



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

March 25, 2010

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  
LAKEFRONT TO MICHLOUD CANAL ORLEANS PARISH, LOUISIANA  
INDIVIDUAL ENVIRONMENTAL REPORT NEW ORLEANS EAST IER #7  
MODIFICATIONS TO LPV 109 AND LPV 111**

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 authorized action is a component of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System (HSDRRS) and consists of realigning portions or 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, which was described in “Final Individual Environmental Report Lake Pontchartrain and Vicinity New Orleans East Lakefront to Michoud Canal Orleans Parish, Louisiana (IER #7)”. The proposed work would include two reaches within the larger IER #7 project area. LPV 109 runs from the northeast corner of the New Orleans East Lakefront Levee (also known as Southpoint) to the CSX Railroad (denoted as LPV 110 on figure 1). LPV 111 runs from the CSX railroad to the Michoud Canal, along the Gulf Intracoastal Waterway (figure 1). Changes to the Government-approved action include the following:

- a temporary traffic control bridge on Interstate 10 (I-10) across Irish Bayou within the LPV 109 reach

- the expansion of the limits of construction of the LPV 109 levee/highway tie-ins and at the Highway 90 and Interstate 10 crossings
- expansion of the LPV 111 limits of work to include the entire existing Right-of-way
- barge access locations along LPV 111
- raising and relocation of U.S. Fish and Wildlife Service (USFWS) pump stations on LPV109 and LPV 111, and provision of temporary pumps during construction

The proposed modifications would have an additional incremental impact of 100.13 acres of wetland and 6.76 acres of waters of the U.S. This acreage is in addition to the 352.1 acres of wetland impact disclosed in IER #7, for a total impact to 458.09 acres of wetlands and waters of the U.S. for these reaches.



Figure 1: Project Area for LPV 108, 109, 110, and 111; New Orleans East Lakefront to Michoud Canal (IER #7)

### ***LPV 109: I-10 Crossing***

IER 7 described the authorized I-10 crossing to include the raising of the existing levee structure and highway earthen ramp to the 100-year level of risk reduction, with a minimum net elevation of +19.0 feet NAVD 88. Further analysis determined that an elevation of +16.5 feet NAVD 88 would be necessary to reach the 100-year level of risk reduction. IER 7 also provided limits of work for the I-10 crossing. However, as designs were further developed for this reach, the need for expanded limits of work was revealed and a temporary traffic control bridge across Irish Bayou is now proposed to complete the project. The expanded limits of work are needed to accommodate temporary construction easements during construction and permanent ramp side slopes. The temporary bridge is needed to accommodate the traffic control plan given the geometry of the raised ramp.

The Louisiana Department of Transportation and Development (LADOTD) requires compliance with their design criteria for a 60 mile per hour detour to ensure public safety. Various alternatives that would shift traffic from the detour to the existing traffic lanes before the bridges were considered in order to avoid the need for a temporary bridge detour structure. However, those alternatives could not be designed without violation of one or more of LADOTD's design criteria. The horizontal curvature at which any lane shifts can occur during construction of the I-10 crossing is dictated by DOTD standards, to ensure that the lane shift can be safely driven given the road's slope and speed limit, among other factors. The LADOTD standards require a minimum horizontal curve (thus length) to shift detour lanes which cannot be accommodated between the I-10 crossing and the existing Irish Bayou Bridge. The only alternative that meets the design criteria requires a 1500 foot detour shift using the median as the detour, and a temporary bridge structure. A temporary bridge provides the safest detour route for the travelling public and minimizes the potential for vehicular accidents.

The I-10 is designated as the primary hurricane evacuation route from the New Orleans area to the east. The LADOTD requested that all six lanes of travel remain open during construction to accommodate emergency operations and maintain the highway's current capacity for daily traffic flow. I-10 is a six lane divided highway. Both eastbound and westbound sections consist of three 12-foot lanes and two 10-foot shoulders that are separated by a 40-foot median. The construction of the raise will be divided into 3 phases. The ramp construction includes a temporary traffic control plan to provide a minimum of three traffic lanes in each direction continuously through the life of the construction project.

In phase 1, westbound traffic will be shifted south onto the existing median and the eastbound pavement will be widened to accommodate six lanes of traffic. All six temporary lanes would be reduced in width and separated by a temporary concrete traffic barrier. During construction to the new height, a temporary retaining wall would be constructed to facilitate the construction of the raised profile of the westbound lanes. Three 12-foot lanes and the outside 12-foot shoulder would also be constructed during this phase. In phase 2, westbound traffic would be shifted to the new pavement and the eastbound traffic would move to the temporary pavement constructed in the median during phase 1 (figure 2). Again a temporary retaining wall would be constructed to facilitate the construction of the raised profile of the eastbound lanes, and three 12-foot lanes

and the outside 12-foot shoulder would be constructed in phase 2. In phase 3, the eastbound traffic would be moved to their permanent location. The inside median, once used for temporary traffic lanes, would be raised to the elevation of the new driving surface, and the remaining 12-foot inside shoulders would be constructed.

The length required for shifting traffic to the median was inadequate in the original design; a detour could not be constructed under the constraints of complying with Louisiana Department of Transportation and Development (LADOTD) design criteria, and staying within the original IER 7 limits of construction by avoiding the existing bridges. Constructing a temporary bridge structure across Irish Bayou between the existing bridges is necessary because it allows the traffic shifts to extend beyond the existing bridges, and proceed through the construction zone in a safe and acceptable manner.

The temporary bridge across Irish Bayou would be approximately 400 feet long, and consist of four 100 foot spans, supported on 2 bents per span with 4 steel piles each. The bridge would be approximately 43 feet wide and transition to the temporary roadway surface with 2 abutments each supported on 8 steel piles at the bank line (figure 3). The existing riprap along the bank of Irish Bayou and natural ground at the abutments would be cleared of vegetation and approximately 700 cubic yards of fill would be used to bring the natural ground surface up to the required temporary roadway surface. All work would take place within existing LADOTD Right-of-Way (ROW).

It is anticipated that the abutments would be constructed first. The first bents would be constructed from the bank and the first span would be put in place. Other span and supports would be built using the previous spans as a working surface. The temporary bridge would be required for approximately 18 months. The contractor would be required to deconstruct the temporary bridge and return the affected site back to its pre-construction condition at the end of the construction. Equipment used will include but not limited to: bulldozers, compactors, dump trucks, concrete mixers, cranes and pile driving equipment.

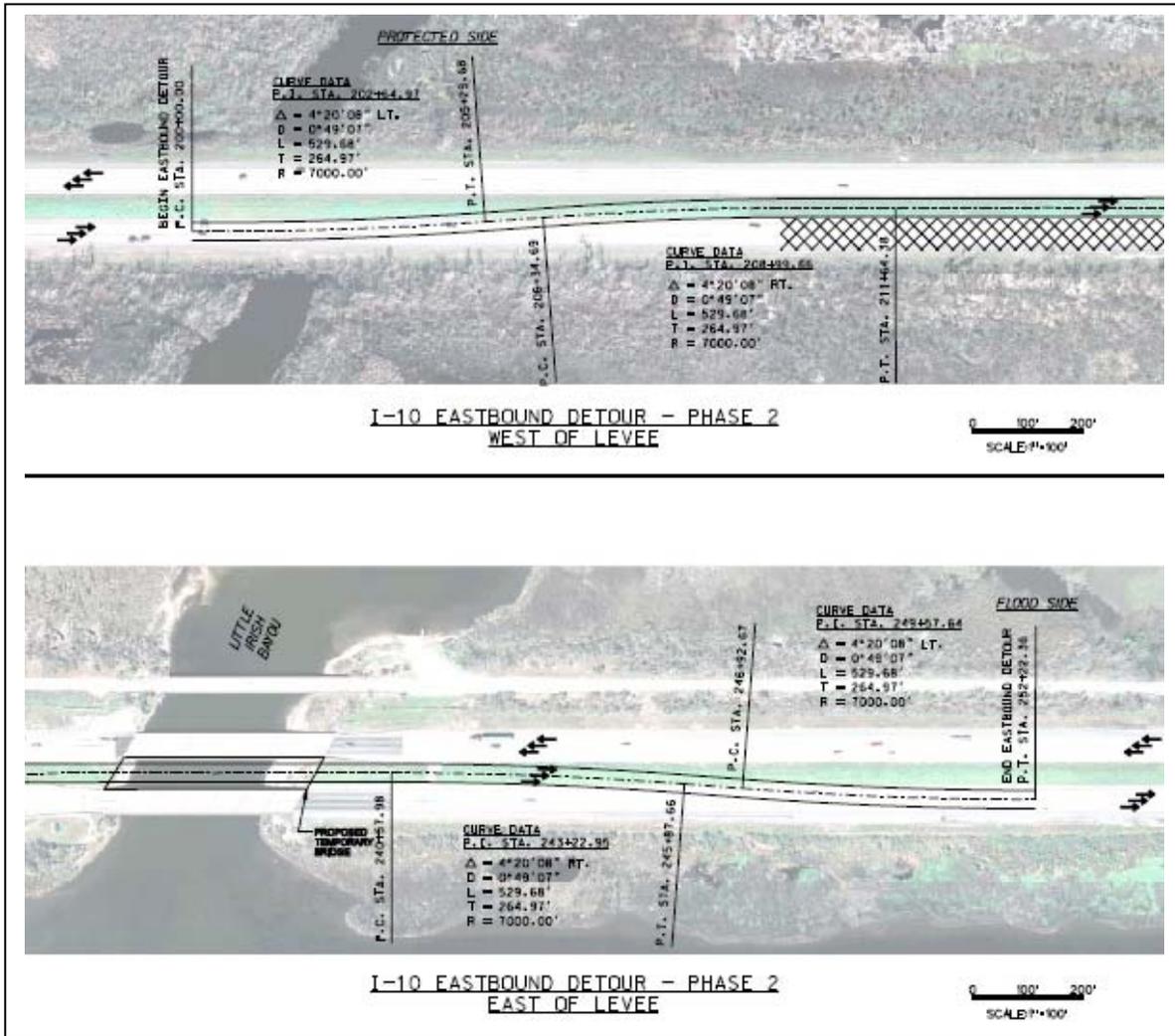


Figure 2: Phase 2 of I-10 ramp construction traffic detour

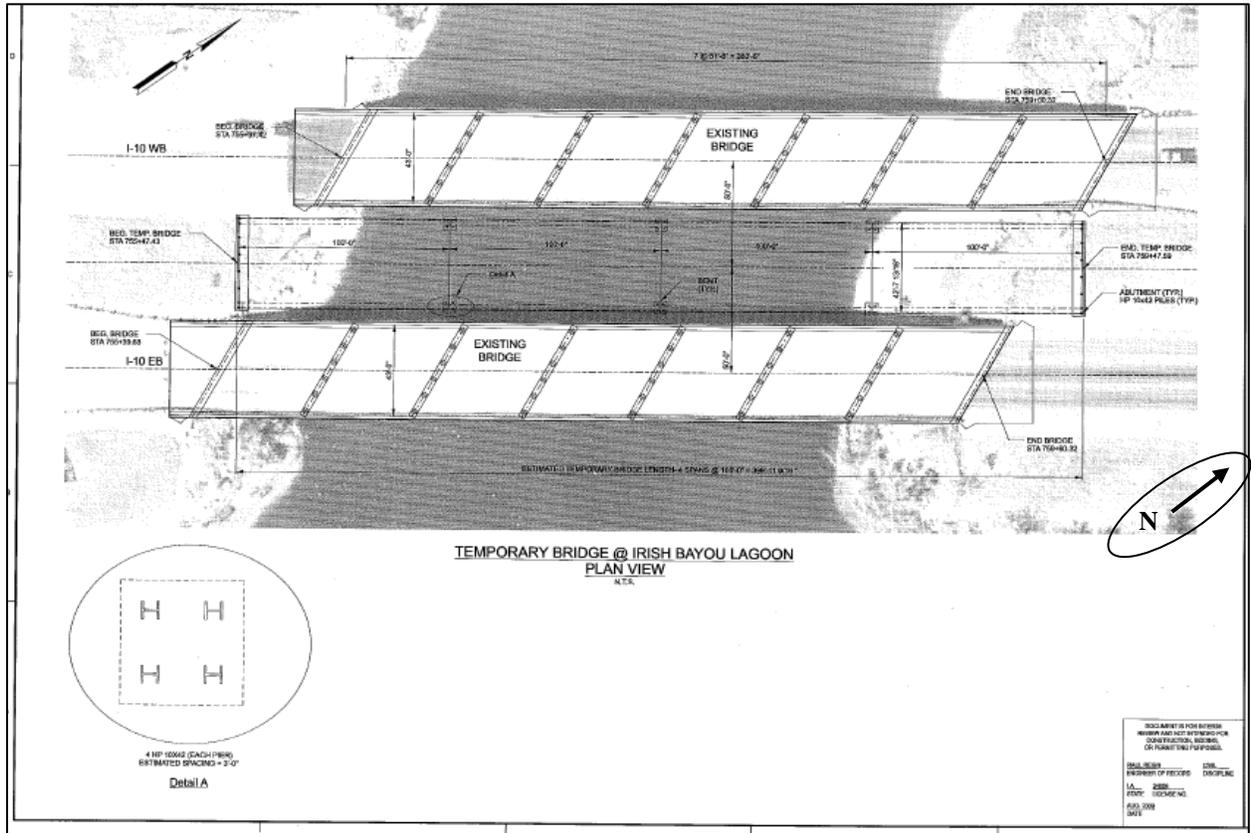


Figure 3. Construction plan view of the temporary traffic control bridge and detail for placement of H-piles.

IER 7 provided limits of work for the I-10 crossing. The proposed action includes expansion of these limits (figure 4). The required footprint for the earthen ramp would be widened by approximately 50-100 feet on each side of the highway, and a temporary construction easement is needed between the new earthen ramp toe and the limits of the LADOTD ROW.

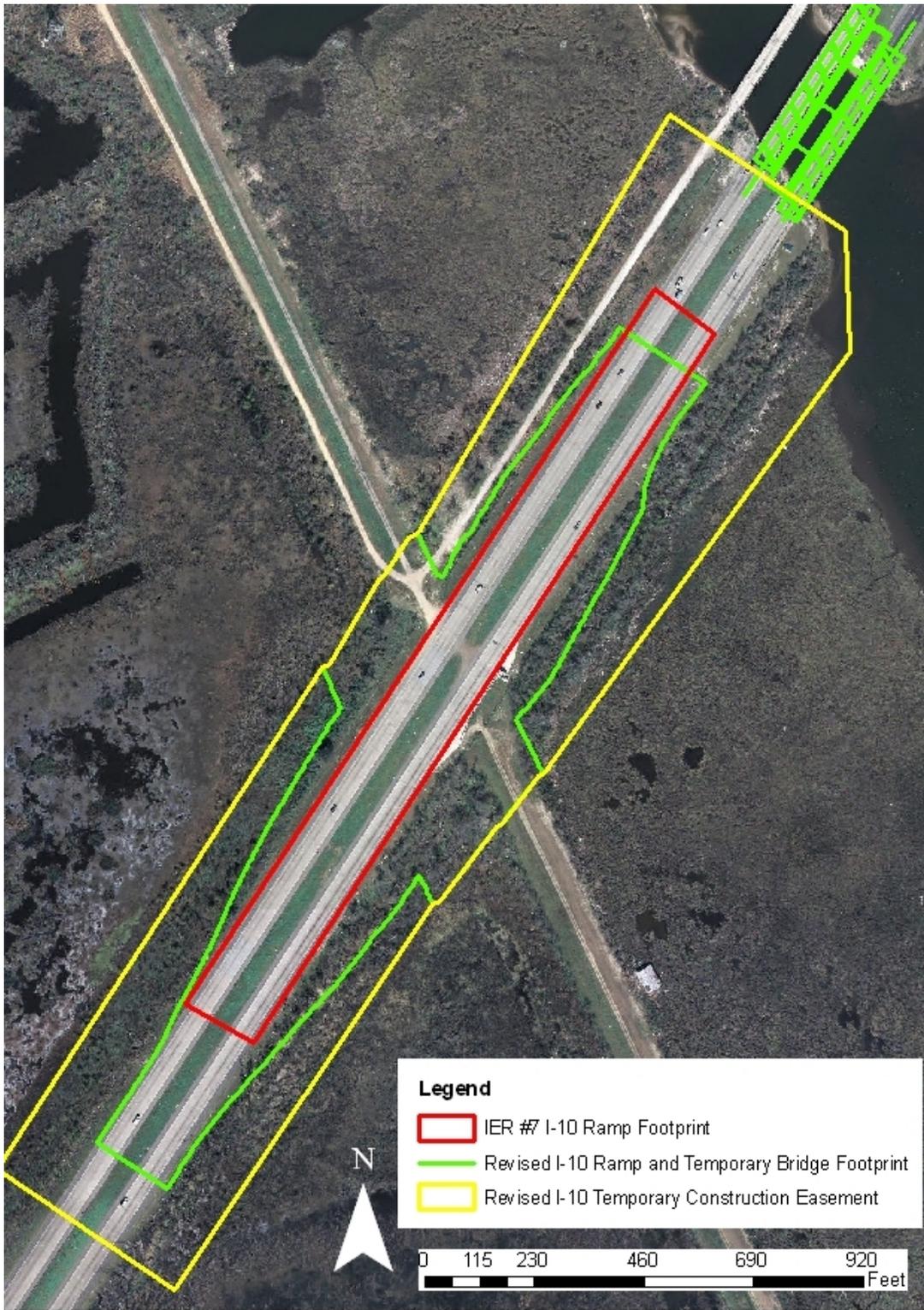


Figure 4: I-10 ramp expanded footprint

### *US-90 Highway Crossing*

IER 7 provided limits of work for reach LPV 109.02c (US-90 Highway Crossing). The proposed action includes slightly expanded limits of work along the highway. For the new gate at US-90, the highway requires widening of approximately 25 feet on either side of the highway near the new gate to accommodate a safe distance buffer around the gate center post (figure 5).

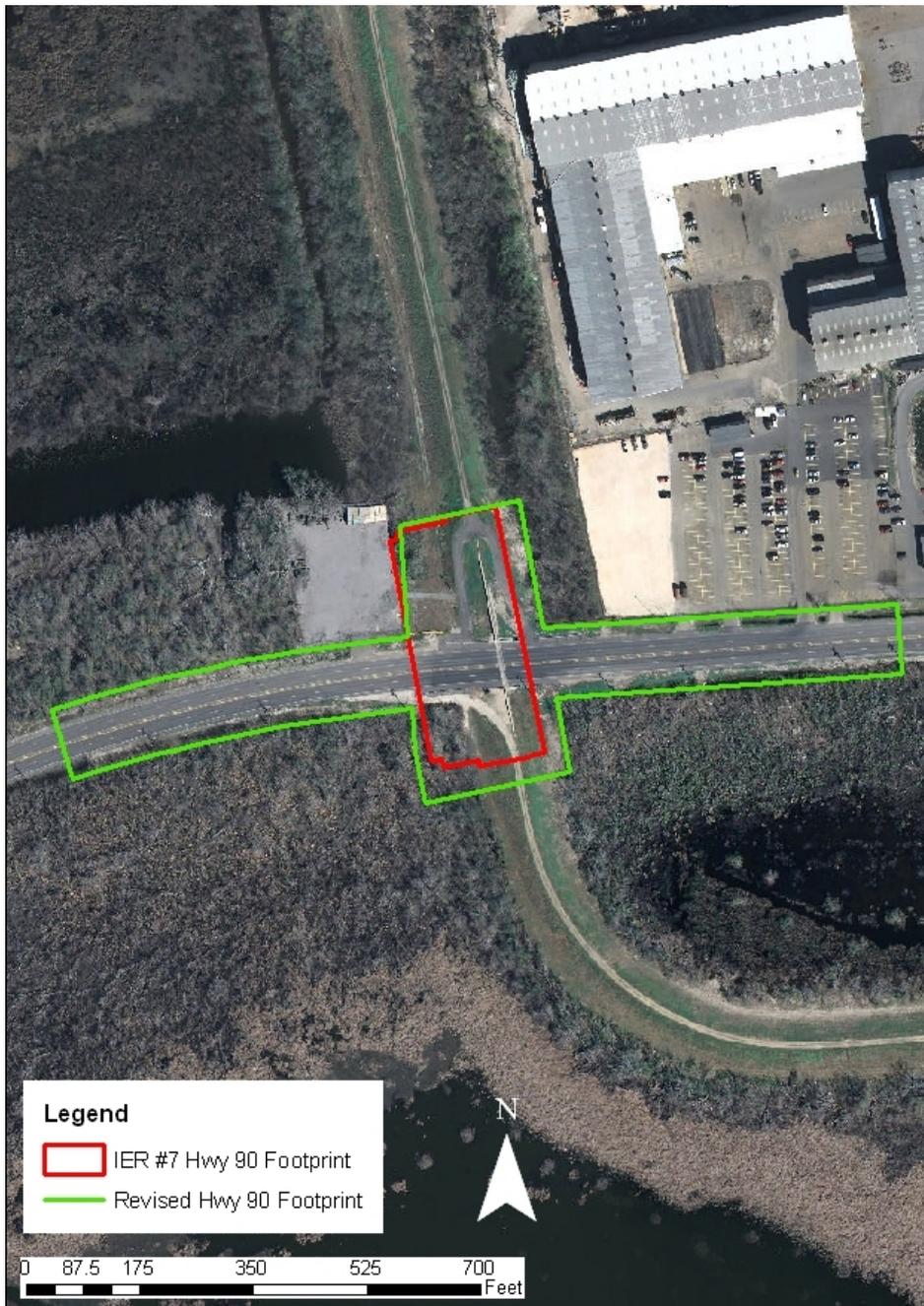


Figure 5: Highway 90 expansion

### *Levee/Highway Tie-ins*

During subsequent design, the tie-ins between the US-90, US-11 and I-10 highway crossings and the LPV 109 levee reach were revised to ensure seamless transitions between these features (figure 6). Although these transitions were shown in IER #7, the acreage of wetlands impacted by the transitions was not incorporated into the Wetland Value Assessment and therefore not captured in the total acres of impact disclosed in IER #7.



Figure 6: Example of refined tie-ins (indicated with yellow arrows) between LPV 109 levee and highway crossing

## *LPV 111*

IER 7 provided limits of work for the LPV 111 reach. This footprint did not account for the adjacent construction access necessary to conduct the construction for this reach; it included only the final toe to toe dimensions. This modification would provide an additional 5 to 90 feet on the flood side and protected side of the 28,069 feet of levee (the additional area varies along the reach) for construction access (figure 7). The widened footprint would extend to the limits of the existing levee ROW which was utilized to construct the original LPV 111 levee reach.



Figure 7: Example of expanded footprint for LPV 111

IER 7 anticipated delivery of cement to the LPV 111 reach by barge; however, it was anticipated that the cement delivered by barge would be pumped from barges in the Gulf Intracoastal Waterway (GIWW) across the wetlands so that no wetlands would be disturbed during the delivery. It is now anticipated that borrow material would also be delivered to the LPV 109 reach via barge along the LPV 111 reach. However, because clay material cannot be pumped, barge offload sites must be used. In cooperation with National Marine Fisheries Service, USFWS and Bayou Sauvage National Wildlife Refuge, six eroding access sites were identified for barge offload sites which minimize the impacts to marsh in this area (figure 8).

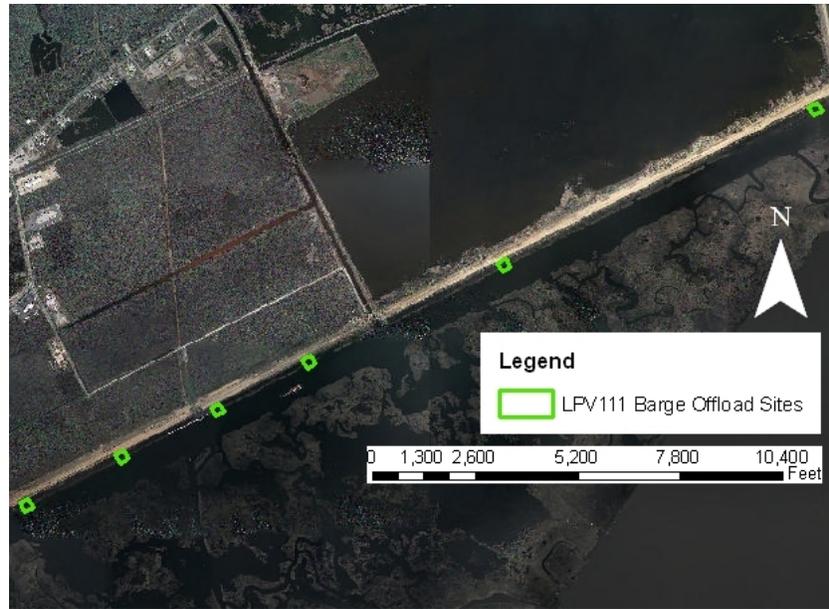


Figure 8: LPV 111 barge offload sites

The barge offload sites would be designed to minimize impacts to the floodside wetlands along the GIWW. At each site, decking would be supported by approximately 18 piles at a height that allows adequate light to reach the marsh under the decking (figure 9). Flat top deck barges would be temporarily docked just off the marsh, and borrow would be moved via bulldozer, track hoe or similar machinery from delivery barges adjacent to the deck barges or the deck barge itself, across the decking, to trucks within the LPV 111 Levee ROW. These sites would be no larger than 250 feet wide, and would span the area from the levee ROW to the GIWW. After the delivery of all clay material is complete and these offload sites are no longer needed, the contractor will be required to remove the piles, barge and decking.

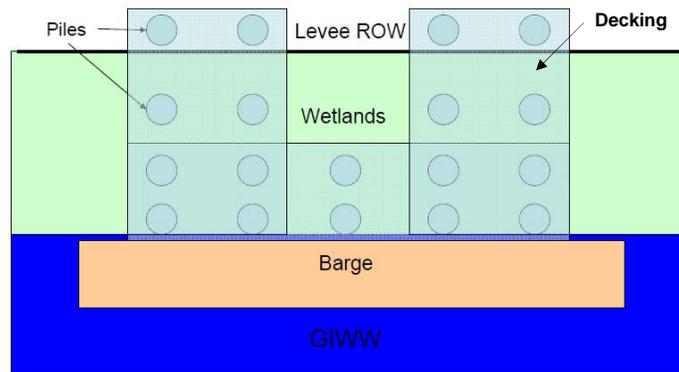


Figure 9: Conceptual barge offload site design

### ***LPV 109 and LPV 111: Fish and Wildlife Pump Stations***

IER 7 described that the LPV 109 levee center line would be shifted to the protected side as much as 61 feet. Because of this shift in the centerline and raising the LPV 109 and LPV 111 levee to the 100 year elevation, modifications to the two existing USFWS pump stations located along the LPV 109 and one station located along the LPV 111 levee are necessary to maintain pumping capacity with raising the discharge pipe over new levee elevation. These proposed modifications include the following: raising and relocating the pump stations; replacement of the pump, gear, engine, formed suction intake, control panels, and 36" discharge pipe and appurtenances; installation of temporary cofferdams at the intake and discharge sites; installation of temporary piers, platforms and pumps during construction; and limited excavation within the existing right-of-way. Minor structural modifications may be needed depending upon the loading requirements for the new equipment, relocation of the access bridge, and removal and replacement of the chain link fence.

During the raising and relocation of these pump stations, temporary pumps would be provided to ensure current pump capacity is maintained during construction (figure 10). Two possible layouts are proposed for the temporary pump and discharge. Figure 10 shows one conceptual layout; the second possible layout would be similar to that shown in figure 10 but would be located on the other side of the existing station.

The temporary pump, as proposed, would consist of a diesel-powered, hydraulically driven pump with 30-inch diameter steel discharge pipe. The temporary pump would be located on a small floating barge moored by spud piles. The barge would be positioned adjacent to the existing intake of the pump platform. It is necessary to locate the intake there so that the temporary pump does not scour the existing mud bottom. Access to the pump would either be by ladder or gangway from the pump platform or by boat.

The discharge line would be routed around the section of levee in front of the station which would be temporarily degraded to approximately El. 5.0 to install the soil-cement elements. The

discharge would be at the same location as the existing discharge. The temporary discharge pipe would be supported by a small, spud-anchored floating barge.

To install, access, and operate the temporary pumping system, it is necessary to acquire temporary construction easement so that the Contractor can position a crane with sufficient reach to install the floating barge, and pump and drive the barge's spud piles. To support the weight of this crane, it is likely that a working platform with several feet of rock would need to be placed in one of the additional easements, and the crane matted to further spread the load out. These construction easements would be adjacent to the existing pump station and discharge pipe. Once the relocated pump stations are operational, all temporary features will be removed.

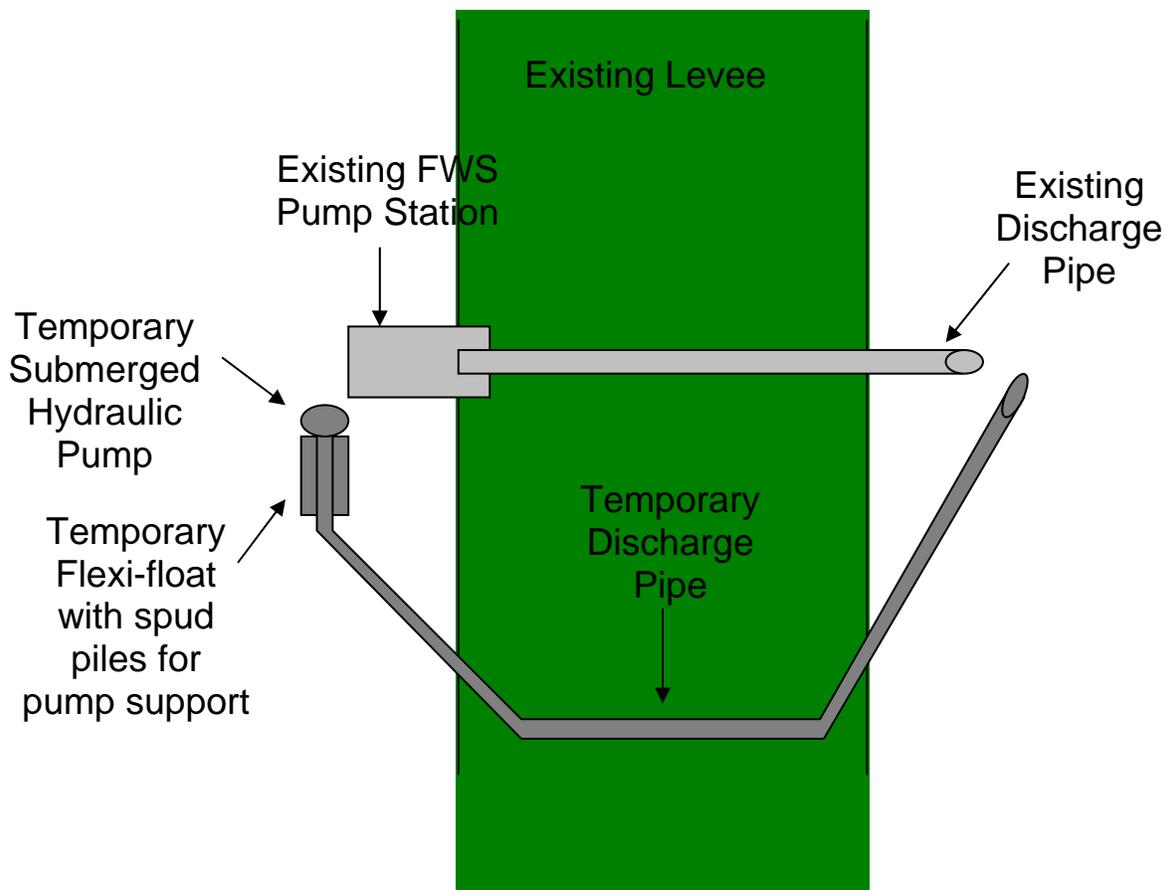


Figure 10: Temporary pumping system for LPV 109 and LPV 111 Fish and Wildlife Service Pump Stations

### ***Staging areas: Acreage calculation adjustments***

Although all staging areas to be used for reaches LPV 109, LPV 110 and LPV 111 were shown on the maps in IER #7, the temporary wetland impacts were not fully captured in the 15 June

2009 Coordination Act Report. This acreage of impact was revisited by USFWS and adjusted accordingly in this Supplemental IER.

*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 bordered by Lake Pontchartrain, the Norfolk Southern Railroad, Bayou Sauvage National Wildlife Refuge, CSX Railroad, Louisiana Department of Transportation and Development highway rights-of-way, private properties at the highway crossings of LPV 109, and the GIWW.

Status of IER #7, IERS #7 and Other Environmental Documents. The CEMVN Commander signed the Decision Record for IER #7 on 19 June 2009, 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](http://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.

The impacts of proposed modifications to the Government-approved action in IER #7 are analyzed in IER #7 Supplemental, which has been released for a 30-day public review period concurrently with this public notice. Environmental compliance for the proposed action would be achieved upon: coordination of this Individual Environmental Report 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. Construction of the proposed modification would not commence until the modification 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.

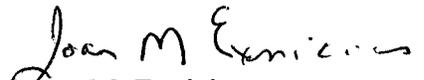
Public Involvement. Extensive public involvement has been sought on the proposed action. The LPV projects analyzed in IER #7 were publicly disclosed and described in the Federal Register on March 13, 2007 and on the website, [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov). Scoping for IER #7 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. Public meetings pertaining to IER #7 were held on July 24 and October 25, 2007; March 10, April 29 and August 29, 2008; and May 14, 2009.

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 Ms. Laura Lee Wilkinson (504) 862-1212. Ms. Wilkinson's FAX number is (504) 862-1557 and her E-mail address is [Laura.L.Wilkinson@usace.army.mil](mailto:Laura.L.Wilkinson@usace.army.mil).

  
Joan M. Exnicios  
Chief, Environmental Planning  
and Compliance Branch

COMMENT PERIOD FOR THIS PUBLIC NOTICE EXPIRES: April 23, 2010