substitute resources or environments.

The Service supports and adopts this definition of mitigation and considers its specific elements to represent the desirable sequence of steps in the mitigation planning process. Based on current and expected future without-project conditions, the planning goal of the Service is to develop a balanced project, i.e., one that is responsive to demonstrated hurricane protection needs while addressing the co-equal need for fish and wildlife resource conservation.

Direct and indirect impacts have been minimized by selecting alternative 1 over alternative 3, which extended further west into swamp habitat and enclosed additional forested wetlands. Alternative 1 follows the wetland-non wetland interface to the maximum extent practicable under the post-Katrina design constraints. However, the preferred alternative continues to impact

tidally-influence forested wetlands, and the levee footprint has increased from a 500-foot-wide levee during initial analysis to a 750-foot-wide levee since the implementation of the new design criteria. To further minimize impacts to forested wetlands the footprint could be reduced by implementing "T"-walls into the design rather than having the levees constructed of earthen material along this segment, and by reducing the 150-foot-wide setback as much as safely practicable. The Service recommends that these alternatives be evaluated further.

Currently, the community of Oakville directs storm water runoff into the Oakville drainage canal located within the Plaquemines Non-Federal Levee protection system. As proposed, a pump station would be constructed in the new hurricane protection system and would discharge storm water as a result of tropical storm events into the floodside forested wetlands. Day-to-day storm water would continue to be discharged into the Ollie canal through the existing box culvert. Wetlands function as natural storm water filtration systems. The uptake of nutrients by wetlands would not only treat storm water runoff but would also enhance the quality of the receiving wetlands (e.g., increasing biomass). Those wetlands are deprived of nutrients due to hydrological alteration resulting from the Mississippi River flood protection system. We commend the Corps' efforts to modify the proposed plan by directing storm water into the adjacent floodside wetlands upon our previous recommendation; however, as currently proposed storm water would only be directed during tropical storm events. During those events it is highly likely that the forested wetlands would be flooded as a resulted of storm surges and the water quality benefits of the wetland would be reduced. Directing daily storm water runoff into the adjacent forested wetlands during normal water levels would allow more residence time (i.e., nutrient assimilation) to enhance and maintain those wetlands and their storm buffering qualities. Improving and maintaining those forested wetlands would provide long-term protection to the proposed flood protection system and to the community of Oakville. We recommend that the 150-cfs pump station be modified to direct additional storm water into the adjacent wetlands outside of the flood protection system during periods of normal water levels as a means to rectifying degraded swamp habitat.

The Service's Mitigation Policy (Federal Register, Volume 46, No. 15, January 23, 1981) identifies four resource categories that are used to ensure that the level of mitigation recommended by Service biologists will be consistent with the fish and wildlife resource values involved. Considering the high value of forested wetlands for fish and wildlife and the relative scarcity of that habitat type, those wetlands are usually designated as Resource Category 2 habitats, the mitigation goal for which is no net loss of in-kind habitat value. Remaining direct and indirect (i.e., 150-foot set back) project impacts to forested wetlands should be mitigated via in-kind compensatory replacement of the habitat values lost. Degraded (i.e., non-wet) bottomland hardwood forest and any wet pastures that may be impacted, however, are placed in Resource Category 3 due to their reduced value to wildlife, fisheries and lost/degraded wetland functions. Project impacts to wetlands will be minimized to some extent by hauling in material for the levee. The mitigation goal for Resource Category 3 habitats is no net loss of habitat value. Mitigation for unavoidable losses of wet and non-wet bottomland hardwoods and swamp habitat, caused by project features will be evaluated through a complementary comprehensive

mitigation IER.

SERVICE POSITION AND RECOMMENDATIONS

Construction of the WBV, Hero to Oakville hurricane protection system would result in direct impacts to 18.39 and 28.27 AAHUs, of bottomland hardwood forest and swamp, respectively. The Service does not object to providing improved hurricane protection to the greater New Orleans area provided the following fish and wildlife conservation recommendations are incorporated into future project planning and implementation:

2. To the greatest extent possible, design (e.g., implementation of "T"-walls in levee designs) and position flood protection features so that destruction of wetlands and non-wet bottomland hardwoods are avoided or minimized.

3. The proposed Oakville pump station should be redesigned to pump daily storm water into the adjacent forested wetlands as a storm water treatment measure and to enhance those degraded wetlands.

4. The Corps shall fully compensate for any unavoidable losses to wet and non-wet bottomland hardwood habitat (18.39 AAHUs) and swamp habitat (28.27 AAHUs) caused by project features.

5. Minimize enclosure of wetlands with new levee alignments. When enclosing wetlands is unavoidable, acquire non-development easements on those wetlands, or maintain hydrologic connections with adjacent, un-enclosed wetlands to minimize secondary impacts from development and hydrologic alteration.

6. If a proposed project feature is changed significantly or is not implemented within one year of the March 10, 2009, Endangered Species Act consultation letter, we recommend that the Corps reinitiate coordination with each office to ensure that the proposed project would not adversely affect any Federally listed threatened or endangered species or their habitat.

7. Avoid adverse impacts to bald eagle nesting locations and wading bird colonies through careful design of project features and timing of construction. A qualified biologist should inspect the proposed work site for the presence of undocumented wading bird nesting colonies and bald eagles during the nesting season (i.e., February 16 through October 31 for wading bird nesting colonies, and October through mid-May for bald eagles).

8. To minimize disturbance to colonies containing nesting wading birds (i.e., herons, egrets, night-herons, ibis, and roseate spoonbills), anhingas, and/or cormorants, all activity occurring within 1,000 feet of a rookery should be restricted to the non-nesting period (i.e., September 1 through February 15, exact dates may vary within this window

depending on species present). In addition, we recommend that on-site contract personnel be informed of the need to identify colonial nesting birds and their nests, and should avoid affecting them during the breeding season.

9. If a bald eagle nest is discovered within or adjacent to the proposed project area, then an evaluation must be performed to determine whether the project is likely to disturb nesting bald eagles. That evaluation may be conducted on-line at: http://www.fws.gov/southeast/es/baldeagle. Following completion of the evaluation, that website will provide a determination of whether additional consultation is necessary and those results should be forwarded to this office.

10. Forest clearing associated with project features should be conducted during the fall or winter to minimize impacts to nesting migratory birds, when practicable.

11. Acquisition, habitat development, maintenance and management of mitigation lands should be allocated as first-cost expenses of the project, and the local project-sponsor should be responsible for operational costs. If the local project-sponsor is unable to fulfill the financial mitigation requirements for operation, then the Corps should provide the necessary funding to ensure mitigation obligations are met on behalf of the public interest.

12. Further detailed planning of project features (e.g., Design Documentation Report, Engineering Documentation Report, Plans and Specifications, or other similar documents) should be coordinated with the Service and other State and Federal natural resource agencies, and shall be provided an opportunity to review and submit recommendations on the all work addressed in those reports.

13. If mitigation lands are purchased for inclusion within Federally of State managed lands, those lands must meet certain requirements; therefore the land manger of that management area should be contacted early in the planning phase regarding such requirements.

14. If applicable, a General Plan should be developed by the Corps, the Service, and the managing natural resource agency in accordance with Section 3(b) of the FWCA for mitigation lands.

15. Flood protection water control structures in any watercourse should maintain pre-project cross section in width and depth to the maximum extent practicable.

16. Any flood protection water control structure sited in a canal, bayou, or navigation channel that does not maintain the pre-project cross section should be designed and operated with multiple openings within the structure. This should include openings near both sides of the channel as well as an opening in the center of the channel that extends to the bottom.

17. Flood protection water control structures should remain completely open except during storm events, unless otherwise determined by the natural resource agencies.

18. Flood protection structures within a waterway should include shoreline baffles and/or ramps (e.g., rock rubble, articulated concrete mat) that slope up to the structure invert to enhance organism passage. Various ramp designs should be considered, and coordination should continue with the natural resource agencies to ensure fish passage features are incorporated to the fullest extent practicable.

19. A report documenting the status of mitigation implementation and maintenance should be prepared every three years by the managing agency and provided to the Corps, the Service, NMFS, EPA, LDNR and LDWF. That report should also describe future management activities, and identify any proposed changes to the existing management plan.

LITERATURE CITED

Louisiana Coastal Wetland Conservation and Restoration Task Force and the Wetlands Conservation and Restoration Authority. 1998. Coastal 2050: Toward a Sustainable Coastal Louisiana. Louisiana Department of Natural Resources. Baton Rouge, LA. 70898.

Appendix A

WVA Analysis

COMMUNITY HABITAT SUITABILITY MODEL
Bottomland Hardwoods

Project..... IER 13 PF01Ad impacts Acres: 13

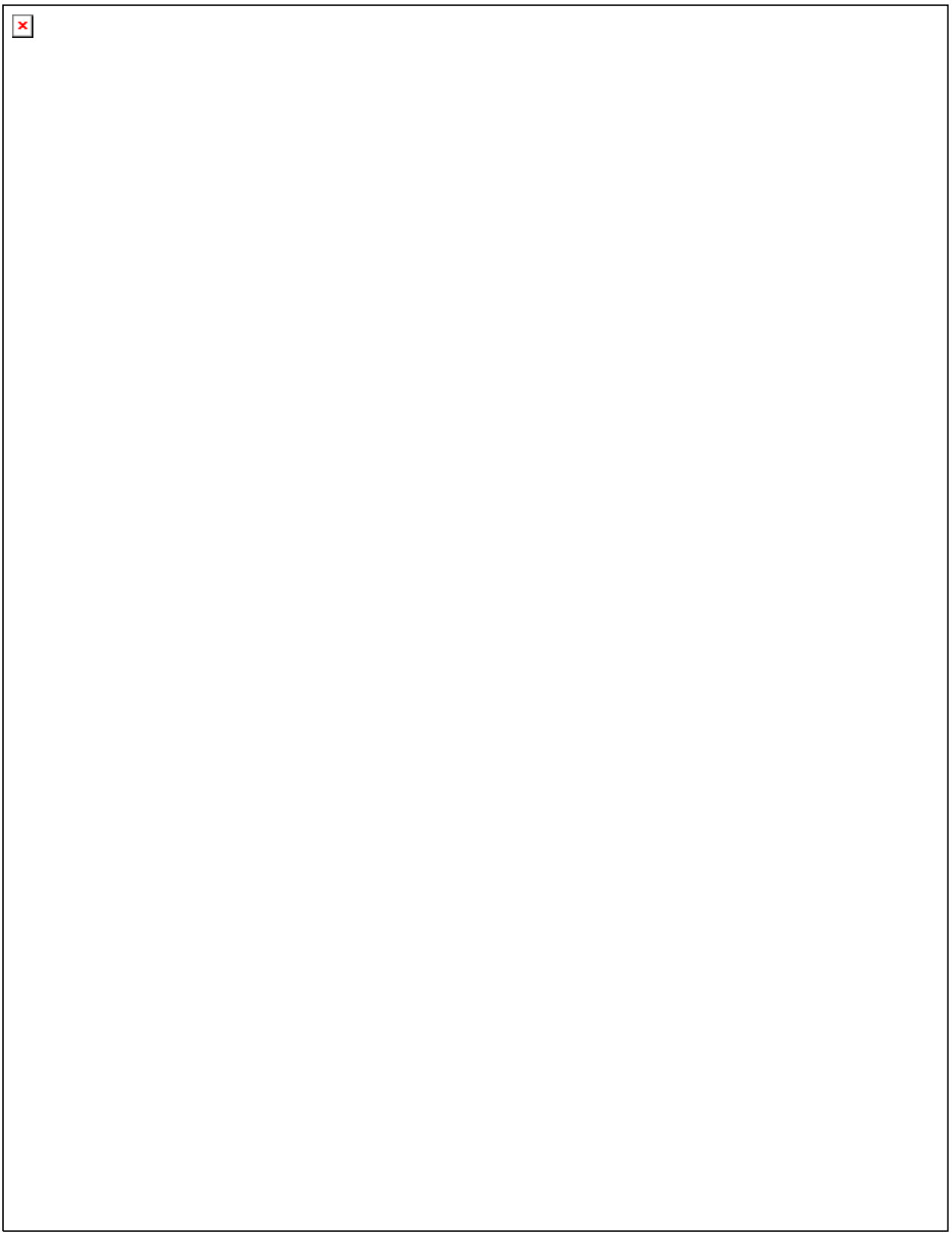
Condition: Future With Project

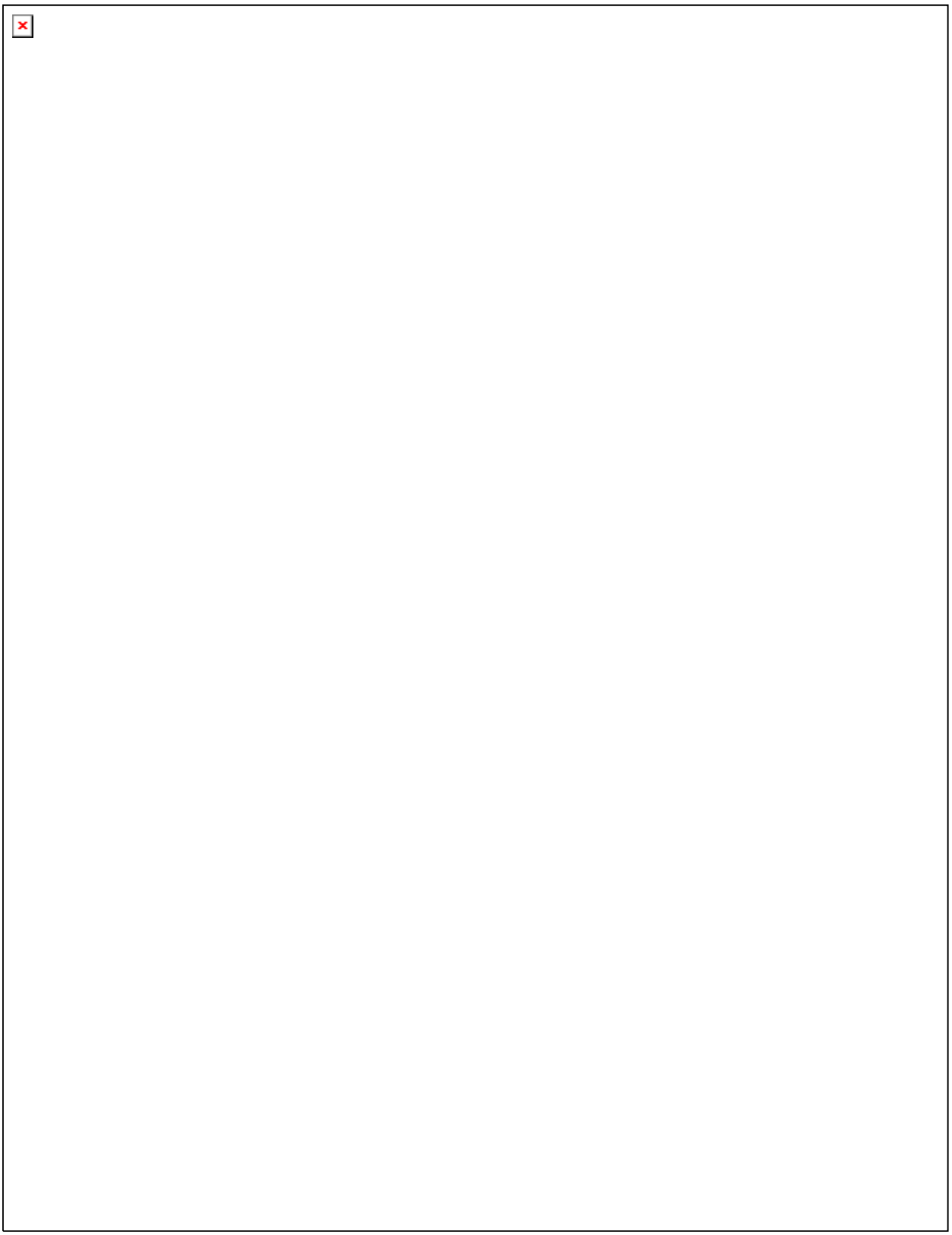
Variable		TY 0		TY 1		TY 20		
		Class/Value	SI	Class/Value	SI	Class/Value	SI	
V1	Species Assoc.	Class 4	0.80	Class 1		Class 1		
V2	Maturity (input age or dbh, not both)	Age dbh 15.04	0.67	Age dbh 1	0.01	Age dbh 1	0.01	
V3	Understory / Midstory	Understory % 54 Midstory % 58	0.96	Understory % 0 Midstory % 0		Understory % 0 Midstory % 0		1.00 0.92
V4	Hydrology	Class 2	0.50	Class 2	0.50	Class 2	0.50	
V5	Forest Size	Class 2	0.40	Class 1		Class 1		
V6	Surrounding Land Use	Values %		Values %		Values %		
	Forest / marsh	60	0.70	60	0.70	60	0.70	
	Abandoned Ag							
	Pasture / Hay	24		24		24		
	Active Ag	2		2		2		
	Development	14		14		14		
V7	Disturbance							
	Type	Class 2	0.26	Class 2	0.26	Class 2	0.26	
	Distance	Class 1		Class 1		Class 1		
		HSI =	0.64	HSI =	0.07	HSI =	0.07	

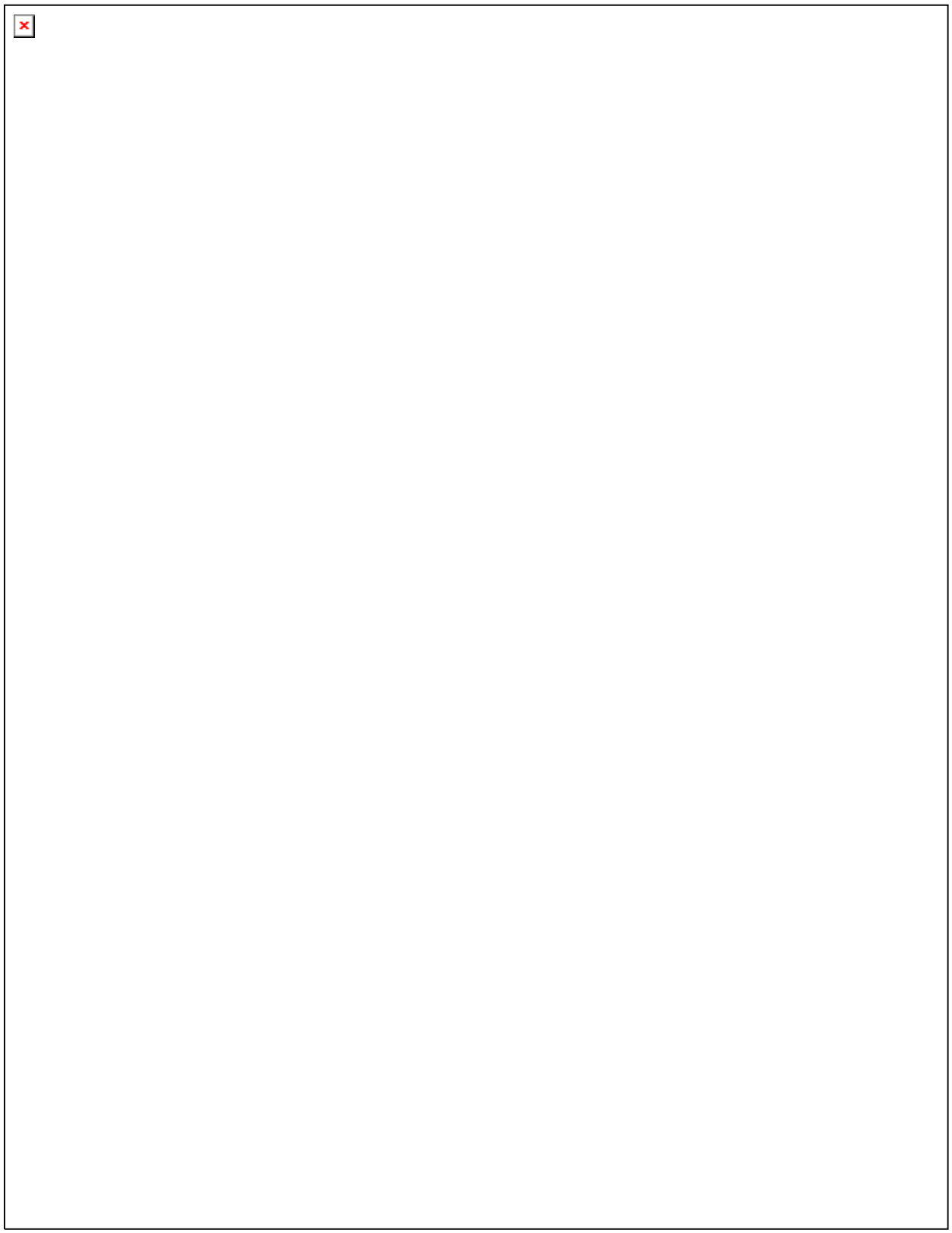
Project..... IER 13 PF01Ad impacts
FWP

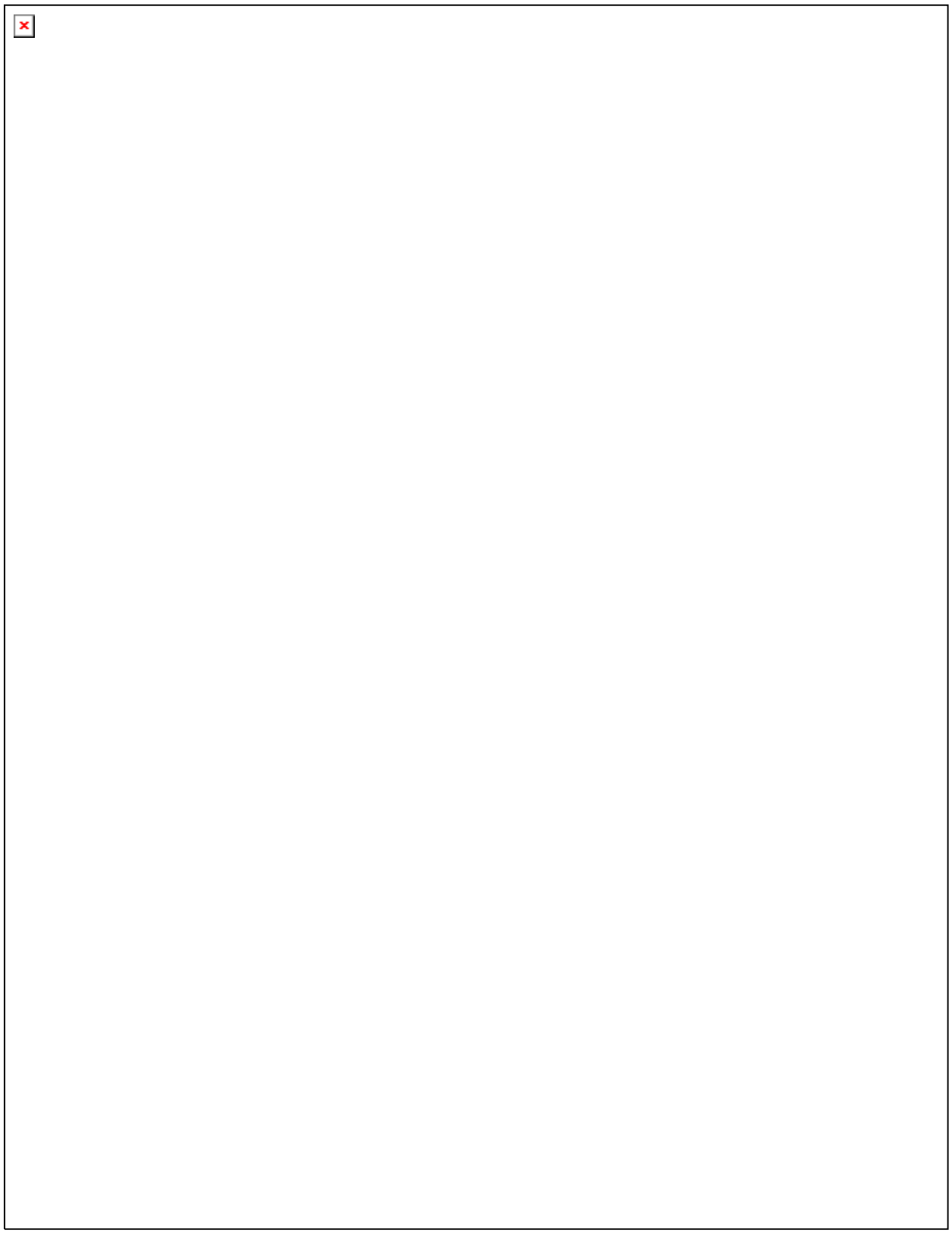
Variable		TY 50		TY		TY		
		Class/Value	SI	Class/Value	SI	Class/Value	SI	
V1	Species Assoc.	Class 1		Class		Class		
V2	Maturity (input age or dbh, not both)	Age dbh 1	0.01	Age dbh		Age dbh		
V3	Understory / Midstory	Understory % 0 Midstory % 0		Understory % Midstory %		Understory % Midstory %		0.10 0.10
V4	Hydrology	Class 2	0.50	Class		Class		
V5	Forest Size	Class 1		Class		Class		
V6	Surrounding Land Use	Values %		Values %		Values %		
	Forest / marsh	60	0.70					
	Abandoned Ag							
	Pasture / Hay	24						
	Active Ag	2						
	Development	14						
V7	Disturbance							
	Type	Class 2	0.26	Class		Class		
	Distance	Class 1		Class		Class		
		HSI =	0.07	HSI =		HSI =		

3/18/2009









MEMORANDUM

DATE: 11 March

TO: File IER 13

FROM: Angela Trahan

SUBJECT: Revisions for IER 13 WVA

On March 9, 2009, the Corps provided a revised footprint for their preferred alternative which includes new design criteria using SLOPE/W (also known as Spencer's Method), a slope stability software that computes the factor of safety of earth and rock slopes. The new design criterion requires a larger 600-foot-wide earthen levee around the Oakville landfill for the preferred alignment (i.e., Alternative 1). A 150-foot set back from the landfill has also been proposed situating the alignment further out into swamp habitat. The initial footprint along the north bank of Hero Canal has been reduced from 250 feet of additional levee width to an average of approximately 60 feet additional levee width. A staging area has also been modified to including non-forested areas. Potential impacts associated with the revised footprint were updated using 2007 aerial photography.

In addition to the revised footprint, modifications were made to some of the habitat variables. Those impacts are noted below for each section.

Swamp Habitat Assessment (PF02)

Variable V_2 – Stand maturity was revised to include an average dbh of canopy-codominant trees (maple et al). See dbh spreadsheet attached.

Seasonally Tidal BLH Habitat Assessment (PF01R)

Note in the previous Alternative 3 WVA, project acreage for FWOP was entered as 4 acres rather than 21 acres. The revised WVA analyzes future-with and future-without project to 19 acres of seasonally tidal BLH habitat for Alternative 1.

Also, riparian habitat along Hero Canal and along the MS River was considered in the impacts. Shoreline erosion was evaluated and no noticeable changes were detected along the bankline of Hero Canal.

Table: Potential Estimated Impacts

	PFO2 (swamp)		**PFO1R (tidal BLH)**		**PFO1Ad (impounded BLH)**		**Total**	
Alternative	Acres	AAHUs	Acres	AAHUs	Acres	AAHUs	Acres	AAHUs

Revised 1	39	-28.28	19	-10.59	13	-7.80	71	-46.67
Previous 1	17	-11.20	12	-6.69	30	-18.01	59	-35.90

Revised acreage values estimated using 2007 aerial photography in ArcGIS and rounded to nearest acre.

Previous acreage values estimated using 2005 aerial photography.

Fish and Wildlife Conservation Measure

While the Corps has proposed an earthen levee along this section of the hurricane protection system, implementation of floodwalls would reduce proposed impacts to valuable swamp and associated fish and wildlife habitat.

Appendix J: NRCS Farmland Conversion Impact Rating

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transforming ideas into reality

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Project C070597.00

Mr. Mike Trusclair
District Conservationist
United States Department of Agriculture
Natural Resource Conservation Service
Boutte Service Center
14246 Highway 90
Boutte, Louisiana 70039-3516

United States Army Corps of Engineers
WBV: Hero Canal Levee and Eastern Terminus Flood Protection Project
Plaquemines Parish, Louisiana

Dear Mr. Trusclair:

GAI Consultants, Inc. (GAI) is assisting Aerostar Environmental Services, Inc. in providing environmental support to the United States Army Corps of Engineers regarding the West Bank Vicinity: Hero Canal Levee and Eastern Terminus Flood Protection Project (Project). The Project will raise the existing flood protection along the Hero Canal, near Oakville in Plaquemines Parish, to provide 100-year level storm-surge protection.

GAI has previously reviewed soil survey information for the Project study area and has identified prime farmland soils as crossed by various project alignments. In accordance with the Farmland Protection Policy Act, GAI is submitting a United States Department of Agriculture Farmland Conversion Impact Rating Form (AD-1006). Three copies of the AD-1006 forms, along with figures depicting seven potential Project alignments and right-of-way (ROW) requirements, are attached as instructed.

GAI is requesting your review of project alignment ROWs, and the completion of parts II, IV and V of the AD-1006 forms.

Thank you for your assistance. Please contact Mr. Anthony Baumert or myself at 412-476-2000 if should you require further information or have questions.

Sincerely,
GAI Consultants, Inc.

John M. Mores, AICP
Project Manager

JMM:AJB/scg
07597-LTR-NRCS-AJB/scg d1

Attachments

cc: Mr. Bobby Boudet – Aerostar Environmental Services, Inc.

Pittsburgh Office 385 East Waterfront Drive Homestead, PA 15120-5005 T 412.476.2000 F 412.476.2020 www.gaiconsultants.com

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/20/08
Name Of Project WBV: Hero Canal Levee and Eastern Terminus	Federal Agency Involved United States Army Corps of Engineers
Proposed Land Use Flood Protection System	County And State Plaquemines Parish, Louisiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 4/3/08

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes ☑	No ☐	Acres Irrigated: Average Farm Size 375
Major Crop(s) Soybeans	Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: 29,000 % 4.6
Name Of Land Evaluation System Used Plaquemines Parish	Name Of Local Site Assessment System none		Date Land Evaluation Returned By NRCS 4/30/08

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site 1	Site 2	Site 3	Site 4
A. Total Acres To Be Converted Directly	167.9	168.0	171.3	155.4
B. Total Acres To Be Converted Indirectly	0.0	0.0	0.0	0.0
C. Total Acres In Site	167.9	168.0	171.3	155.4
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	3	3	3	8.7
B. Total Acres Statewide And Local Important Farmland	0	0	0	0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.00001	.00001	.00001	.00003
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	100	100	100	100
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 85	0 85	0 85	0 85

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	15	15	15	15
2. Perimeter In Nonurban Use	10	10	10	10	9
3. Percent Of Site Being Farmed	10	1	1	0	0
4. Protection Provided By State And Local Government	20	20	20	20	20
5. Distance From Urban Builtup Area	0	0	0	0	0
6. Distance To Urban Support Services	0	0	0	0	0
7. Size Of Present Farm Unit Compared To Average	10	0	0	0	0
8. Creation Of Nonfarmable Farmland	25	0	0	0	0
9. Availability Of Farm Support Services	5	5	5	5	5
10. On-Farm Investments	20	6	6	6	0
11. Effects Of Conversion On Farm Support Services	25	0	0	0	0
12. Compatibility With Existing Agricultural Use	10	0	0	0	0
TOTAL SITE ASSESSMENT POINTS	160	57	57	56	49
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	~~0~~ 85	~~0~~ 85	~~0~~ 85	~~0~~ 85
Total Site Assessment *(From Part VI above or a local site assessment)*	160	57	57	56	49
TOTAL POINTS *(Total of above 2 lines)*	260	~~57~~ 142	~~57~~ 142	~~56~~ 141	~~49~~ 134

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side) Form AD-1006 (10-83)

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 3/20/08
Name Of Project WBV: Hero Canal Levee and Eastern Terminus	Federal Agency Involved United States Army Corps of Engineers
Proposed Land Use Flood Protection System	County And State Plaquemines Parish, Louisiana
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 4/3/08

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).*	Yes ☑	No ☐	Acres Irrigated:	Average Farm Size: 375
Major Crop(s): Soybeans	Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: 29,000 % 4.6	
Name Of Land Evaluation System Used: Plaquemines Parish.	Name Of Local Site Assessment System: none		Date Land Evaluation Returned By NRCS: 4/30/08	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site 5	Site 6	Site 7	
A. Total Acres To Be Converted Directly	166.9	167.9	158.3	
B. Total Acres To Be Converted Indirectly	0.0	0.0	0.0	
C. Total Acres In Site	166.9	167.9	158.3	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	3	14.3	9.7	
B. Total Acres Statewide And Local Important Farmland	0	0	0	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	.00001	.00005	.00003	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	100	100	100	
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*	0 85	0 85	0 85	0

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use	15	15	15	15	
2. Perimeter In Nonurban Use	10	7	7	8	
3. Percent Of Site Being Farmed	20	1	1	0	
4. Protection Provided By State And Local Government	20	20	20	20	
5. Distance From Urban Builtup Area	0	0	0	0	
6. Distance To Urban Support Services	0	0	0	0	
7. Size Of Present Farm Unit Compared To Average	10	0	0	0	
8. Creation Of Nonfarmable Farmland	25	0	0	0	
9. Availability Of Farm Support Services	5	5	5	5	
10. On-Farm Investments	20	6	6	6	
11. Effects Of Conversion On Farm Support Services	25	0	0	0	
12. Compatibility With Existing Agricultural Use	10	0	0	0	
TOTAL SITE ASSESSMENT POINTS	160	54	54	54	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	~~0~~ 85	~~0~~ 85	~~0~~ 85	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	54	54	54	0
TOTAL POINTS *(Total of above 2 lines)*	260	~~54~~ 139	~~54~~ 139	~~54~~ 139	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection:

(See Instructions on reverse side) Form AD-1006 (10-83)

This form was electronically produced by National Production Services Staff

Appendix K: Air Emissions

Levee Construction Air Emissions

Equipment	Estimated Numbers of Equipment	Equipment HP	VOCs (grams /HP-hour)	CO (grams /HP-hour)	NOx (grams /HP-hour)	PM (grams /HP-hour)	VOCs (tons)	CO (tons)	NOx (tons)	PM (tons)	Fugitive PM (tons)
Case Dozer	1	100	0.99	3.49	6.9	0.722	0.170	0.600	1.187	0.124	3.072
Caterpillar	4	150	0.68	2.7	8.38	0.402	0.702	2.786	8.648	0.415	16.011
Pickup Trucks	6	300	0.68	2.7	8.38	0.402	2.105	8.359	25.943	1.245	10.724
Air Compressor, 250 cfm	2	100	0.99	3.49	6.9	0.722	0.341	1.200	2.373	0.248	7.375
Excavator	4	300	0.68	2.7	8.38	0.402	1.403	5.572	17.295	0.830	29.501
Mack Truck	2	350	0.68	2.7	8.38	0.402	0.819	3.251	10.089	0.484	6.145
Utility Truck	1	350	0.68	2.7	8.38	0.402	0.409	1.625	5.044	0.242	2.779
Wood Chipper	1	10	1.5	5.0	10.0	1.0	0.026	0.086	0.172	0.017	0.387
Generator	2	15	1.7	5.0	8.5	0.9	0.088	0.258	0.439	0.046	0.774
Welder	1	35	1.8	5.0	6.9	0.8	0.108	0.301	0.415	0.048	1.090

Total Emissions Per Work Day (tons)		0.040	0.154	0.459	0.024	0.499
Total Emissions - Calendar year (tons)		**6.17**	**24.04**	**71.61**	3.70	77.86
				TOTAL PM (tons):		**81.56**

Notes:

1.

Daily Work Schedule (hours)	**10**	
Weekly Work Schedule (10-hour days)	**6**	**(Approx. 156 days of operations, 1560 hours of operation.)**
Project Length (weeks)	**26**	**(Approx. Jan-Dec, 26 weeks average work time - see note 3)**

2. Emissions Factors from *Exhaust and Crankcase Emission Factors for Nonroad Engine Modeling -- Compression-Ignition, NR-009c,* (EPA420-P-04-009), April 2004. The Base or Tier 0 Technology Type was used to determine the emission factor.

3. HP for equipment engines obtained from *Rental Rate Blue Book for Construction Equipment*, Dataquest, 2006.

4. Equipment usage estimates based on a twelve-month construction period, however, not all equipment will run every day of the construction period. Use 10-hour days, six days per week, for 26 weeks as an average time for equipment usage.

5. Fuel type for all equipment used is diesel.

6. Totals by pollutant for project activity in bold.

7. Fugitive PM from Table 2 - Plaquemines Parish Fugitive Air Emissions, Levee Construction.

Levee Fugitive Air Emissions

Equipment	Estimated Numbers of Equipment	Equipment HP	W (Mean Vehicle Weight) [tons]	S (Surface material Silt Content) [%]	E (Emission Factor based on Total Suspended Particle) [lb/VMT]	VMT (Vehicle Miles Traveled) [m/day]	Fugitive Dust Emission per vehicle [lbs/day]	Fugitive Dust Emission per total vehicles [lbs/day]	Fugitive PM per day (tons)
Case Dozer	1	100	10	15	9.85	4	39.4	39.4	0.020
Caterpillar	4	150	18	15	12.83	4	51.3	205.3	0.103
Pickup Trucks	6	300	3	15	5.73	4	22.9	137.5	0.069
Air Compressor, 250 cfm	2	100	15	15	11.82	4	47.3	94.5	0.047
Excavator	4	300	70	15	23.64	4	94.6	378.2	0.189
Mack Truck	2	350	10	15	9.85	4	39.4	78.8	0.039
Utility Truck	1	350	8	15	8.91	4	35.6	35.6	0.018
Wood Chipper	1	10	0.1	15	1.24	4	5.0	5.0	0.002
Generator	2	15	0.1	15	1.24	4	5.0	9.9	0.005
Welder	1	35	1	15	3.49	4	14.0	14.0	0.007

Total Emissions Per Work Day (lbs)		470.6	998.2	0.499
Total Emissions (tons)				**77.86**

Notes:

1.

Daily Work Schedule (hours)	**10**	
Weekly Work Schedule (10-hour days)	**6**	**(Approx. 156 days of operations, 1560 hours of operation.)**
Project Length (weeks)	**26**	**(Approx. Jan-Dec, 26 weeks average work time - see note 3)**

2. Based on the USEPA AP-42, dated October 2001, Chapter 13, 13.2.2. Unpaved Roads.

3. Assumed 4 miles traveled per day.

4. HP and Mean Vehicle Weight for equipment engines obtained from *Rental Rate Blue Book for Construction Equipment*, Dataquest, 2006.

5. Equipment usage estimates based on a twelve-month construction period; however, not all equipment will run every day of the construction period. Use 10-hour days, six days per week, for 26 weeks as an average time for equipment usage.

Appendix L: Detailed Demographic and Census Data

Table 12: IER 13 EJ Project Area – Demographic and Income Data

General	**2000**	**2008**	**2013**
Population	1,165	1,519	1,629
Households	402	541	584
Families	298	392	420
Average Household Size	2.89	2.80	2.78
Owner Occupied Housing Units	362	501	537
Renter Occupied Housing Units	40	40	47
Median Age	35.1	38.5	40.0

Households by Income	**2000**		**2008**		**2013**	
	Number	Percent	Number	Percent	Number	Percent
< $15,000	157	41.1%	182	33.6%	174	29.8%
$15,000 - $24,999	53	13.9%	105	19.4%	120	20.5%
$25,000 - $34,999	55	14.4%	70	12.9%	63	10.8%
$35,000 - $49,999	30	7.9%	42	7.8%	52	8.9%
$50,000 - $74,999	55	14.4%	79	14.6%	88	15.1%
$75,000 - $99,999	9	2.4%	29	5.4%	43	7.4%
$100,000 - $149,999	6	1.6%	12	2.2%	19	3.3%
$150,000 - $199,999	0	0.0%	0	0.0%	1	0.2%
$200,000+	17	4.5%	22	4.1%	24	4.1%

	2000		**2008**		**2013**	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	313	26.9%	377	24.8%	413	25.4%
Black Alone	616	52.9%	853	56.2%	905	55.6%
American Indian Alone	179	15.4%	213	14.0%	231	14.2%
Asian Alone	8	0.7%	9	0.6%	9	0.6%
Pacific Islander Alone	0	0.0%	0	0.0%	0	0.0%
Some Other Race Alone	13	1.1%	17	1.1%	17	1.0%
Two or More Races	36	3.1%	50	3.3%	54	3.3%
Hispanic Origin (Any Race)	4	0.3%	6	0.4%	6	0.4%

Source: ESRI Business Analyst, 2008

Table 13: Plaquemines Parish – Demographic and Income Data

General	**2000**	**2008**	**2013**
Population	26,757	29,240	31,631
Households	9,021	10,143	11,073
Families	6,999	7,810	8,466
Average Household Size	2.89	2.83	2.81
Owner Occupied Housing Units	7,117	8,052	8,700
Renter Occupied Housing Units	1,904	2,091	2,373
Median Age	33.7	34.2	35.1

Households by Income	**2000**		**2008**		**2013**	
	Number	Percent	Number	Percent	Number	Percent
< $15,000	1,918	21.3%	1,817	17.9%	1,818	16.4%
$15,000 - $24,999	1,137	12.6%	1,102	10.9%	1,150	10.4%
$25,000 - $34,999	1,100	12.2%	1,272	12.5%	1,169	10.6%
$35,000 - $49,999	1,671	18.6%	1,612	15.9%	1,554	14.0%
$50,000 - $74,999	1,584	17.6%	2,092	20.6%	2,572	23.2%
$75,000 - $99,999	902	10.0%	1,095	10.8%	1,328	12.0%
$100,000 - $149,999	479	5.3%	838	8.3%	1,072	9.7%
$150,000 - $199,999	76	0.8%	136	1.3%	193	1.7%
$200,000+	134	1.5%	178	1.8%	214	1.9%

Median Household Income	$38,090	$44,371	$48,626

	2000		**2008**		**2013**	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	18,668	69.8%	20,408	69.8%	22,078	69.8%
Black Alone	6,258	23.4%	6,863	23.5%	7,424	23.5%
American Indian Alone	553	2.1%	564	1.9%	610	1.9%
Asian Alone	700	2.6%	674	2.3%	728	2.3%
Pacific Islander Alone	4	0.0%	7	0.0%	9	0.0%
Some Other Race Alone	194	0.7%	250	0.9%	270	0.9%
Two or More Races	380	1.4%	474	1.6%	512	1.6%
Hispanic Origin (Any Race)	433	1.6%	602	2.1%	653	2.1%

Source: ESRI Business Analyst, 2008

Table 14: Jefferson Parish – Demographic and Income Data

General	**2000**	**2008**	**2013**
Population	455,466	446,686	471,866
Households	176,234	172,601	182,882
Families	120,183	116,402	122,095
Average Household Size	2.56	2.57	2.56
Owner Occupied Housing Units	112,549	111,806	116,614
Renter Occupied Housing Units	63,685	60,795	66,268
Median Age	35.9	37.7	38.5

	2000		**2008**		**2013**	
Households by Income	Number	Percent	Number	Percent	Number	Percent
< $15,000	30,234	17.1%	25,166	14.6%	23,950	13.1%
$15,000 - $24,999	24,862	14.1%	20,649	12.0%	21,517	11.8%
$25,000 - $34,999	25,357	14.4%	23,095	13.4%	21,003	11.5%
$35,000 - $49,999	30,474	17.3%	29,008	16.8%	29,177	16.0%
$50,000 - $74,999	33,426	18.9%	35,616	20.6%	39,582	21.6%
$75,000 - $99,999	15,893	9.0%	18,556	10.8%	22,235	12.2%
$100,000 - $149,999	10,439	5.9%	13,733	8.0%	17,282	9.5%
$150,000 - $199,999	2,518	1.4%	2,994	1.7%	3,703	2.0%
$200,000+	3,221	1.8%	3,777	2.2%	4,426	2.4%
Median Household Income	$38,563		$43,828		$47,540	

	2000		**2008**		**2013**	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	318,002	69.8%	279,942	62.7%	295,723	62.7%
Black Alone	104,121	22.9%	124,474	27.9%	131,490	27.9%
American Indian Alone	2,032	0.4%	2,153	0.5%	2,274	0.5%
Asian Alone	14,065	3.1%	20,010	4.5%	21,138	4.5%
Pacific Islander Alone	154	0.0%	171	0.0%	180	0.0%
Some Other Race Alone	9,239	2.0%	10,737	2.4%	11,343	2.4%
Two or More Races	7,853	1.7%	9,199	2.1%	9,718	2.1%
Hispanic Origin (Any Race)	32,418	7.1%	35,976	8.1%	38,003	8.1%

Source: ESRI Business Analyst, 2008

Table 15: State of Louisiana – Demographic and Income Data

General	**2000**	**2008**	**2013**
Population	4,468,976	4,500,627	4,717,658
Households	1,656,053	1,683,990	1,776,640
Families	1,156,438	1,173,672	1,228,557
Average Household Size	2.62	2.60	2.58
Owner Occupied Housing Units	1,125,135	1,174,441	1,227,519
Renter Occupied Housing Units	530,918	509,549	549,121
Median Age	34.0	35.6	36.6

	2000		**2008**		**2013**	
Households by Income	Number	Percent	Number	Percent	Number	Percent
< $15.000	400,016	24.1%	345,777	20.5%	328,952	18.5%
$15.000 - $24.999	248,488	15.0%	223,858	13.3%	228,647	12.9%
$25.000 - $34.999	223,409	13.5%	216,003	12.8%	204,638	11.5%
$35.000 - $49.999	260,622	15.7%	260,976	15.5%	263,254	14.8%
$50.000 - $74.999	274,550	16.6%	308,014	18.3%	352,696	19.9%
$75.000 - $99.999	126,752	7.6%	160,294	9.5%	186,087	10.5%
$100.000 - $149.999	80,237	4.8%	116,016	6.9%	147,051	8.3%
$150.000 - $199.999	19,502	1.2%	24,720	1.5%	31,396	1.8%
$200.000+	23,531	1.4%	28,284	1.7%	33,869	1.9%
Median Household Income	$32,809		$38,063		$41,758	

	2000		**2008**		**2013**	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	2,856,161	63.9%	2,791,775	62.0%	2,886,476	61.2%
Black Alone	1,451,944	32.5%	1,512,095	33.6%	1,610,621	34.1%
American Indian Alone	25,477	0.6%	29,914	0.7%	33,139	0.7%
Asian Alone	54,758	1.2%	70,991	1.6%	80,555	1.7%
Pacific Islander Alone	1,240	0.0%	1,530	0.0%	1,728	0.0%
Some Other Race Alone	31,131	0.7%	36,450	0.8%	40,357	0.9%
Two or More Races	48,265	1.1%	57,872	1.3%	64,782	1.4%
Hispanic Origin (Any Race)	107,738	2.4%	122,882	2.7%	134,490	2.9%

Source: ESRI Business Analyst, 2008

Table 16: Demographic and Income Data Comparisons

	IER 13 EJ Project		Plaquemines and Jefferson		Louisiana	
	Number	Percentage	Number	Percentage	Number	Percentage
Individuals Living below the Poverty Line	352	30.0%	66,290	13.9%	851,113	19.60%
Disability Status*	714	61.3%	167,893	34.8%	1,615,523	38.90%
5-15 years old	6	0.5%	7,211	1.5%	68,916	1.70%
16-64 years old	387	33.2%	110,062	22.9%	1,055,200	25.40%
65+ years old	321	27.6%	50,620	10.5%	491,407	11.80%
Private vehicle	290	89.8%	202,678	92.3%	1,679,782	91.7%
Drove Alone	192	59.4%	172,381	78.4%	1,430,142	78.1%
Carpooled	98	30.3%	30,297	13.8%	249,640	13.6%
Other means (incl. worked at home)	33	10.2%	17,007	7.7%	151,275	8.3%
Linguistically isolated households	5	1.2%	4,845	2.6%	28,552	1.70%
Population whose primary language is not English	135	12.1%	30,549	15.2%	382,364	9.20%
Spanish	0	0.0%	14,566	7.3%	105,189	2.50%
Other-Indo-European languages	135	12.1%	10,392	5.2%	225,750	5.40%
Asian or Pacific Islander	0	0.0%	4,623	2.3%	41,963	1.00%
Other languages	0	0.0%	968	0.5%	9,462	0.20%

Source: U.S. Census Bureau, Census 2000; Summary File 1 (SF-1) and Summary File 3 (SF-3)

* SF-3 P41 File of all disabilities tallied for total non-institutionalized civilian population 5 year and over; universe defined as total population

Appendix M: Tribal Correspondence

immediately @ 1-800-522-6170 ext. 2137.

Sincerely,

Terry D. Cole
Tribal Historic Preservation Officer
Choctaw Nation of Oklahoma

By: _____
Caren A. Johnson
Administrative Assistant

CAJ: vr