



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

24 April 2009

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

**CLEAN WATER ACT, SECTION 404
RIVERS AND HARBORS ACT, SECTION 10
PUBLIC NOTICE**

**GREATER NEW ORLEANS HURRICANE AND STORM DAMAGE RISK
REDUCTION SYSTEM PROJECT
LAKE PONTCHARTRAIN AND VICINITY
EAST CITRUS LAKEFRONT LEVEE, ORLEANS PARISH, LOUISIANA
INDIVIDUAL ENVIRONMENTAL REPORT (IER) #6**

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

Project Authority. Reducing the level of risk in the New Orleans area was authorized mainly under the Department of Defense, Emergency Supplemental Appropriations to Address Hurricanes in the Gulf of Mexico, and Pandemic Influenza Act of 2006 (3rd Supplemental – Public Law [P.L.] 109-148, Chapter 3, Construction, and Flood Control and Coastal Emergencies); 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); and the U.S. Troop Readiness, Veterans' Care, Katrina Recovery, and Iraq Accountability Appropriations Act, 2007 House of Representatives 2206 (pg. 41-44) Title IV, Chapter 3, Flood Control and Coastal Emergencies, (5th Supplemental), General Provisions, Sec. 4302.

Location. The proposed action is located in New Orleans, Orleans Parish, Louisiana.

Project Description. The project area includes three Lake Pontchartrain and Vicinity (LPV) reaches (105, 106, and 107) where approximately 6 miles of levees, floodwalls, and floodgates extend from the Inner Harbor Navigation Canal (IHNC) and New Orleans Lakefront Airport east to Paris Road (Figure 1).

The proposed action is a component of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System (HSDRRS) and consists of realigning portions of LPV 105 and LPV 107 reaches and reconstructing all levees, floodwalls and floodgates to a grade that would achieve the 100-year level of risk reduction for the New Orleans metropolitan area. The LPV 106 levee would be raised to the 100-year level of risk reduction along its current alignment. Foreshore protection along LPV 106 would be maintained to the previously authorized elevation, which is equal to or greater than the 100-year level of risk reduction.

LPV 105

To provide 100-year level of risk reduction, 1,872 linear feet of T-wall would be constructed 300 feet south of the current floodwall alignment to a height of +15.5 feet North American

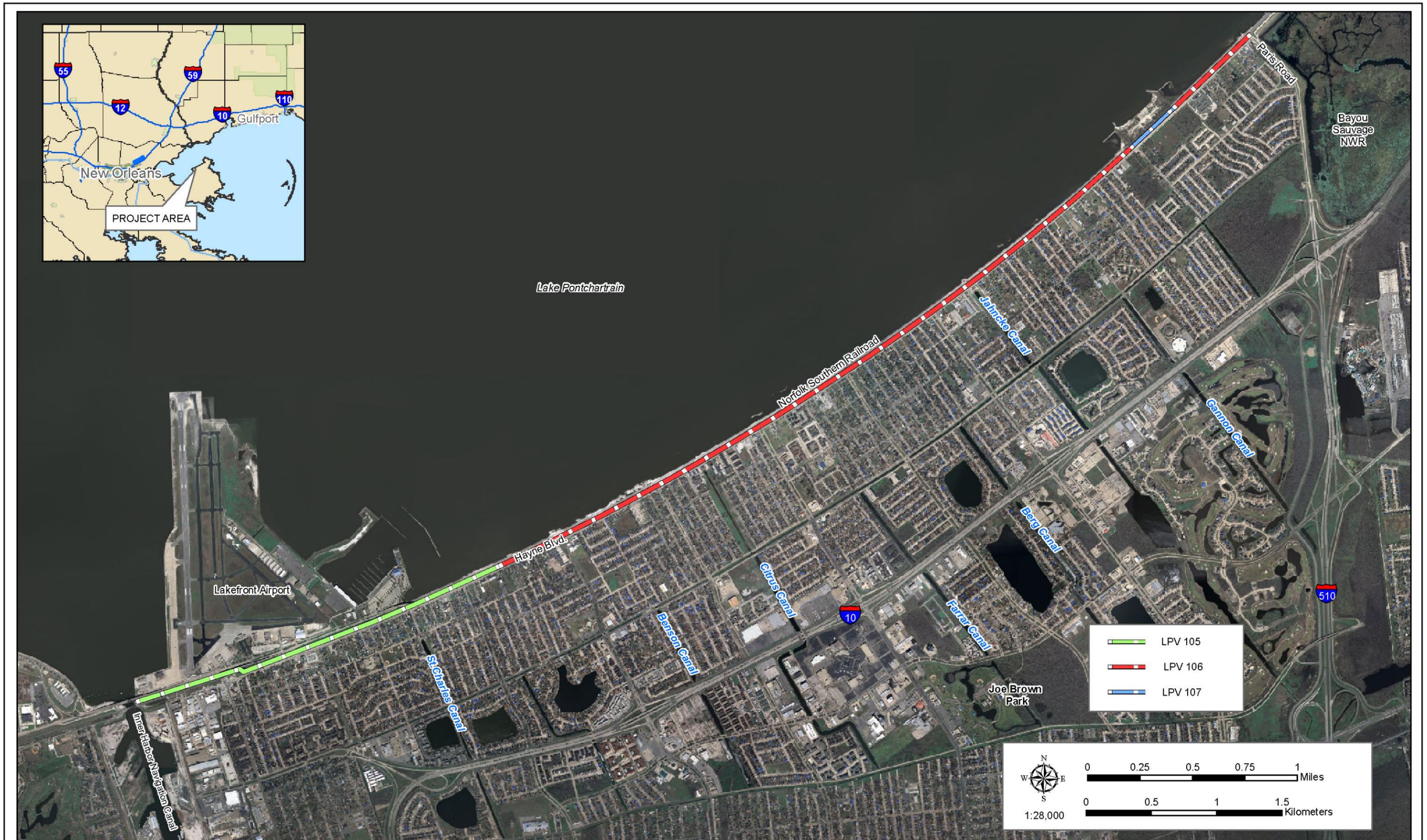


Figure 1. The project area includes three LPV reaches (105, 106, and 107) where approximately 6 miles of levees, floodwalls, and floodgates extend from the Inner Harbor Navigation Canal (IHNC) and New Orleans Lakefront Airport east to Paris Road.

Vertical Datum (NAVD) 88 (south of the Norfolk Southern Railroad [NSRR]). This would require construction of a new 80-foot-wide floodgate at the floodwall's crossing of Downman Road. The I-wall and floodgates (railroad and vehicular) associated with the current I-wall alignment would not be improved. Existing elevations of levees and floodwalls vary, and range from +11.0 to +14.0 feet, as referenced to NAVD 88.

The eastern portion of LPV 105 (east of the Alabama Street-Hayne Boulevard intersection), comprises 7,338 linear feet of I-wall and earthen levee. Within its current alignment, the I-wall would be demolished and replaced with a T-wall type floodwall at a height of +15.5 feet NAVD 88 and 2,185 linear feet of existing levee (from east of Lamb Road to west of Danube Road) would be raised to a height of +15.5 feet NAVD 88. No floodgate construction would be required.

No dredge of fill operations would be required for the LPV 105 reach.

LPV 106

The LPV 106 reach includes 4.18 linear miles of levee improvements. The existing levee crown would initially be lowered to create a working platform for construction equipment and a cutoff wall would be constructed. After completion of the cutoff wall construction, the levee elevation would be raised to an elevation, with appropriate side slopes, that would not settle below a net grade of approximately +13.5 feet NAVD 88 in 10 years. The protected side of the levee slope would be excavated and a curb constructed along the levee toe at Hayne Boulevard. Two gate structures bounded by I-walls that isolate Citrus and Jahncke pump stations from Lake Pontchartrain would be reconstructed as part of the replacement of the I-walls with T-walls at the gate structures. All work would be within the existing levee footprint.

Riprap foreshore protection along Lake Pontchartrain would be raised to reduce erosion and wave impact on the LPV 106 levee, and a concrete slab would be constructed along the existing flood side of the levee slope, adjacent to the NSRR tracks. Approximately 80,000 cubic yards of riprap would be required to raise levee foreshore protection to an elevation that would not settle below a net grade of approximately +14 feet NAVD 88 in 10 years. It is anticipated that riprap would be transported to the Lake Pontchartrain shoreline by barge and placed from equipment stationed on barges in the lake and from trucks and equipment accessing the foreshore protection from the shoreline. To provide barge access, previously authorized channels, evaluated in the 1984 Environmental Impact Statement for LPV projects, would be re-dredged in Lake Pontchartrain perpendicular to the shoreline at approximately 1 mile intervals. Four offshore to inshore access channels would be re-dredged to allow the tug boat and barge to approach the construction area. Channel dimensions would be approximately 10 feet deep, 100 feet wide at the channel bottom, and between 1,448 and 1,409 feet long with 2:1 side slopes. The re-dredging would excavate approximately 162,000 cubic yards of material. Dredged materials (tailings) would be placed within a 178-foot wide area located on one side of and parallel to the dredged channel. The width of the channel and dredge material placement area would create a 400-foot wide footprint, which includes the 140-foot wide channel (top width; 100-foot wide bottom width), the 178-foot wide dredge material stock pile and the space between dredge pile and channel. The channel excavation and stockpiled sediments are expected to directly impact 61.1 acres of lakebed. Placement of 13,333 cubic yards (of the 80,000 cubic yard total) of riprap for foreshore protection would permanently fill approximately 7 acres of intertidal/subtidal habitat. The remaining riprap would be placed on top of the existing riprap. After construction activities have been completed, dredged material would be used to backfill the dredged access channels.

LPV 107

LPV 107 elevations of the existing I-walls are +11 feet NAVD 88 and the elevation of the T-wall is +10.5 feet NAVD 88 (except over the top of the floodgate, where the T-wall elevation is +16.5 feet NAVD 88). LPV 107 would replace existing I-wall and earthen levee with an earthen levee along a new alignment at an elevation that would not settle below net grade of approximately +13.5 feet NAVD 88. The existing levee and floodwall alignment would be shifted approximately 12 feet south (further away from the NSRR embankment), aligning 1,472 linear feet of new levee with the LPV 106 alignment. The earthen levee would be constructed with appropriate side slopes and a mechanically stabilized earthen wall along Hayne Boulevard. Improvements to subgrade soils below the new levee would be accomplished through deep soil mixing. The existing floodgate would be replaced with a new floodgate for access to the Lincoln Beach area.

No dredge or fill operations would be required for the LPV 107 reach.

The proposed action itself consists of measures to minimize the adverse effects of storm water erosion and thus requires no separate measures or controls for compliance with CWA Section 402(p) and LAC 33:IX.2341.B.14.j.

Discharges by Others. No discharges are anticipated by others.

Other Information. On August 29, 2005, Hurricane Katrina caused major damage to the Federal and non-Federal flood control and storm damage risk reduction systems in Southeast Louisiana. Hurricane Rita followed this storm on September 24, 2005, and made landfall on the Louisiana-Texas state border, causing damage to the HSDRRS in southern Louisiana. Since the storms, the U.S. Army Corps of Engineers (USACE) has been working with state and local officials to restore the Federal and non-Federal flood control and HSDRRS and related works in the affected area.

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

Properties Adjacent to Disposal Sites. The proposed action is adjacent to southern shore of Lake Pontchartrain extending from the IHNC and New Orleans Lakefront Airport east to Paris Road. On the inland side, the project corridor is bordered by the Louisiana Department of Transportation and Development's right-of-way for Hayne Boulevard; the NSRR lies between the levee and the foreshore protection.

Status of IER #6 and Other Environmental Documents. IER #6 has been prepared to address the proposed action and alternatives for this reach of the LPV project in accordance with the National Environmental Policy Act (NEPA) of 1969 and the President's Council on Environmental Quality's (CEQ) Regulations (40 CFR §1500-1508), as reflected in the USACE Engineering Regulation, ER 2002-2. 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. The CEMVN implemented Alternative Arrangements on March 13, 2007, in coordination with CEQ. This process was implemented to expeditiously complete environmental analyses for any changes to the authorized system and the 100-year level of the HSDRRS authorized and funded by Congress and the Administration. The proposed actions are located in southeastern Louisiana and are part of the Federal effort to rebuild and complete construction of the HSDRRS in the New Orleans Metropolitan area as a result of Hurricanes Katrina and Rita.

Environmental compliance for the proposed action would be achieved upon: coordination of the draft IER and with appropriate agencies, organizations, and individuals for their review and comments; U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS) confirmation that the proposed action would not be likely to adversely affect any endangered or threatened species; Louisiana Department of Natural Resources concurrence with the determination that the proposed action is consistent, to the maximum extent practicable, with the Louisiana Coastal Resources Program; receipt of a Water Quality Certificate from the State of Louisiana; public review of the Section 404(b)(1) Public Notice; signature of the Section 404(b)(1) Evaluation; receipt of the Louisiana State Historic Preservation Officer Determination of No Affect on cultural resources; receipt and acceptance or resolution of all USFWS Fish and Wildlife Coordination Act recommendations; receipt and acceptance or resolution of all Louisiana Department of Environmental Quality comments on the air quality impact analysis documented in the IER; and receipt and acceptance or resolution of all NMFS Essential Fish Habitat recommendations. The IER #6 Decision Record would not be signed until the proposed action achieves environmental compliance with applicable laws and regulations, as described above.

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

- U.S. Environmental Protection Agency, Region VI
- U.S. Department of the Interior, Fish and Wildlife Service
- U.S. Department of Commerce, NOAA, National Marine Fisheries Service
- U.S. Coast Guard, Eighth District
- Louisiana Department of Environmental Quality
- Louisiana Department of Natural Resources
- Louisiana Department of Wildlife and Fisheries
- Louisiana Department of Transportation and Development
- Louisiana State Historic Preservation Officer
- Governor's Executive Assistant for Coastal Activities

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

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

Public Involvement. Extensive public involvement has been sought on the proposed action. The LPV projects analyzed in IER #6 were publicly disclosed and described in the Federal Register on March 13, 2007 and on the website, www.nolaenvironmental.gov. Scoping for IER #6 was initiated on March 12, 2007 through advertisements and public notices placed in *USA Today* and *The New Orleans Times Picayune*. Nine public scoping meetings were held

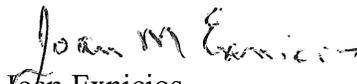
throughout the New Orleans metropolitan area between March 27 and April 12, 2007. Public meetings have continued to be held in the metropolitan area to keep stakeholders advised of the project's status.

Interested parties may express their views on the disposal of material associated with the proposed action or suggest modifications. All comments postmarked on or before the expiration of the comment period for this notice will be considered.

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

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

For further information regarding the proposed action, please contact Mr. Gib A. Owen at (504) 862-1337. Mr. Owen's FAX number is (504) 862-2088 and his E-mail address is Gib.A.Qwen@usace.army.mil.


Joan Exnicios
Acting Chief, Environmental Planning
and Compliance Branch

COMMENT PERIOD FOR THIS PUBLIC NOTICE EXPIRES: 23 MAY 09