



US Army Corps
of Engineers
New Orleans District

RIVERSIDE

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FEBRUARY 2009



Building StrongSM in Terrebonne

*Repairing and strengthening nonfederal levees
in coastal Louisiana*



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See the forest *and* the trees

“*Carpe Diem!*” (“Seize the Day”) Discussed at the recent Regional Senior Leader Training Conference held in St. Louis, Missouri, this mantra certainly rings true today as we begin to tackle an almost unprecedented surge in workload as a regional team in order to stay on track to meet our commitment of achieving 1 percent level of hurricane risk reduction for the greater New Orleans metropolitan area by 2011. At the same time, we are continuing to reduce hurricane and storm risk for south Louisiana, maintaining navigation, and protecting the environment. With this important responsibility to deliver quality projects and service, it is easy to focus on day-to-day tasks and lose sight of the bigger picture.

The USACE Campaign Plan and the supporting Mississippi Valley Division Implementation Plan (MVD IPLAN) and District Operations Plan (OPLAN) are meant to focus our efforts on a few key goals and objectives to move the entire Corps of Engineers forward as an organization to achieve the Corps of Engineers’ vision of “A GREAT engineering force of highly disciplined people working with our partners through disciplined thought and action to deliver innovative and sustainable solutions to the nation’s engineering challenges.”

We are in the process of developing our OPLAN to support the MVD IPLAN and ultimately the USACE Campaign Plan, intentionally linking our priorities and tasks to actions in the MVD IPLAN and objectives and goals in the Campaign Plan. The priorities and tasks in the OPLAN will not reflect a drastic departure from how we operate today. Rather, they will be further refined and focused around what I believe are our primary organizational priorities:

(1) Deliver superior performance by achieving 1 percent level hurricane and

storm risk reduction for the greater New Orleans area by 1 June 2011 and reducing hurricane and storm risk for South Louisiana.

(2) Make a difference by strengthening our relationships with stakeholders, partners, customers, and the public while managing expectations.

(3) Build to last by building the bench and collaborating regionally to enable mission accomplishment, improve business practices, and set the conditions for our future success.

These priorities will form the basis of our OPLAN and are already nested into the MVD IPLAN and USACE Campaign Plan.

Our OPLAN process, initiatives, metrics, and actions will be tracked continuously during the course of the year, our progress reviewed at quarterly Regional meetings, and in the *Riverside*. Upon completion of our OPLAN, it is my expectation that leaders at all levels within Team New Orleans will begin the process of chain communication throughout their organizations and the OPLAN will become a living, active future we are all striving to achieve.

Building Strong! Essayons!

Colonel Al Lee



RIVERSIDE

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“Good to great”

Everyone plays an integral role in creating an effective Mississippi Valley Division IPLAN and New Orleans District OPLAN by Heath Jones, Brigitte Terrell & Amena Henville

*If you don't know where you are going,
you will wind up somewhere else.*
-Yogi Bera

At the end of January 2009, several members from the district's executive team attended the Senior Leaders Training Conference in St. Louis, Mo. The focus of the conference was to finalize the Mississippi Valley Division's Implementation Plan (MVD IPLAN) in support of the USACE Campaign Plan to the Chief of Engineers. The Campaign Plan is built on the “Good to Great” concept, and the conference was held to ensure that we all agree on what great looks like. Prior to the Senior Leader Training Conference, leadership of all the districts of the MVD met on several occasions to formulate the focus, goals and metrics of each objective.

The USACE Campaign Plan is an initiative developed under Lt. Gen. Van Antwerp. The plan sets the goals for the entire Corps under the vision of having “A GREAT engineering force of highly disciplined people working with our partners through disciplined thought and action to deliver innovative and sustainable solutions to the nation's engineering challenges.”

At the headquarters level it is defined as:

1. Delivering superior performance in all missions
2. Setting the standards for our profession
3. Having a unique, positive impact on our Nation and other nations
4. Built to last

Each of the major subordinate commands or divisions was tasked with formulating their own plan to support the USACE Campaign Plan. The MVD IPLAN was born from this task and each district had input into the supporting actions. The decision was made to concentrate on the areas that we as a division can excel. This does not imply that we will not be doing work in the areas that are not highlighted, but the point is to be a great Corps, not just a good one.

The district's plan to implement these goals is called the Operations Plan or OPLAN. Our district will have very specific supporting tasks and metrics linked to IPLAN actions. Once the OPLAN is complete, as a team member, you will be able to trace the links between

USACE Campaign Plan Goals	MVD Im Actions
Goal 1: Deliver USACE support to combat, stability and disaster operations through forward deployed and reach back capabilities.	Action 1a.1: contingency w expeditionary Action 1c.1: requirement. Action 1c.2: Readiness Pro
Goal 2: Deliver enduring and essential water resource solutions through collaboration with partners and stakeholders.	Action 2a.1: region on proj Action 2a.2: Action 2b.1: Action 2a.3: improved regi development Action 2c.1: processes acr responsiveness program goals Action 2d.1: reduction for t the operationa Action 2d.2: recovery of th existing author solution. Action 2d.3: expeditionary and effective t
Goal 3: Deliver innovative, resilient, sustainable solutions to the Armed Forces and the Nation.	Action 3c.1: navigation, flo business lines Action 3c.2: Manager in FY
Goal 4: Build and cultivate a competent, disciplined, and resilient team equipped to deliver high quality solutions.	Action 4a.1: Action 4b.1: Action 4b.2: customers an Action 4c.1: core of our PM Action 4d.1: Action 4d.2:

your daily tasks and performance objectives through supporting tasks and metrics in the district OPLAN and through MVD IPLAN actions and metrics, directly to one of the four USACE Campaign Plan Goals. This linkage will give you a better understanding of how what you do contributes toward overall mission accomplishment at the dis-



trict, division, and USACE levels. The overall goal behind this effort is to focus our efforts to improve service and mission accomplishment.

The chart displayed below lays out the path forward for Team New Orleans in support of each USACE goal.

Each of you have an integral

part in ensuring that the New Orleans District, the Mississippi Valley Division, and the U.S. Army Corps of Engineers meets their goals.

In the coming months the division's IPLAN and district's OPLAN will be briefed and discussed throughout the district and the Hurricane Protection Office.

<h3>Implementation Plan (IPLAN)</h3> <ul style="list-style-type: none"> Establish, resource, train and deploy world class workforce to support the full spectrum of operations. Support current and future GWOT staffing Develop and Implement Regional Family Program. Efficiently and effectively focus resources of entire district delivery Drive Interdependence in region Increase collaboration efforts. Enhance planning technical capability through regional delivery models and opportunities for and continual learning. Achieve greater consistency in Regulatory process districts and streamline systems to improve process and efficiency to comply with established standards. Achieve the 1% hurricane and storm damage risk reduction for the Greater New Orleans Metropolitan area with the goal reached in 27 months. Identify potential comprehensive plans for long-term protection of the Louisiana coastal region while maximizing use of existing facilities (e.g., LCA) to achieve a comprehensive protection plan. Establish event-driven drawdown for the mission "Task Force Hope" and assure efficient transition into the New Orleans District Implement robust Asset Management Program for flood risk management, recreation and hydropower Establish a Regional Asset Management Program by FY 09. Develop and strengthening technical competencies Establish MVD STRATCOM process & program. Develop methods to better communicate risks with stakeholders Sustain and improve disciplined use of P2 as the MBP in order to enable interdependence. Implement a Regional Human Capital Plan. Hire 100 new CP 18 employees every 6 months. 	<div style="text-align: right;">  US Army Corps of Engineers Team New Orleans  </div> <p>Our Mission: <i>Team New Orleans provides comprehensive water resources management to include navigation, hurricane and storm damage risk reduction and environmental stewardship for south Louisiana to ensure public safety and benefit the nation. Our team is also prepared to conduct contingency operations as well as support the national response framework.</i></p> <h3>Our Supporting Tasks to the MVD IPLAN</h3> <ol style="list-style-type: none"> Maintain a high degree of preparedness for hurricane/flood response and recovery to reduce risk. (DD/EM/OD) Sustain support of USACE GWOT support objectives with no degradation of HSDRRS program and strengthen District Family Readiness Program (DD/XA) Execute a comprehensive 1% hurricane and storm risk reduction system program in accordance with schedule and leadership priorities. (PRO/HPO) Develop/communicate/execute process for regional execution of the HSDRRS program. (DPM/PRO/HPO) Improve regional collaboration and share workload when and where it makes sense to get the mission done and sustain our technical capabilities. (DPM/ED/RE) Efficiently deliver the projects and services we have promised in 2009 to our customers and the region. (DPM/OD/ED/CD/RE/RM) Refine/execute HSDRRS program STRATCOM to explain how projects are being regionally delivered, current project status, and residual risk. (DE/PAO) Assess current status of relationships with local and regional stakeholders and develop/execute plan of action to improve relationships. (PPM/D/OD) Hold a facilitated partnering (sensing) session with stakeholders and regular partnering meetings. (PPM/D/OD) Develop/execute strategic recruitment, employee development, and retention plans to support long-range regional and District programs. (DD/DPM/ED/CD/OD/RE) <h3>Our Priorities (Goals)</h3> <div style="border: 1px solid black; padding: 5px;"> <p>Get'R'Done</p> <p>Deliver Superior Performance: Achieve 1% level hurricane protection for Greater New Orleans area by 1 June 2011 and reduce hurricane and storm risk for South Louisiana. "Our 'Good to Great' hedgehog concept"</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Relationships</p> <p>Make a Difference: Strengthen our relationships with stakeholders, partners, customers, and the public while managing expectations. "Build trust; communicate openly, early, and often"</p> </div> <div style="border: 1px solid black; padding: 5px;"> <p>Future Success</p> <p>Build to Last: Build the bench and collaborate regionally to enable mission accomplishment, improve business practices, and set the conditions for our future success. "Invest in people so that we will have an educated, trained, competent, experienced, and certified workforce; fully embrace regionalization."</p> </div> <p>Key Enablers:</p> <ul style="list-style-type: none"> -P2/P5/CCIRs -CoPs/Regional PDTs -NSPS/TAPES -District Support Team
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Teamwork in Terrebonne

Cooperation in south Louisiana expedites construction to strengthen and rebuild nonfederal levees

by Ricky Boyett

During the early hours of September 24, 2005, the most intense storm ever recorded in the Gulf of Mexico slammed into the southwestern corner of Louisiana. One day earlier, the storm surge of this massive hurricane drove into Terrebonne Parish, overwhelming the southern reaches of a nonfederal levee system associated with the parish's drainage system. The separation of bayou and building vanished as 6 to 9 feet of floodwater engulfed homes and businesses.

When Hurricane Rita's waters receded, nearly 10,000 homes had been inundated. Damaged sections of the levee system no longer provided adequate risk reduction, leaving residents and businesses in several communities at even greater risk for future storm damage. Moreover, key hurricane evacuation routes of Louisiana Highways 56 and 57 are exposed to a higher potential for flooding during a tropical weather event.

Responding to the devastation suffered by South Louisiana during the 2005 hurricane season, the

United States Congress authorized the Emergency Supplemental Appropriations Act for Defense and Hurricane Recovery. This law included \$30 million "for repairs, replacements, modifications, and improvements of nonfederal levees and associated protection measures in Terrebonne Parish at full federal expense."

However, with over 100 miles of nonfederal levees in the parish, the funding appropriated for the task proved insufficient to repair and strengthen the entire system. With this understanding, the United



Amanda Jones



As a result of the aggressive schedule put forth by the Corps, the construction on the Suzie Canal Alignment (above) and the Orange Street alignment (below) was able to commence on February 11, 2009. Although these levees do not belong to the federal system, they will contribute to reducing the flood risk of these areas during a tropical weather event.



States Army Corps of Engineers requested that local authorities identify the areas in the most critical need of this support.

In the parish's October 2007 "Levee Selection Process Report," Terrebonne officials selected two sections of levee near the community of Dulac, La. This decision was based on a process of elimination that prioritized the degree of structural damage to the levee system with the resultant property damage from Rita. These two reaches, near the Suzie Canal and

Orange Street residential areas, were determined to have suffered the most severe damage during Hurricanes Katrina and Rita.

Committed to completing the repairs as expeditiously as possible, the Corps set forth an extremely accelerated schedule for the design and construction of these earthen levees. Furthermore, the Mississippi Valley Division organized a regional team comprised of members of the New Orleans and St. Louis districts that is solely dedicated to implementing this aggres-

sive timetable.

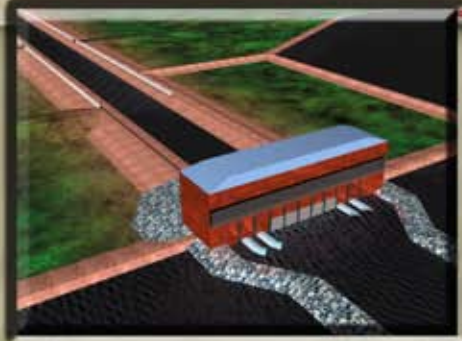
Nevertheless, the demands of this agenda are too great for the Corps to meet alone. Extensive cooperation between the Corps, the Terrebonne Parish Consolidated Government, and the Terrebonne Levee & Conservation District (TLCD) is needed to make this schedule a reality.

Dedicated to the project's success, the nonfederal sponsors are providing the needed borrow from a previously identified site in an effort to eliminate the time associated

(Continued on page 14)

The Corps hosted an industry day on January 22, 2009 to discuss plans for permanent structures at the outfall canals with members of engineering, design, construction, and project management firms.

The design-build contract award, expected in the first quarter of 2010, will provide an opportunity for the design and construction team to work cooperatively on a fast track schedule. The completed project will reduce the risk of surge from a storm event that has a 1 percent chance of occurring in any given year.

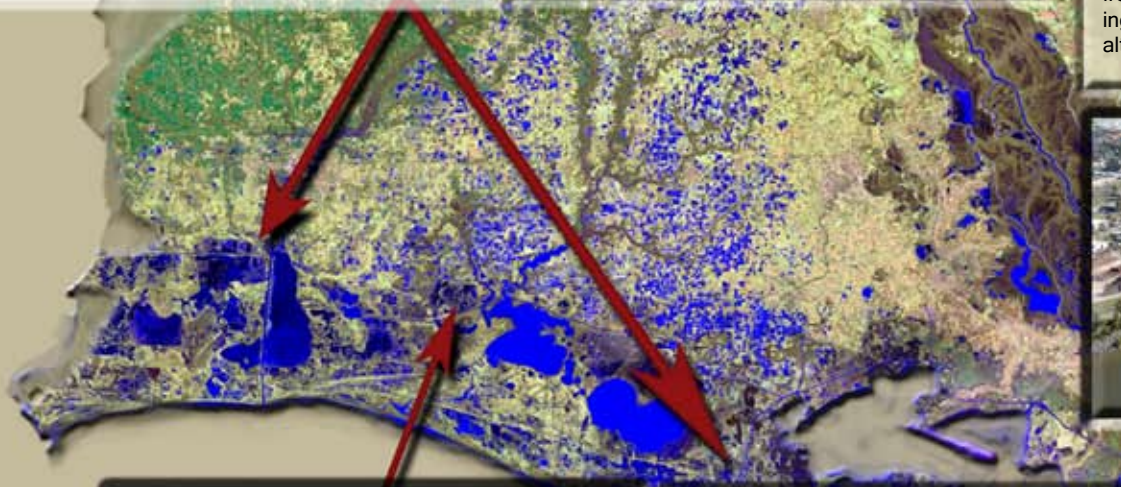


USACE

Currently, dredging is underway in the Calcasieu River Bar Channel and will continue through the end of March. During this time, the hopper dredge Newport will work 24 hours a day, from anywhere inside the jetties to the sea buoy.

Beginning in early March, Dredge 32, a cutterhead dredge, will be working for approximately 30 days in Freshwater Bayou. This work will occur anywhere between the lock to the sea buoy.

During these times, mariners are urged to transit at their slowest safe speed to minimize wake and proceed with caution after arrangements are made.



USACE

As a result of the flood event that occurred the Corps decided that a flood proofing initiative Control Structure should be considered and im

In response to this initiative, the electrical system the facility is currently being modified in an attempt to prevent damages. This modification includes elevating the control structure and motors 30 inches higher than the highest flood

This modification will improve the recovery from future disasters, allowing the Corps to return to normal operations



The Bayou Sorrel Lock will receive miscellaneous repairs during the daylight hours of February 5 through 28.

The Bayou Boeuf Lock is undergoing monolith repairs, closing from February 17 through 27, during daylight hours.

The Harvey Canal (photograph below) closed from February 18 to 21, for gate repairs. During this time, the Algiers Lock was used as an alternate.



During a ceremony hosted by the Southeast Louisiana Flood Protection Authority-East, St. Bernard Parish, and the U.S. Army Corps of Engineers, the Corps transferred control of #2 (Guichard), #3 (Bayou Villere), and #5 (EJ Gore) pump stations to the Lake Borne Basin Levee District on February 9, 2009.

The ceremony highlighted the completed repairs to the pump stations and included an open house tour of the Guichard Pump Station #2 in Chalmette, La.



During Hurricane Ike, repairs for the Catfish Point system that operates to prevent future flood on record. After natural operations.



On February 6, 2009, the Terrebonne Parish Consolidated Government, the Terrebonne Levee & Conservation District, and the U.S. Army Corps of Engineers held a ground breaking ceremony for work on two levee reaches in Terrebonne Parish.

On February 11, 2009, construction began on the \$30 million project to repair, replace, modify, and improve the nonfederal levees near the residential areas of Suzie Canal and Orange Street.

(For more information on this project, please see the article beginning on page 5 of this issue.)

Riverside bids farewell to one of the New Orleans District's best



“One of my favorite things about New Orleans,” he pondered as he leaned away from the conference table. “The food...but,” he quickly interjected, “not necessarily the food in the city. I mean the food here at the district. Everyday, someone brought something to work that was absolutely delicious.”

If you have ever attended an office party, you are certainly familiar with his bloodhound-like ability to sniff out a jambalaya or carrot cake. But alas, potlucks will soon be safe once more. Sadly, this month, the New Orleans District must say goodbye to one of its finest, Major Timothy Kurgan.

From the moment he arrived in 2006, Kurgan was tasked with the most unenviable jobs. Yet, with his “just another opportunity to excel” approach, he took on each challenge with a smile. Nothing seemed impossible or capable of breaking his spirit (though, he’ll probably have parking ticket-related nightmares for years to come).

Perhaps it was this determination that earned him yet another unenviable job in April 2008: the position of Chief of Public Affairs. And the timing couldn’t be better.

“I had just started in Public Affairs

when we announced that the Corps was opening the Bonnet Carré Spillway,” he laughed. “The news release went out and the phones started ringing off the hook. Just then, my furniture arrived. I spent the whole day crammed in a little corner of my office talking to the media.”

Nevertheless, the baptism by fire only served to invigorate this engineer from Ohio without any previous public affairs experience. With new lessons learned ev-

adequately relay this commitment to the people of New Orleans and Louisiana.”

Now, Kurgan has the opportunity to pursue life in the private sector. When asked of his decision to leave the military, he remarked, “I love being in the Corps and being a Soldier. It has given me the opportunity to earn three degrees and see the world.

“Yet, when it came down to it, the decision was easy. My son is now four and a half, and I have missed a lot. Leaving allows me to see him more often and on our terms and schedule. It was really not a decision that needed to be made. It was simply something I had to do.”

Maj. Kurgan’s last day at the district was February 19, 2009. For those of us that had the opportunity to work with him, we could not have asked for a better general leading

the charge. We wish him the best of luck. The individual that follows will have some great boots to fill.

To say goodbye to Maj. Kurgan, join us at Southport Hall for 6-9:00 on March 20, 2009. Admission is \$35 per person and includes food and an open bar. Please pay Sandy Habbaz no later than March 13. There will be no pay at the door admittance.



Ricky Bovett

eryday, he guided the Public Affairs team through a flood fight and two hurricanes. Meanwhile, he grew to be a powerful asset in getting the Corps message out to the public.

“The dedication and character of every member of Team New Orleans is remarkable,” he spoke as he leaned forward once more. “What we are doing here is monumental and I am honored to have been a part of it. I only hope that in my short time here, I have been able to

Making a difference from New Orleans to Iraq

Experience gained helping rebuild New Orleans is used to help children in Iraq by Amanda Jones

On November 30, 2008, Lieutenant Colonel Andamo E. Ford deployed to Iraq to serve as the infrastructure chief on the Provincial Reconstruction Team in Karbala Province.

His mission is to work toward establishing a stable and legitimate government in Karbala by rebuilding, reconciling, and reporting on the provincial government's capability to deliver essential services. During this mission, he'll focus on areas where the provincial government can sustain and build its infrastructure capacity to deliver essential services through the use of design and/or consultant-based services and training, such as master planning, engineering, project and construction management training.

As the deputy commander for the Greater New Orleans Hurricane and Storm Damage Risk Reduction System and the Readiness Branch at the U.S. Army Corps of Engineers, New Orleans District, Ford

is no stranger to rebuilding and construction efforts.

He is currently working on constructing 24 new school bathroom facilities throughout the Karbala, Hindiyah, Hus-sainiyah and Ein Tamur districts; repairing the auditorium at the agricultural college and building a dormitory; and purchasing and installing a water purification unit to service more than 50 families.

Future efforts include the construction of five additional schools, a medical clinic, and three courthouses; all valued at more than \$27.5 million.

"It gives me great pride to be able to provide a glimmer of hope and a future for the youth of Iraq," said Ford. "Upgrading the schools and technical centers will definitely provide a better environment for students to study and learn as they are the future leaders of a free and prosperous Iraq. Equally so, building capacity in engineering is key to future development and economic well being."





From New Orleans to Venice

Hurricane and storm risk reduction in Plaquemine

by Stacy Mendoza



Ricky Boyett



Venice Plaquemines Parish

The hurricanes and subsequent nonfederal levee breaches in 2008 demonstrated just how vulnerable Plaquemines Parish is to the threat of tropical storms.

As directed by Congress, the Corps has been working to adopt and incorporate a portion of the nonfederal levee along the West Bank in Plaquemines Parish into the New Orleans to Venice Project. The intent is to reduce risk from storm surge and to preserve evacuation routes in Plaquemines.

\$671 million has been authorized for the 32 miles of nonfederal levees between Oakville and St. Jude to be raised to a height of 12 feet. Congress has authorized the Corps to “repair or modify” the existing nonfederal levee. Alternative alignments are being evaluated and considered to minimize impacts to cultural resources, the natural environment, cost and real estate.

These levees will be built with the new, stringent design standards. While this stretch of levees will be

federalized, the new elevation will not meet the 100-year level of risk reduction.

The Corps continues to incorporate feedback from local and state government groups and other stakeholders while working to reduce risk to population centers, evacuation routes and key critical facilities.

“Part of our environmental process requires us to evaluate and consider alternative alignments,” said Bill Maloz, Corps senior project manager for Plaquemines Parish Levees, Floodwalls and Armoring. “Public comments, such as those received during the January public meeting, will certainly be considered.”

A Supplemental Environmental Impact Statement (SEIS) regarding the potential alignment of nonfederal levees is scheduled to be released for public comment in Spring 2009.

“Once we get through the environmental process, we’ll be able to firm up our construction dates. The goal for project completion is in 2013,” said Maloz.



Cut the cost of your commute

Take advantage of the Department of the Army's Mass Transportation Benefit Program by Ricky Boyett

"I failed my driver's test. The guy asked me, 'What do you do at a red light?' I said, 'I don't know...look around, listen to the radio...'"

Bill Baudis, Comedian

According to the United States Census Bureau, the average one-way commute time for the greater New Orleans area is 25.8 minutes. Over a five day work week, that means you will spend 4.3 hours either going to or coming from your place of employment. Over a year, it is nearly 9 days. That's not even including the 18 hours we lose each year because of traffic delays.

Furthermore, it is estimated that nearly 78 percent of New Orleans' commuters are alone during their commute. Each morning, nearly 368,000 cars are on the streets with only one passenger. Only 12 percent of our commuters car pool and 3 percent use public transportation.

Beginning in 2009, the traffic and congestion in the area is expected to increase as shipments of essential construction materials, such as steel and borrow, rise to meet the needs of the massive number of greater New Orleans

Hurricane and Storm Damage Risk Reduction System construction projects. Though essential to meeting our 2011 goal, Team New Orleans realizes the inconveniences that this increased traffic will cause and is striving to do everything possible to reduce its impact to the area.

One way for New Orleans team members to assist in mitigating this swell in congestion is by taking advantage of the Department of the Army's Mass Transportation Benefit Program (MTBP). Begun in 2000, the MTBP was instituted to provide reimbursement for mass transit commuting costs for all Army employees-military, civilian, and non-appropriated fund personnel- "in order to reduce federal employee's contribution to traffic congestion and air pollution and to expand their commuting alternatives."

However, reducing the amount of traffic in New Orleans is far from the only reason to consider participating in the MTBP. Tak-

ing advantage of mass transit has been shown to reduce stress and the risk of an auto-related injury while increasing job satisfaction. Furthermore, employees that use mass transit save on an average of \$800 a year in transportation costs while avoiding driving 3,300 miles per year. However, if you opt for the van pool, the greatest incentive may be that you get a reserved parking spot.

Under the guidelines of the MTBP, any eligible participants can receive a subsidy of up to \$120 per month tax free to assist with their commuting expenses. This subsidy is provided via one of two methods:

1. "Fare Media" or vouchers, are provided to "pay" the organization providing the means of transportation, or
2. If the transportation providing company does not accept vouchers, the participants may purchase the fare and then request reimbursement for the costs.

The employee is then responsible for any amount above the allowable \$120.

When considering taking advantage of the program, it is important to remember that the MTBP is not a car pool program. Personal vehicles, car pools, motorcycles, airplanes, bicycles, and/or feet do not qualify as acceptable means of transportation. Here in the greater New Orleans area, the primary means of utilizing the Mass Transportation Benefit Program is by traveling to work via the city bus, our historic street cars, or, if you have enough willing participants in your area, a van pool.

For our employees that reside on the Northshore, the van pool may be the most attractive option. At present, there are two van pools commuting from the Northshore. In these arrangements, a company provides the vehicle, typically a 15-passenger van, and the participating employees provide the licensed driver. There is currently a waiting list for these two active van pools. However, if there are enough interested employees to justify expenses, another pool could easily be added.

To take advantage of the MTBP, please submit a completed and signed "Mass Transportation Benefit Program Application" and "Mass Transit Commuter Expenses Calculation Worksheet" to Team New Orleans' MTBP point of contact Sabine Walker in Resource Management. The application and Mass Trans Commuter Expenses Calculation Worksheet can be downloaded from the MTBP website <http://www.asafm.army.mil/rabp/masstrans/masstrans.asp>.

The approval process takes approximately 30 workdays, from application submission to receipt of fare media. However, the U.S. Department of Transportation only accepts submissions from the district between the 20th and

25th of each month. Therefore, to be sure to have your completed application and worksheet submitted prior the 21st to allow for district processing of all van pool information.



Amanda Jones

(Terrebonne, from page 6)

with clearing a new site. The parish and TLCD further assisted the Corps by granting key Right of Entry and Right of Way permissions and executing a Cooperation Agreement in accordance with the aggressive schedule. It is this high level of commitment by the Corps and our local partners that have allowed every key milestone date to have been met or completed sooner.

Seven days ahead of schedule, the Corps awarded two Multi-Award Task Order Contracts for construction on the project January 26, 2009. The construction period is estimated at 118 days.

"Because the project area is separated by Bayou Butler and each reach has different characteristics, we broke the project into two contracts," said Senior Proj-

ect Manager Darrel Broussard. "This also allows us to maximize resources to meet the aggressive schedule."

As a result of the early award, the Notice to Proceed for construction was issued on February 4, 2009 followed by a ground breaking ceremony on February 6, 2009.

While the work being completed on the two reaches will not result in 100-year risk reduction for the communities of Suzie Canal and Orange Street, it will advance the local plans for improved flood damage reduction measures. With the next hurricane season only four months away, maintaining the accelerated schedule becomes even more important.



Coming soon...

Countdown to 2011 Hurricane Protection

A program to address the status of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System in support of

National Engineers Week

Two Day Session - District Assembly Room

Session 1

Monday, 02 March 2009

Session 2

Thursday, 05 March 2009

- | | |
|---|---|
| <p>8:00 AM Welcome
Colonel Alvin B. Lee
Commander, New Orleans District</p> <p>8:15 AM Keynote Speaker
Hon. Steve Scalise
U.S. Congressman, Louisiana - District 1</p> <p>9:00 AM Overview of GNOHSDRRS
Ms. Karen Durham-Aguilera, PE, SES
Director, Task Force Hope</p> <p>9:30 AM Overview of PRO Projects
Walter Baummy, PE / Chief, Engr Division
Thomas Podany / Chief, PRO</p> <p>11:00 AM A Geotechnical Perspective - Investigation, Design and Construction *
Dr. Rai Mehdiratta, PE
Sr. Vice President, Fugro/FFEB-JV Mgmt</p> <p>NOON Lunch</p> <p>1:15 PM West Closure Complex
Robert R. Hoffman, PE / Rock Island District
Thomas R. Ruf, PE / St. Louis District
David P. Lovett, PE / New Orleans District</p> <p>3:00 PM FFEB Field Demonstration of Equipment: Drill Rig, CPT Truck North Gate</p> | <p>8:00 AM Welcome
John Bivona, PE
Assistant Chief, Engr Division</p> <p>8:15 AM Overview of HPO Projects
Dr. John Grieshaber, PE
Chief, Execution Support, HPO</p> <p>9:00 AM Status of IHNC - Lake Borgne Barrier
Angela DeSoto Duncan, PE, HPO
Lead Engineer, IHNC-LBB</p> <p>11:00 AM Lunch</p> <p>NOON We're in it Together - Contractors & the Corps
Jonathan Kernion
President, Cycle Construction</p> <p>12:45 PM Availability of Steel and Concrete
Don Foster
Sr. Vice President, Construction Products
LB Foster
Sam Ditta & John Uhl / Carlo Ditta Concrete</p> <p>2:00 PM Rebuilding / Reopening of New Orleans Restaurants
Tom Fitzmorris
Food Critic Extraordinaire
Host of New Orleans Menu Website</p> <p>2:45 PM Media Perspective / Roundtable
Angelle Bergeron
Engineering News-Record
Mark Schleifstein / The Times-Picayune
John Snell, News Anchor / WVUE-TV</p> |
|---|---|

* FFEB Open House at St. Rose Lab Facility: 3-6 PM - Monday (2 Mar) & Thursday (5 Mar)