



US Army Corps
of Engineers
New Orleans District

RIVERSIDE

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2009 Special edition

Plaquemines Parish Hurricane risk reduction

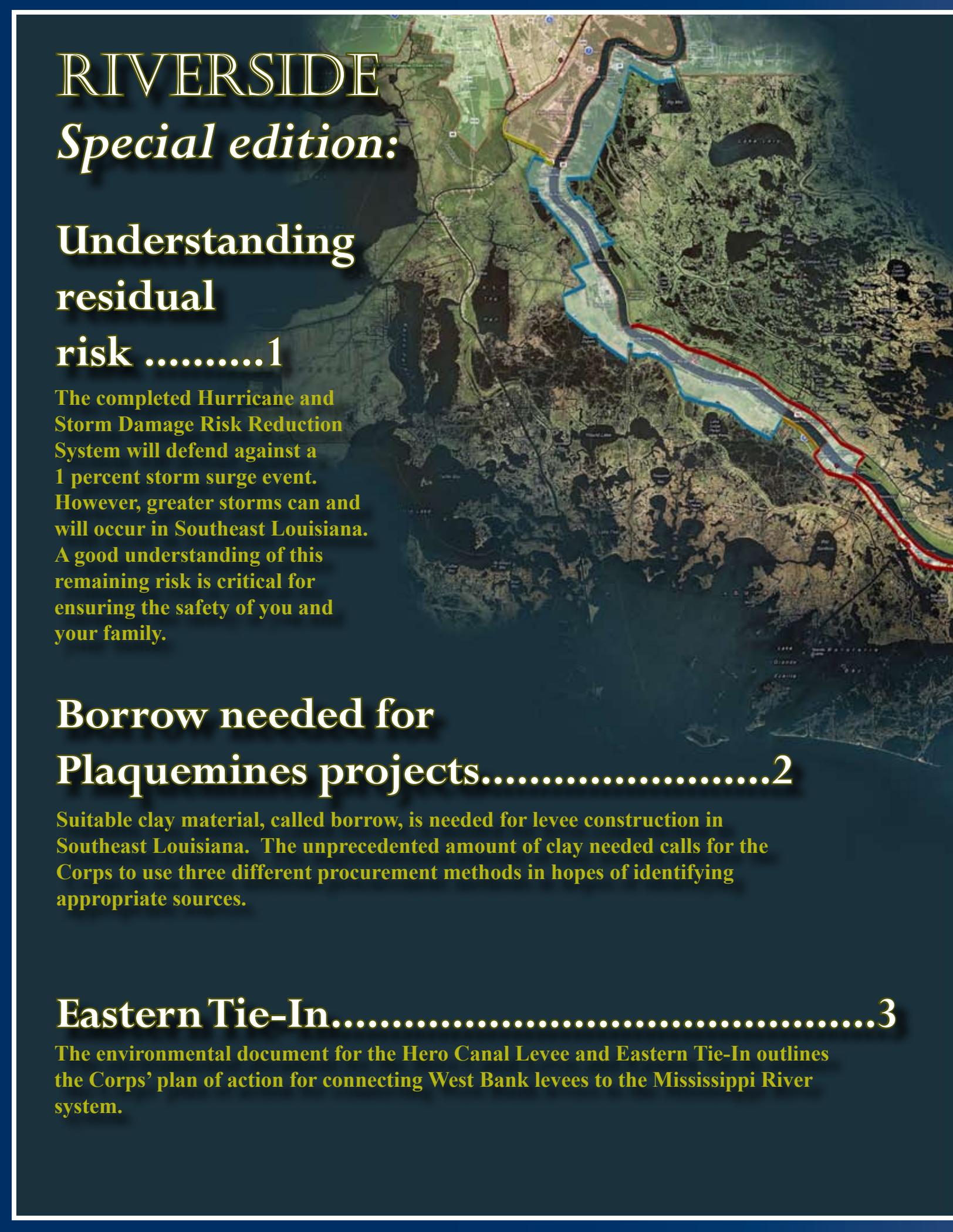
New Orleans to Venice

Borrow



Non-Federal Levees

Eastern Tie-In



RIVERSIDE

Special edition:

Understanding residual risk1

The completed Hurricane and Storm Damage Risk Reduction System will defend against a 1 percent storm surge event. However, greater storms can and will occur in Southeast Louisiana. A good understanding of this remaining risk is critical for ensuring the safety of you and your family.

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Suitable clay material, called borrow, is needed for levee construction in Southeast Louisiana. The unprecedented amount of clay needed calls for the Corps to use three different procurement methods in hopes of identifying appropriate sources.

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The environmental document for the Hero Canal Levee and Eastern Tie-In outlines the Corps' plan of action for connecting West Bank levees to the Mississippi River system.

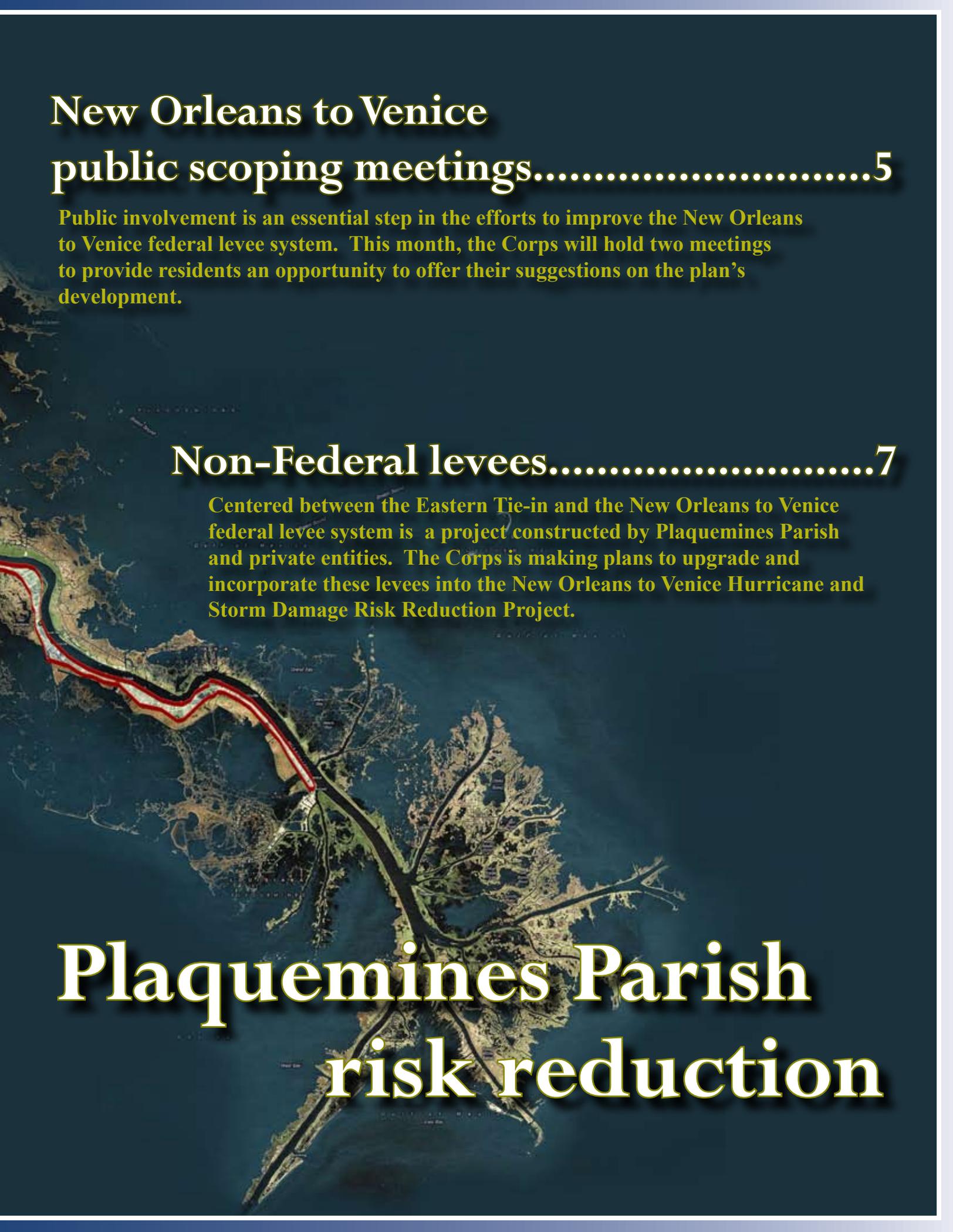
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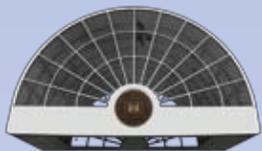
Public involvement is an essential step in the efforts to improve the New Orleans to Venice federal levee system. This month, the Corps will hold two meetings to provide residents an opportunity to offer their suggestions on the plan's development.

Non-Federal levees.....7

Centered between the Eastern Tie-in and the New Orleans to Venice federal levee system is a project constructed by Plaquemines Parish and private entities. The Corps is making plans to upgrade and incorporate these levees into the New Orleans to Venice Hurricane and Storm Damage Risk Reduction Project.

Plaquemines Parish risk reduction





RIVERSIDE
September 2009
Special edition

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Understanding residual risk

It is as important as building levees and floodwalls



Increasing the level of public safety is the number one priority of the U.S. Army Corps of Engineers. Here in South Louisiana, this mission is comprised of two equally critical components. First, we must design and build a hurricane and storm damage system that will defend against a 100-year storm surge. Everyday we make progress toward completing this aspect of our mission. Once complete, Jefferson, Orleans, St. Charles, St. Bernard, and Plaquemines parishes will have the most robust and resilient hurricane risk reduction system in their histories.

Last year, Hurricane Gustav proved to be a true test of the system. This significant storm demonstrated the capabilities of the improved and strengthened portions of the system. I am confident that the completed system will perform exactly as it is designed. However, Gustav demonstrated that we still have many miles ahead of us before we have a complete system. Until then, some areas of Southeast Louisiana will still be vulnerable to 100-year storm surge. Furthermore, even upon completion of the system, risks of hurricane and flood damage will remain for Southeast Louisiana residents.

Informing residents of this residual risk is just as important as the construction that we are undertaking. It must be widely known that the Corps is building a system to defend against a storm that has a 1 percent chance of occurring in any given year. All along the Gulf Coast, there can and inevitably will be storms

that are of a greater intensity than that for which the system was designed. Our commitment is to provide the most accurate and up-to-date information so that each resident has the necessary resources to make good, risk-informed decisions.

During a tropical weather event, please use the information provided by the Corps, state, and local officials. Develop an emergency preparedness plan and discuss it with your loved ones. Heed the advice and warnings of local officials. If an evacuation order becomes a possibility, prepare to leave as quickly and safely as possible. Above all, never attempt to ride out a potentially dangerous storm.

South Louisiana has many attributes that make living here great. Its unique culture and resources are of national significance. The Corps is committed to continue building and maintaining a system that will reduce the risks that hurricanes and storms present. However, alongside these great attributes, risk will always accompany living along the Gulf Coast. It is the responsibility of all of us to understand this risk and act accordingly.

Respectfully,
Colonel Alvin B. Lee
Commander
New Orleans District

Essential clay

The Corps needs sources of borrow for levee construction

The Corps is currently searching for sources of suitable clay material to construct earthen levees in Plaquemines Parish.

Federal levees may only be constructed with clay material, also called borrow, that meets strict environmental and geotechnical standards.

Because of the unprecedented amount of clay needed to construct the levee system in Southeast Louisiana, the Corps is using three different procurement methods to identify clay. The three methods are government furnished, contractor furnished and supply contract.

When clay is identified through the government furnished method, the Corps of Engineers will conduct site visits, perform soil borings and testing, acquire all pertinent environmental clearances, and be responsible for borrow material excavations. Using this method, the landowner simply provides the Corps with a signed right-of-entry (ROE) form and the district takes care of the rest.

For contractor furnished borrow sites, individual landowners are responsible for soil boring and testing and acquiring state and federal environmental clearances. Upon completing all required tasks, the landowner submits a

complete package to the Corps for approval of his or her site. After this approval, the borrow site will be placed on the Government Approved list for construction contractors. Agreements for use of the site are between private entities and at no point in time will the



landowner have an agreement with New Orleans District. Additionally, there are no guarantees that the landowner will ever sell borrow material to be used in Corps levees.

The third method for the Corps to obtain borrow is a supply contract. The government may secure borrow material through a supply contractor that would deliver material to the construction site and/or stockpile area for placement by the construction contractor. For supply contracts, individual bidders are responsible for soil boring and testing and acquiring state and federal environmental clearances. Upon completing all required tasks, the landowner will submit a complete

package to the Corps for approval when requested as per a contract request form proposal. Sites will be evaluated and if approved, the bidders will be allowed to participate in the supply contract process.

The Corps is currently searching for **14 million cubic yards of government furnished borrow material** to construct risk reduction levees from Oakville to St. Jude, La. as will be described in the Supplemental Environmental Impact Statement for the New Orleans to Venice Hurricane Protection Project. This project is also known as the Plaquemines Parish Non-Federal Levee Project.

Guidelines for submitting possible borrow sources are available at: www.mvn.usace.army.mil

Search: *contractor checklist*

Submissions must be received by Wednesday, September 30, 2009 at 5:00 p.m. at:

7400 Leake Ave.
New Orleans, LA 70118

Point of Contact:
Elizabeth Behrens, environmental manager
504-862-2025 or
Elizabeth.H.Behrens@usace.army.mil

Plans for the Eastern Tie-In

Corps' proposed action for connecting West Bank levees to Mississippi River levees

The U.S. Army Corps of Engineers' Eastern Tie-In Project will connect the West Bank and Vicinity portion of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System to the Mississippi River levees in Plaquemines Parish. The human and environmental impacts of constructing the approximately \$150 million project are described in the environmental document, Draft Individual Environmental Report 13, which was prepared by the Corps' New Orleans District.

Individual Environmental Report (IER) 13 discusses the government's proposed action, which would reduce the risk of storm surge from a tropical event that has a 1 percent chance of occurring in any year from impacting the communities of Belle Chasse, English Turn, New Aurora and Oakville.

The proposed action described in the draft of IER 13 includes:

- A 56 foot wide stoplog gate closure structure across the Hero Canal to block storm surge from entering the Belle Chasse sub-basin.
- A new 70 cubic feet per second pump station located at the stoplog closure structure to evacuate storm water that accumulates in the protected area behind the stoplog structure.
- A floodgate at Highway 23 which would block storm surge and only be closed during a storm event to prevent storm surge from entering the Belle Chasse sub-basin.

Before formally proposing a floodgate in draft IER 13, the project team had proposed a floodwall with a bridge over it to cross Highway 23. The concrete T-wall would connect to the earthen levee located on the west side of Highway 23 and to an additional earthen levee located on the east side of Highway 23 that ties into the Mississippi River levee. The bridge proposal included access roads for the town of Oakville. Residents and businesses in Oakville were opposed to the bridge due to the potential impacts to the community

including: public safety, traffic flow and potential economic growth. In response to the community's comments and concerns, the Corps met with parish officials and the Louisiana Department of Transportation and Development to discuss alternatives to the proposed bridge.

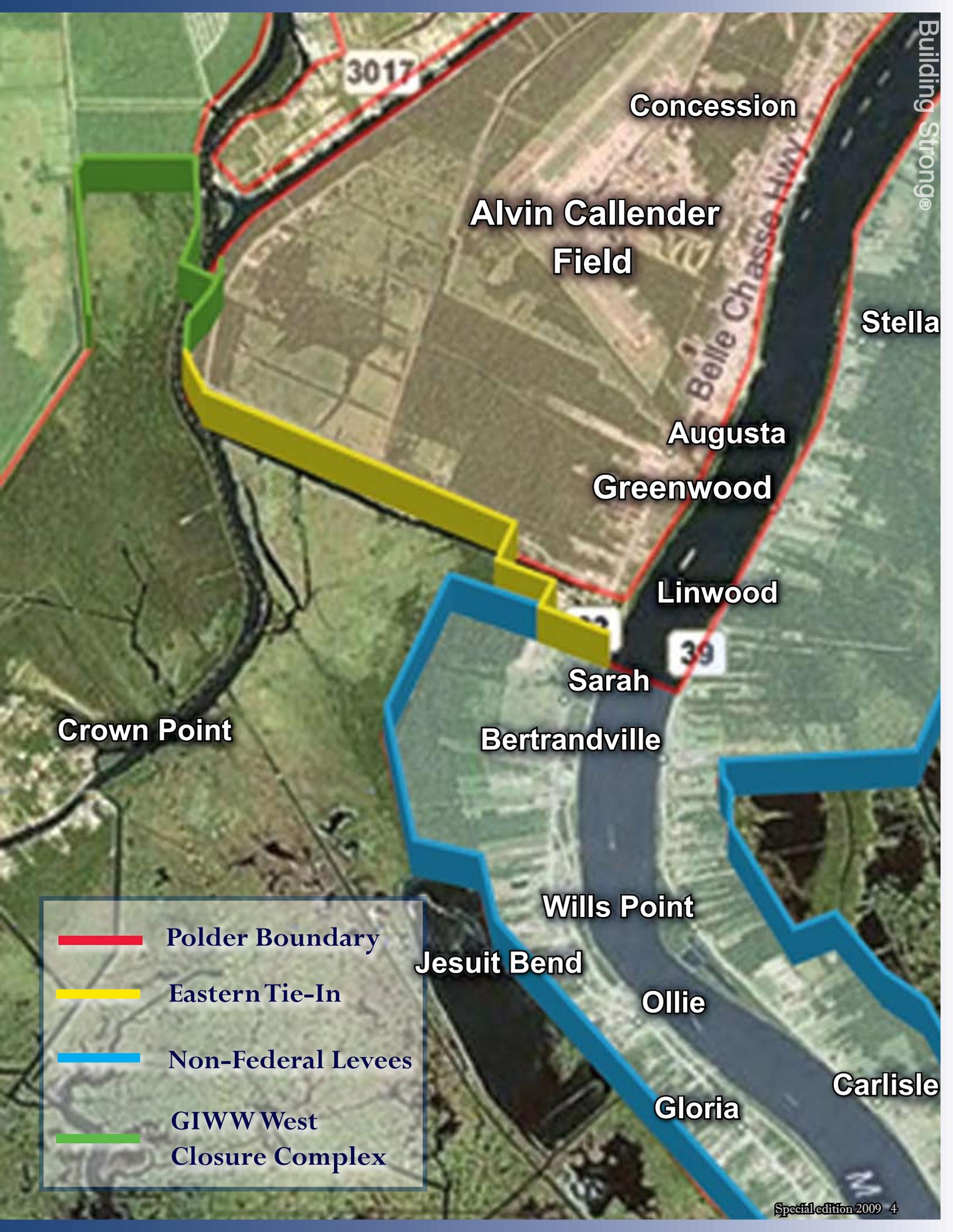
At two public meetings, one on April 29, 2009 at St. Paul's Benevolent Association, and a second on May 4, 2009 at the Belle Chasse Auditorium, the Corps described its revised proposed action which included a floodgate crossing Highway 23 instead of a bridge over a floodwall. Substantive comments received during the comment period led District Commander Col. Alvin Lee to extend the comment period twice and ultimately begin preparation of an addendum.

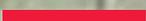
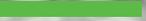
The addendum, titled "Hero Canal Levee and Eastern Terminus" will acknowledge all comments received during the draft IER 13 public review period. The key issues to be addressed include: the hydrologic impacts of the West Bank project, including the Highway 23 floodgate, to communities south of the Eastern-Tie In, the economic impacts of the floodgate on property values south of Oakville, and the impact the floodgate may have on National Flood Insurance Program rates. The addendum also will include rationale regarding why the Eastern Tie-In project and the Plaquemines Parish Non-Federal Levee project can not be constructed concurrently.

The addendum to IER 13 is scheduled to be released in October 2009 for public comment. Interested parties will be mailed a notice when the document is available. It will also be available on www.nolaenvironmental.gov.

A public workshop designed to discuss the four options that the Corps is considering in order to provide risk reduction at the Highway 23 crossing, and the status of the Plaquemines Parish Non-Federal Levee Project, is scheduled for Saturday, Sept. 19, 2009

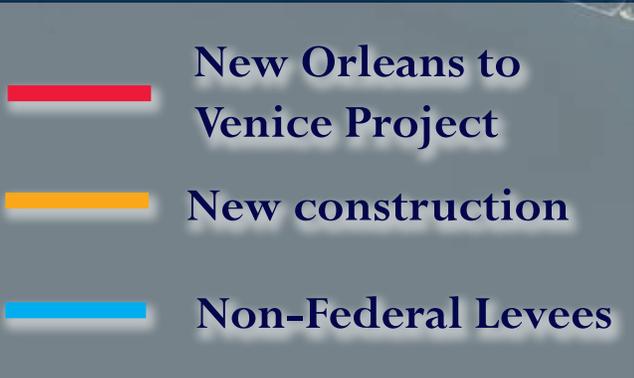
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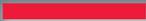
-  Polder Boundary
-  Eastern Tie-In
-  Non-Federal Levees
-  GIWW West Closure Complex

Woodland Plantation
September 12, 2009
9 a.m.

Boothville-Venice Elementary
September 12, 2009
3 p.m.



A legend box with a grey background and a thin black border. It contains three entries, each with a colored horizontal bar to the left of the text:

-  New Orleans to Venice Project
-  New construction
-  Non-Federal Levees

Opportunities to hear residents' suggestions

Public involvement is an essential step in the efforts to improve the New Orleans to Venice federal levee system

The Corps is evaluating options for improving the New Orleans to Venice Hurricane Protection Project levees and floodwalls in Plaquemines Parish. The current levees run on the east bank of Plaquemines Parish from Phoenix to Bohemia, and on the west bank from St. Jude to Venice. The project, officially called New Orleans to Venice, La. Hurricane Protection Project (NOV), is being reviewed to develop and evaluate possible alternatives that would improve the federal levee system.

The potential improvements are being evaluated by the Corps' Vicksburg District, in cooperation with the New Orleans District and the Louisiana Coastal Protection and Restoration Authority.

One of the first steps the Corps takes in this type of evaluation is to determine the requirements for compliance with the National Environmental Policy Act of 1969. For NOV, a Supplemental Environmental Impact Statement (SEIS) will be required, which includes a scoping process to receive input from the public. During the scoping process the government works with other federal and state agencies, and citizens to identify what types of issues should be addressed in the SEIS.

An integral part of the scoping process is a meeting at which the public has the opportunity to make suggestions to be included in the draft SEIS. Scoping helps the Corps identify project challenges and constituent interests early so they can more efficiently evaluate them in the environmental document.

The Corps is providing two opportunities for Plaquemines Parish residents to offer suggestions on what should be included in the study that will identify ways to improve the current federal levee system. Two public scoping meetings are slated for September.

Meeting details are:

Saturday, Sept. 12, 2009

Woodland Plantation
21997 Highway 23
West Point a La Hache, LA
Open house 9:00 am to 9:30 a.m.
Presentation and discussion 9:30 a.m.

Saturday, Sept. 12, 2009

Boothville-Venice Elementary School
#1 Oiler Dr.
Boothville, LA
Open house 3:00 p.m. to 3:30 p.m.
Presentation and discussion 3:30 p.m.

The public will be asked to provide comments regarding important environmental issues, resources and impacts that should be considered during the study, as well as other study alternatives or modifications that should be considered.

For additional information about the scoping meetings contact:

Gib Owen, PM-RS
U.S. Army Corps of Engineers
Phone: 504-862-1337
Fax: 504-862-2088
E-mail: mvnenvironmental@usace.army.mil.



Non-Federal levees in Plaquemines Parish

Corps identifies proposed action for upgrading risk reduction structures

Centered between the Eastern Tie-In Project to the north and the New Orleans to Venice project to the south is the Plaquemines Parish Non-Federal Levee Project. The Plaquemines Parish Non-Federal Levee Project's total area is 34 miles, but there are only 32 miles of levees between Oakville and St. Jude, Louisiana. The additional two miles of the project will have to be constructed from ground level between Point Celeste and St. Jude. Constructed by Plaquemines Parish government and private entities, the nonfederal levees breached several times, resulting in severe flooding and significant property damage during hurricanes Katrina, Rita, Gustav and Ike.

The aftermath of Katrina and Rita resulted in Congress authorizing and funding the U.S. Army Corps of Engineers, New Orleans District to upgrade and incorporate the Plaquemines Parish Non-Federal Levee Project into the New Orleans to Venice Hurricane Protection Project. The project was appropriated \$670 million by the 4th and 6th Supplemental to the Emergency Supplemental Appropriations Act for Flood Control and Coastal Emergencies passed by Congress.

For planning purposes, the Plaquemines Parish Non-Federal Levee project was divided into five sections. Many combinations of alternatives to the alignments were considered in developing the proposed action. When identifying the proposed alignments, the Corps considered several factors including: environmental impacts, system reliability, social and economic impacts, cost and the level of risk and reliability each alternative would provide.

In 2009, the Corps' Hurricane Protection Office identified the proposed alignments to reduce risk of flood inundation to communities between Oakville and St. Jude. The proposed alignments identified the route each section of the non-federal levees would follow to connect the Eastern Tie-in Project to the New

Orleans to Venice Project.

The first section extends from the Hero Canal in Oakville to La Reussite and is currently about 11 miles of levees at elevation 8 feet. It reduces risk to Oakville, Ollie, Gloria, Naomi and La Reussite communities. The proposed action is Alignment 1. It will connect the Eastern Tie-In Project in the north to the Plaquemines Parish Non-Federal Levee project and follows the existing non-federal levee alignment.

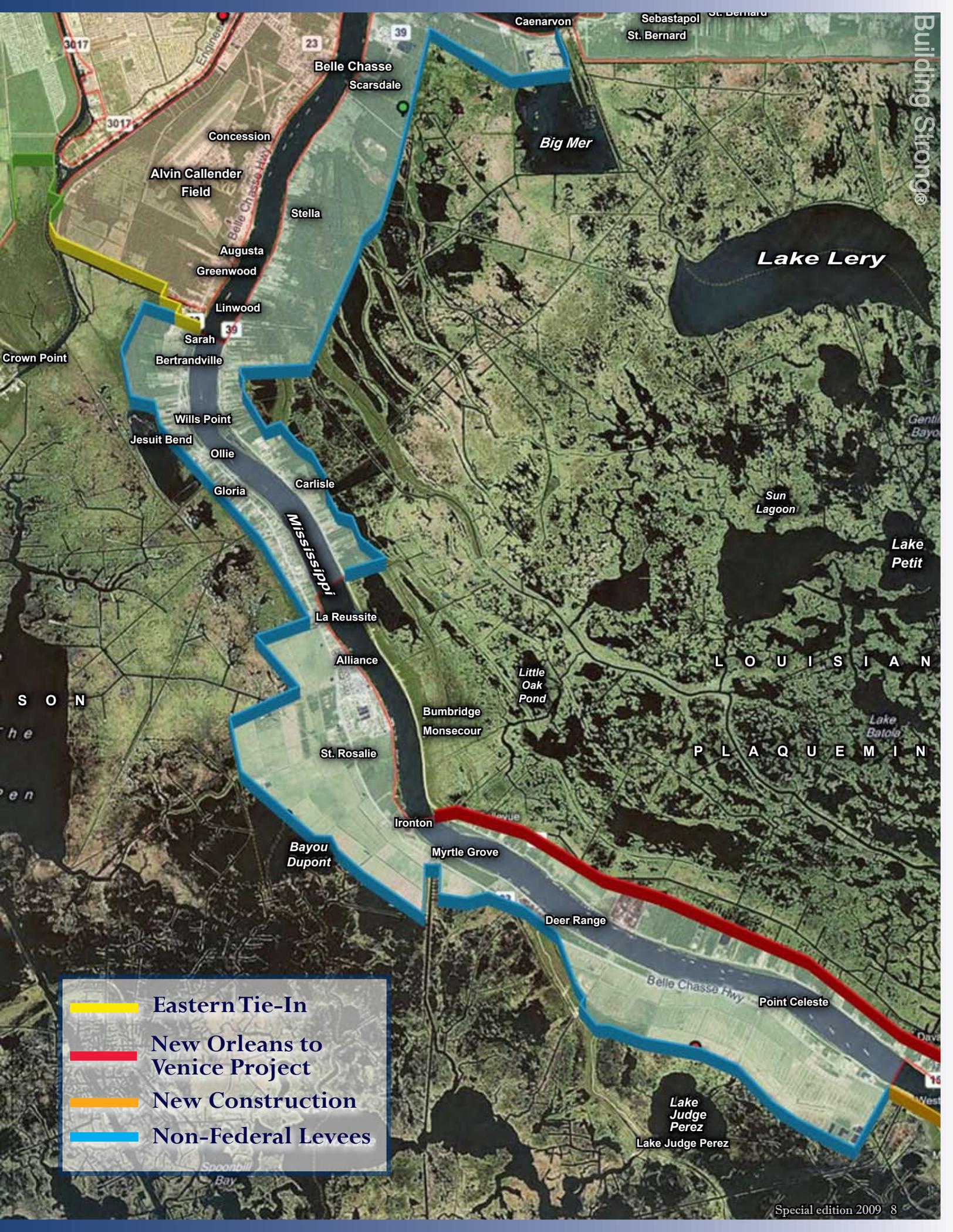
The second section covers La Reussite to Myrtle Grove and is currently about 11 miles of levees at elevation 6 feet. It reduces risks to the communities of Alliance, Ironton and parts of Myrtle Grove. Alignment 2E is the proposed action which would shift the alignment east toward the protected side of the existing levee, leaving out a portion of the currently protected area. This alignment intentionally places the Myrtle Grove Marina on the outside of the system allowing the marina to expand.

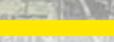
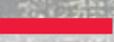
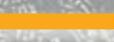
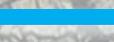
Section Three runs from Myrtle Grove to Citrus Lands and has approximately 3 miles of existing levees at elevation 6 feet. The proposed action is Alignment 3B, which shifts the alignment east toward Highway 23, leaving a portion of the protected area out of the system. It reduces risks of flood inundation to parts of Myrtle Grove not included in section 2.

The fourth section extends from Citrus Lands to Point Celeste and includes approximately 8 miles of existing levees at elevation 4 feet. Alignment 4E is the proposed action shifting the alignment to the protected side of the existing levee, reducing risks to Point Celeste.

Finally, Section Five runs from Point Celeste to St. Jude, and is the shortest section at about 3 miles in length. In this section there is existing levee for one mile and there would be two miles of new construction. Alignment 5 is the proposed action which follows the existing alignment from Point Celeste to the

(Continued on page 9)



-  Eastern Tie-In
-  New Orleans to Venice Project
-  New Construction
-  Non-Federal Levees

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New Orleans District
Permit No. 80



(Eastern Tie-In, from page 3)

at Belle Chasse High School, 8346 Highway 23 in Belle Chasse, LA.

After a brief welcome at 9 a.m., the workshop will include five breakout sessions. One session will cover the status of the Plaquemines Parish Non-Federal Levee Project and then four individual 30-minute break out sessions will include detailed information on the four options the Corps is considering to provide risk reduction at the Highway 23 crossing, including a swing gate, roller gate, ramp and “invisible floodwall”. There will be only one 90-minute discussion of the status of the Plaquemines Parish Non-Federal Levee but the four breakout sessions on the options to cross the highway will be repeated. A resource room, where materials will be available, will be staffed from 9 a.m. to 1 p.m.

New Orleans District Commander Col. Alvin Lee, who is responsible for making the decision on the Eastern Tie-In project, and Vicksburg District Commander Col. Michael Wehr, whose team is responsible for the design of the Plaquemines Parish Non-Federal Levees Project, are slated to attend the meeting.

(Non-Federal levees, from page 7)

New Orleans to Venice Project south of St. Jude.

In an effort to maximize resources, the Corps’ Vicksburg District is assisting with the execution of the Plaquemines Parish Non-Federal Levee Project. Mississippi Valley Division Commander Brig. Gen. Michael Walsh is using the division’s regional resources to complete the project on schedule.

The proposed action to upgrade the current Plaquemines Parish Non-Federal Levee Project will be discussed in a Supplemental Environmental Impact Statement which is slated for public review in November 2009. After the public review and hearing, comments will be incorporated into the final draft of the SEIS and submitted to the Corp’s headquarters for the Record of Decision. Construction is anticipated to begin in 2011. Once complete, the Plaquemines Parish Non-Federal Levee project will be incorporated into the New Orleans to Venice Project and will reduce risks of flood inundation to approximately 2,500 residences in Plaquemines Parish.