US Army Corps of Engineers
New Orleans District

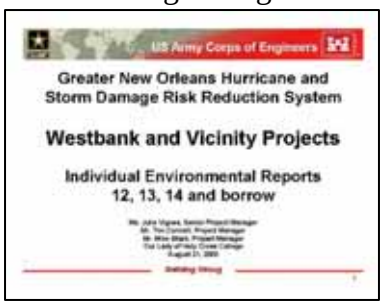
Individual Environmental Report 12, 13, 14 and borrow
Harvey and Algiers Canals, Levees and Floodwalls
Thursday, Aug. 21, 2008

Location	Our Lady of Holy Cross College 4123 Woodland Dr. New Orleans, LA 70131
Time	6:00 p.m. – Open House 7:00 p.m. – Presentations and Discussion
Attendees	Approx 45
Format	Presentation and Discussion
Handouts	• PowerPoint (slides inserted throughout) • Corps Approval Process Brochure • Borrow handout 8.21.08
Facilitation	MAJ Tim Kurgan
Presenter	Julie Vignes, senior project manager

Welcome

Maj. Timothy Kurgan, chief of public affairs

On behalf of Colonel Lee I would like to thank everyone for coming. We have held approximately 70 meetings in the New Orleans metro area and we will continue to hold meetings to give you updates on where the system is going and the alternatives we're consdiering. Tonight we are discussing IER's 12, 13, and 14, the Westbank and Vicinity projects.



Thank you to Congressman William Jefferson and Mr. Blaire Rittner, a representative for Billy Nungesser and Plaquemines Parish, for coming this evening. We have Maj. Jernigan her to night, he is the new Deputy Commander at the New Orleans District. We also have:

Tim Connell	Project manager on the Westbank
Durand Elzy	Senior project manager of operations
Soheila Holley	Senior project manager of borrow
Todd Klock	Real estate

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Rueben Mabry	Task Force Hope, risk and reliability
Bill Maloz	Senior project manager for Plaquemines Parish
Sami Mosrie	Project manager for floodwalls
Gib Owen	Senior environmental manager
Julie Vignes	Senior project manager for the Westbank
James McMennis	Coastal Protection and Restoration Agency and Department of Transportation and Development

We have all our experts here tonight so we can answer your questions. We are going to begin with a short presentation, show a video, and then we will be open to comments and questions.

Julie Vignes, senior project manager

My name is Julie Vignes and I am the senior project manager for the Westbank.

We are here to give an update on the construction projects underway and the ongoing projects in the area. We are also here to get your thoughts and concerns on the alternatives to enhance them and to provide a higher level of protection.

The National Environmental Policy Act or NEPA is the federal regulation that states when the federal government proposes an action we have to analyze the impacts a project may have on the human and natural environments. This policy tells us to assess the potential impacts and receive input from the people on the project to develop the best solution.

This is a summary of some of the construction going on now. This photo displays the floodwalls that are currently under construction on the east bank of the Harvey Canal running along Peters Road. To provide protection 3 ½ miles of floodwalls needs to be constructed along that

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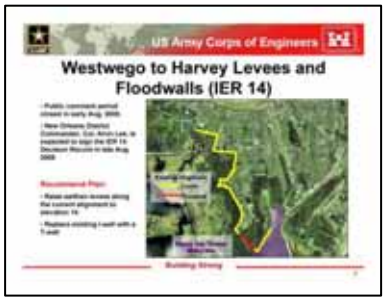
area. We have divided the area into 5 construction task orders. Currently we have awarded 4 contracts in various stages. The first contract was awarded in October 2007

and that reach of wall is near completion. Since then we have awarded 3 task orders to cover the area from the Lapalco floodgate to the Hero pump station. One task order remains to award that will protect south of the Hero pump station and that contract is scheduled to be awarded in about a month. The Harvey Canal has a navigable floodgate that is now complete and operable. The floodgate and the structural walls provide [inaudible]. At the canal the discharge channel for the Cousins pumping station is in place and provides protection to elevation 11. In the event of a storm surge enters the Harvey Canal it would be blocked at this location and if we were to operate the gates there are temporary pumps installed [inaudible].

Currently, we have some levee construction on the way. One contract is to raise the levees along the west bank of the Harvey Canal opposite of the floodwalls. The contract was awarded a few months ago and that levee will be raised to elevation 10. Another contract is to raise the levee along the Algiers Canal at the Hero cutoff to the Belle Chasse highway.

This map shows the Westbank portion of the system and the surrounding vicinity. The system is about 66 miles and goes from the St. Charles parish line to where it terminates on the eastern end [pointing] at Oakville. Tonight's presentation describes three areas or Individual Environmental Reports: IER 14 is the middle section, called Westwego to Harvey; IER 12 has recommended protection for the Harvey and Algiers canals; and, IER 13 is the Hero Levee and the levee that ties in at Oakville.



IER 14 outlines the protection for the Westwego to Harvey area. This report went out for a 30-day comment period that closed three or four weeks ago. There are preparations to sign the recommended decision identifying the plan to provide the 100-year protection. The yellow line shows the existing levee alignments and the red line represents a floodwall. The recommended plan for the 100-year protection is to raise the earthen levee to make it higher, wider and stronger. The existing floodwall is an I-wall and will be replaced with a T-wall

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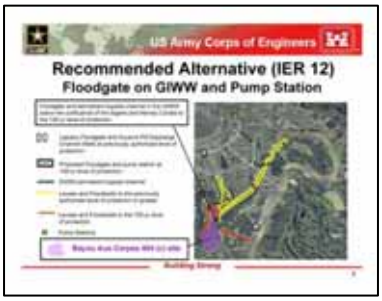
at a higher elevation. We have to replace the floodgate at highway 45. The floodgate will be replaced and a ramp will have to be raised at the Lafitte Larose Highway. This is the recommended plan that is ready to be signed.

This slide outlines the area in IER 12 the Harvey and Algiers canal. We are going to show an 8 minute video that animates the system and describes the different alternatives.

Video [http://www.nolaenvironmental.gov/projects/usace_levee/IER.aspx?IERID=12]



The video described the 4 alternatives we evaluated in making the decision for the proposed action to provide protection in this area. At this point, we have identified our team's recommended plan for this location as alternative number 2: a floodgate in the Intracoastal Waterway south of the two canals that will provide protection along the west bank of the Intracoastal Waterway, along the perimeter of the 404(c) area, crossing the Estelle Outfall Channel and tying into the system north of the canal to the V-line levee. Currently we are proceeding with environmental permits and continuing the NEPA process. The 30-day comment period is scheduled for late September and we will have it available for the formal review. Depending on any additional comments we receive during the comment period we will recommend to Colonel Lee our alternative for final selection in November. In addition to NEPA requirements and the 404 permit we are working with the Environmental Protection Agency because the alternative impacts an area within the EPA jurisdiction, the 404(c) site. We are working and coordinating with the EPA on the final determination and once we have this, we'll move forward with our recommended plan.

IER 13 discusses the alternatives for the Hero levee enlargement and the tie in at Oakville. This is the existing levee on the north bank of the Hero Canal. Our recommendation for this location is to enlarge the levee to the 100-year level of protection. Additional right-of-way is required on the protected northern side of the levee system. We will be identifying the right-of-way requirement to construct the levee enlargement soon.

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To close the system on the eastern end of the project we would have to tie the end of the Hero levee to the MS River levee. Seven different alignments were scoped and identified in providing the 100-year level of protection.

Alignment 1 would tie into the Hero levee [pointing] and requires a navigable or gated structure across the canal to maintain navigation. There is a levee or floodwall section that would come into this alignment and tie into [pointing] the alignment of the existing non-federal levee. This location [pointing] was a temporarily a FEMA trailer park but is no longer inhabited. It would [pointing] be across Hwy 23 and we would have to elevate or ramp the highway to tie into the MS River levee. The exact location has not been determined but it is one alignment in the study.

Alignment 2 is a similar alternative that includes a navigable structure across the Hero Canal, crossing this area and going straight across. The disadvantage of this alternative is it does not provide additional protection to other areas and it involves wetlands.

Alternative 3 has a navigable gate a little further east with a similar alignment.

Alternative 4 was an alternative in the scoping process. It takes the Hero levee across Hwy 23 and ties into the river levee [pointing]. In the NEPA process this is similar to a no action alternative that asks: What can we do to this area without structural improvement? Instead we would elevate homes and relocate residents. This alignment would not provide 100-year level protection around this community but it is an alternative.

This alternative would eliminate the need for a structure in the canal because it comes around the mouth of the canal. In this alignment it goes through improved property [pointing] where the industrial height facility is located. Then it comes through the Oakville community where there are residents. This particular alignment could displace some residents of Oakville if selected. We are

still investigating these alignments. One investigation is a cultural investigation. The first phase of the cultural investigation has been completed and has determined that there are archeological items needing further investigation to determine the significance. The items can help determine the history of the community and we can make cultural determination on historical significance.

Alternative 6 identifies the disruptions of operations in the location and the engineering challenges. This property has been developed into a landfill of material stacked which creates a challenge in aligning a levee close to it. This alternative was developed to protection along Hwy 23 with a floodwall [pointing] close to the levee, then loops around the Oakville community and ties into the levee.

Alternative 7 is a floodwall on the whole length [inaudible] and then tying into the system.

At this point we have not made a decision on the recommended plan but we are conducting many environmental and engineering investigations. We are gathering data to make a determination on a specific plan. We are on schedule to make the recommendation in the November/ December time frame and to have our final selection approved in January 2009.

To raise the levees to the height requirement we need a large volume of borrow material. This map depicts the areas south of Plaquemines, the West Bank, Northshore, and Lake Pontchartrain areas with possible borrow sites.

The Lake Cataouatche area is close to the western most portion of the West Bank project. These are some of the borrow sites in different stages of investigation. Some have been investigated and have been dismissed for non-suitability. The non-suitable soil does

not possess the characteristics necessary to build a levee or there is environmental consideration prohibiting us from using it.

These [pointing] are areas being investigated or scheduled to be investigated.

Westwego to the Harvey area there are some existing borrow locations along Hwy 45 and near the Naval Air Station identified for investigation.

In Belle Chasse there are additional sites and we have maps available in scale that are easier to view. Southern Plaquemines area has different borrow sites.

The environmental assessments are documented and published in Individual Environmental Reports and made available for a public comment period. IER documents can be viewed on www.nolaenvironmental.gov. The web site contains all the presentations from public meetings and all information gathered toward environmental compliance.

There are other West Bank projects and IER's for the East Bank located on the web site. Formally available for 30 day public review period is IER 11 the Lake Borgne IHNC surge barrier project which was released on the 20th and will stay out until September 18th.

The www.nolaenvironmental.gov site highlights all the environmental information. Gib Owen the environmental manager is can provide any information about the reports. This is a shot of the homepage of the website.

Maj. Kurgan, chief of public affairs

I am the mediator this evening and I will try to get all questions answered. A couple of ground rules before we begin because we do want to hear your comments and questions. We have experts here to answer questions and if we can not answer them we will make sure to get the answer back to you later. Please state your name at the microphone because we keep a record of the comments to be able to look back at the comments before making a decision. Keep your questions to 3 minutes or less to give everyone a chance to speak. We will stay here as long as it takes to answer all of your questions.

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Question 1. Vincent Vastola: How many IER's have had objections to the proposed action that you have not preceded with the action? We attend these meetings and people voice their opinions/objections but it does not seem like they are taken seriously or have weight because the decision is made anyway.

Response 1a. Gib Owen: Colonel Lee has signed 11 IER's so far. The public comment periods have not received objections except on the borrow IERs. We hear a lot of comments during the meetings and we consider them during our analysis.

Response 1b. Maj. Kurgan: Obviously these decisions are complex and there are two opposing views to the situation factored in but a decision does have to be made. We are trying to balance the needs of everyone to provide protection. Certain areas of this project are difficult to execute in particular the enlargement of an existing alignment where there is hardly any impact. We consider everything to minimize the impact to the environment, the people, and the economy to build the best project. Did that answer your question?

Question 2. Vincent Vastola: In IER 22 when the community of Bridge City objected to the 32 acre borrow pit, what actions were taken to mitigate their concerns with regards to the impact on the community with the ship yards, traffic, etc?

Response 2. Soheila Holley: Analysis said the borrow was suitable and not violating the environment. Next we listed the concerns and provided them to the commander. It was his decision to sign the IER.

Question 3. Vincent Vastola: That is my point. They listen to the concerns, turn the report over to the commander, and he signs it. I don't see where anybody's concerns were taken into consideration. The message conveyed to the community was: this is what we are going to do.

Response 3. Maj. Kurgan: I understand, but the point is we try our best. If I could get the clay from California and it did not impact the community that is great, but we can not because the further away the material is from the construction site the more expense and that is taken into consideration. It is very difficult on the people who live around those areas and if there is a way to eliminate the impacts it would be great. There are hard decisions that have to be made in the execution of this system that will impact people. We can not build this system and not impact anyone because it is impossible. That is the answer and it is not always what we want to hear.

Question 4. Vincent Vastola: From day 1 the Corps has taken the position that they need over a 100 million cubic yards of material. The particular site I am referring to barely

yields 1 million. I understand from the borrow lady that 50 million cubic yards have been found. Where is the other going to come from?

Response 4. Soheila Holley: The reality is yes, that is a moving target. The levee alignments are divided into reaches and as the plans and specs get closer to completion we will be certain of the need. We have identified 50 million cubic yards of material between two options and the Bonnet Carre'. The good thing is the remaining material we have time to find because not all of the levee alignments are coming up at the same time. We are working with the process as projects come online to make sure we have assigned borrow for the project. We have a supply process for borrow that has to meet the criteria and price. An element of the policy is still involved. There are 3 borrow options that are government furnished. The light green means the site is approved. The Corps is responsible for some of the sites but others will be the responsibility of the nonfederal sponsor for approaching land owners. Other sites are under investigation. The blue is the contractor furnished. All suitable borrow sites are placed on a list and made available to the construction contract. We need a tremendous amount of material we use to do small quantities. We have three quantities. We are trying to minimize the impacts, so we look at the preferred method that is closest to the alignment, which includes the cost of hauling, roads, and traffic. We are looking at all three options but we don’t need 100 million at one time.

Question 5. Vincent Vastola: The site that I am referred to where work is being done I understand everything in that area with the light green and blue is 50 million?

Response 5. Soheila Holley: No the 50 million is from the Bonnet Carre’. Some come from Orleans parish, St. Bernard and among all parishes. No that area does not add up to the 50 million.

Question 6. Vincent Vastola: Are you going to be transporting material from Orleans to Jefferson?

Response 6. Soheila Holley: No, the material in the basin will be used in this basin. Consider the cost of borrow if we were to take it from Jefferson and transferred to Orleans. It is about the cost for 20 million cubic yards. At his time we have all the reaches assigned to a site but some of the levee alignments don’t have borrow assigned to it. We can accept more packages for contracts.

Question 7. Vincent Vastola: [Inaudible] Would that result in some of those smaller areas not being utilized?

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Response 7. Soheila Holley: We do not know that at this time. We won't know until we see how successful the supply contract will be. That area is unknown as far as cost and visibility.

Question 8. Donald Valleo: While we have the borrow in Plaquemines the property owned by East and West Jefferson is about to triple the size of borrow. What is the timeline? How are you going to minimize the impact to the residents in that area?

Response 8a. Soheila Holley: The Walker Road site [inaudible] and all of them once material is suitable it then goes to the design team. As far as access to the road and maneuvering traffic that depends on the contract.

Response 8b. Julie Vignes: Walker Road pits, the capacity that remains is going to be used for the construction on the west bank. There is a 5 mile reach of levee that is being hauled from the Walker Road pit. It is in an area near other areas not dug adjacent to the pit you see. We are going to take some out of this pit to raise this levee. There is one more contract to be awarded; I talked about when I talked about the floodwalls. The material will come from Walker Road and from here. That contract will be awarded in about a month and probably be done in the duration of the year 2009. Then there would be no more compatible material useable at Walker Road. This site [inaudible] is a government furnished site. It has been investigated and put out for public review through IER and is clear to start. Our real estate office is initiating the efforts to acquire the right to do the borrow pit.

Question 9. Donald Valleo: The digging and transportation, is it going to impact everyone on Walker Road? Can you use the Barrier Road and not Walker Road?

Response 9a. Julie Vignes: We are monitoring that road and are trying to get a schedule together with the construction company for additional improvement to that road. Our non federal sponsor for this whole system is the state of Louisiana. DOTD has been a close sponsor of the project and we have to coordinate with them. We do seek opportunities to marry the projects. The one issue we have is we have a tight schedule to have the system built by 2011. The highway project may not be on that same timeline as the system. We try to absorb most of these problems by combining the projects. I do not think the project is 100 percent funded at this time. They can not move as quickly as it takes us to build the system sometimes.

Response 9b. James McMenis: We meet weekly and I know the district is aware because we are always discussing this with them. I can not answer this particular question because it is a local DOTD area and I am in headquarters.

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Question 10. Lester Zeigler, Eastover: IER 19 puts a borrow site in our area. It is a contractor furnished borrow site. The property owner's biggest concern is that Colonel Lee has approved the Eastover site for 36.6 acres of the golf course. The landowner would like to do 95 more acres. Does the assessment that has been done on the 36.6 acres cover the 95.5 acres?

Response 10. Soheila Holley: The first phase was approved in IER 19 and it is on the list for the contractor. The second place is still under review in a separate IER. The answer is no the acres that are not approved are separate but that is under litigation and I can not provide more information. [Inaudible].

Question 11. Lester Zeigler: Regarding government furnished verses contractor furnished: Assuming the contractor furnished site is adjacent to a residential area would the Corps of Engineers aggressively go after the property under government furnished method if it was not contractor furnished.

Response 11. Soheila Holley: Due to the tremendous amount of material we need to put into the system to protect citizens it is our job to provide suitable material. As long as the material is suitable and does not impact the environment then we identify and test the site. The site is suitable if it does not impact the wetlands [inaudible].

Question 12. Lester Zeigler: What type of testing would you do if you intended to aggressively go after the area?

Response 12. Soheila Holley: The site would go through geotechnical testing, environmental, cultural, coastal zone, etc. It is a whole list of impacts. There are three options that govern a contract to get borrow [inaudible].Every site no matter how it is identified has to go through the same geotechnical testing to make sure it is suitable and that the environment is not adversely impacted. We have the same standard for all the borrow in the area. The Corps of Engineers requires it.

Question 13. Jody Coyne, Plaquemines Parish: When they were planning the actual station location or rough alignment [inaudible] of the bypass channels? This group is from East Bayou Road and we would be impacted by the taking of property. I would like to have the opportunity to come to the office and see if anything could be worked out in the area because it is too broad.

Response 13. Julie Vignes: While we have identified our recommended plan to be an enlarged structure and a large pump station, we have still only conducted preliminary engineering investigation. As we move through the process we would be able to identify a detailed footprint. Then we would know if it is on this property or across the street. In a

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couple months we would have to maintain public involvement and come out to tell the whole community the plan of action. We would be happy to talk to a small group about the footprint as it develops but we are a couple of months away from having all the details.

Question 14. Jody Coyne: The south side of Walker Road is used as a school bus, garbage, and mail route. Do you know how we have been impacted by the digging and the levee work. The fact that school buses are a primary concern and the way the borrow pits are set up they are good because they go down the barrier road. If they start hauling from the south side they would have to cross over Walker Road which is a primary residential road. It would really have to be a well maintained road.

Response 14. Julie Vignes: It is a changing system to test for suitable material. [Inaudible]. One thought right now is to use the material to enlarge the Hero Levee. Logistically it is the best levee to enlarge with the material. Again we are doing things to repair the road now. We require the contractor to put in traffic control. We have a good working relationship with Plaquemines Parish and we look to them to make additional traffic controls to ensure we have speed limit signs and help with crowd control.

Question 15. Bob Grace, Woodland Oaks: IER 12 recommended alternative, the floodgate is a good idea but why the pumping station? We have 9 pumping stations pumping into the canals. What is the capacity of this one pump station?

Response 15. Julie Vignes: Thanks for bringing the 9 pump stations up because they are there to pump water during rain events into the Harvey and Algiers canals. The capacity is over 25000 cubic feet per minute. Part of our project would include a pump station that would pump 25000-30000 cubic feet per minute. We don't have that number written in stone but we are doing hydraulic and draining studies to find the capacity needed. [Inaudible]. We are working through an optimization process. What can we store to determine the capacity? To address your concern it will be a large pump station.

Question 16. Sydney Perez: Where will all that water go?

Response 16. Maj. Kurgan: Into the Gulf of Mexico.

Question 17. Sydney Perez: What about the homes south of the pumping station? How will the pumping station help the south portion?

Response 17. Julie Vignes: The pumps there pump the same amount of water. [Inaudible]. They put over 20k in the system and the conditions will remain the same.

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Question 18. Sydney Perez: You are going to build a monstrosity of pump with more volume?

Response 18. Julie Vignes: The volume would be the same but south of there structure could be less. We would benefit from storing some of the water above the structure. Under no condition would the water put in the system to the south be greater than what is already being pumped in now.

Question 19. Sydney Perez: The most southern part of the 100-year protection, there is a non federal levee will it connect into the system? I understand there are alignments that are considered and I suggestion following the existing nonfederal levee that goes down to La Rousette. [Inaudible]. There are other alignments besides the existing one. The other 2 alignments 1A and 1B would cut and cripple the citrus industry more than the hurricane did. The footprint following the nonfederal levee seems to be the most logical. Please record that my comment is the nonfederal levee should connect to the federal levee. I know this is not part of the meeting tonight but this does join into and connects.

Response 19a. Julie Vignes: Again we do record the comments and Bill Maloz is here tonight who deals with that portion of the system.

Response 19b. Bill Maloz: We understand your objection to 1A and 1B that we will incorporate into the federal system as an upper reach. The existing levee identified the factors that we will assess to determine the best alignment. The citrus industry, residential, and other commercial establishments will be taken into account. We will allow a public review based on the selected plan and you will have the opportunity to officially object to alignment 1A and 1B. Then we will asses comments, factors, schedules, and cost to the environment to determine which alignment to recommend.

Question 20. Sydney Perez: Will people have the opportunity in a few weeks to address that?

Response 20. Bill Maloz: We should have the EIS draft available in October and you will be able to address the issue.

Question 21. Sydney Perez: May I suggest that people be notified in advance because there were a couple of meetings pertaining to the subject where the notification timing was short. I want to make sure people can coordinate their schedules to coincide with the meetings.

Response 21. Bill Maloz: We intend to provide the opportunity to examine the recommended alignment but we have not planned a meeting. Public meetings are requested. In March 2007 there was a meeting where we identified what to do with the

nonfederal levees and if we were going to incorporate them into the federal hurricane system.

Question 22. Sydney Perez: [Inaudible]. The Corps only advertised by placing notices in the ground around Hwy 23. Would the people that the systems affect be notified and have the opportunity to hear what you have to say?

Response 22. Bill Maloz: The notification process is done the same way as we did for this meeting.

Question 23. Sydney Perez: The notification process is not conventional and I would like to have more notification of these meetings.

Response 23a. Bill Maloz: We don't intend to have meetings but we will have a draft available for agencies and the public with the opportunity to address the recommended action. The notification system is not flawless but it has gotten better.

Response 23b. Maj. Kurgan: We are making efforts to notify people. A year ago we had 700 people on our mailing list and now we have 7,000. [Inaudible].

Question 24. Sydney Perez: Now we are going to have a larger crop of people.

Response 24. Maj. Kurgan: Advertisements are placed: on the internet, sent to the mailing list, the Times Picayune, and local publications.

Question 25. Sydney Perez: The Plaquemines paper and he showed me a notice he received that day, about a month ago, advertising there would be a meeting here.

Response 25. Maj. Kurgan: We do the paid ads and send news releases for the reporters.

Question 26. Sydney Perez: Is the West Jefferson Levee District your agent?

Response 26. Julie Vignes: The LA DOTD was the nonfederal sponsor for the West Bank Vicinity project but now it is the Louisiana Coastal Protection and Restoration Authority. The two entities then work closely with the Department of Natural Resources. A team that is being married together and it is sort of a triangle.

Question 27. Sydney Perez: The West Jefferson Levee District is taking [inaudible] and they have been sending notices to people south of that line. Where does their jurisdiction stop?

Response 27. Julie Vignes: The West Jefferson Levee District may be able to answer more but permission was given to survey and investigate borrow in this area by the state.

Question 28. Sydney Perez: Does that give them the right to do that south to Venice?

Response 28. Julie Vignes: The West Jefferson Levee District acts as an agent for the state in land acquisition or land investigation for the West Bank vicinity projects. [Inaudible].

Question 29. Sydney Perez: In the 1990s there was a deal between Plaquemines and the West Jefferson Levee District for them to look at Jefferson Parish. Does it include the entire parish?

Response 29. Julie Vignes: They have a state law gives them the right to allow us right-of-entry to property used for the West Bank and Vicinity project. In this project, we do not have authority to build levees. The areas south identified for borrow are south of your area.

Question 30. Blue Jacket: How much would the water level be raised and how high will the levees be on the canal?

Response 30. Julie Vignes: The system is designed currently without the floodgate and the storm surge coming in from the Gulf of Mexico to the Barataria basin would be allowed to enter the canals. Modeling shows that for a 100-year storm there would be 10-14 feet of water in the canals. The levees would have to be improved but instead of raising the levees we are going to block the storm surge here [pointing].

Question 31. Blue Jacket: The levees would not be improved but you are raising the height of the water into the canal by how much?

Response 31. Julie Vignes: Some water would be stored between the levees in the canal but the highest elevation we are allowing is elevation 8. However, the water is less than what would be in the canals if there is no gate built.

Question 32. Blue Jacket: Who will manage the pumps with the massive flood?

Response 32. Julie Vignes: This pump station would be operated and maintained by the state of Louisiana. They have the responsibility to operate and maintain the system. The federal law gave us the ability to build this project but it said maintenance and operation would be the non-federal sponsor's responsibility.

Question 33. Blue Jacket: But the state is required to pay their share?

Response 33a. Julie Vignes: There is a cost share for this project which is 65% federal and 35% nonfederal.

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Response 33b. Maj. Kurgan: The 1.8 billion cost share is for the overall system appropriated over 30 years.

Question 34. Vincent Vastola: The IER 12 pump stations are they in Plaquemines or Jefferson parish.

Response 34. Julie Vignes: Plaquemines, but the water put there is from three drainage entities. We have representatives from those departments.

Question 35. Frances Sewell: I the Corps for being here and having these meetings. There is no notice for my neighborhood and that needs improvement. The West Jefferson Levee District is now Southeast.

Response 35. Julie Vignes: West Jefferson Levee District is essentially an entity of the state but governed by a board of directors called the Southeast Louisiana Flood Protection Authority. There is one for the east and west bank.

Question 36. Frances Sewell: They will be meeting tomorrow night if you want to ask about their boundary or other questions. The Corps of Engineers brought a league of barges into my area and we were not told they would be there. Then we see a crane on top of a barge and hear pounding. [Inaudible]. Keep the good work up and our levee safe. If Hurricane Fay would have come this way would the levees hold the rains or would there be another break we should be concerned about?

Response 36. Maj. Kurgan: I will ask the regulatory department about there notification process. Can we handle Fay right now? Yes, it is a very small storm and the system would perform well. We are trying to get many products out as fast as we can. There is a status map available displaying the system. We are not to the 100-year level and there are vulnerable areas but the system is stronger than it was pre-Katrina. The floodwalls have been re-diced to stick up and scoured on the back to prevent scouring of the earth. A concrete pad is armored so whether there is a gate or levee there would be a transience to ensure if it would perform better. The system is stronger than it was pre-Katrina but we are still vulnerable until the 100-year level protection system is in place by 2011. The system would perform well against Fay but we have to heed evacuation orders because there is always a storm that puts us at risk. Listen to the evacuation notices. Save the map and watch the changes in the system as we move toward the goal.

Question 37. Frances Sewell: The wind is apart of the storm but the water is there.

Response 37. Maj. Kurgan: Wind is associated with any hurricane but we are designing only to keep the surge out. That map shows the 1 percent storm to keep the surge out but

the rain still has to go out. Local representative have to remove the rain. The system will keep the surge out.

Question 38. Frank Dollinger: Is the floodgate going to be complete by 2011?

Response 38. Julie Vignes: There is a lot of engineering to do and we are forecasting schedules the best we can. We are confident we can have the structural protection in place: levees tying into floodwalls and gates that could cross the canal. We have 25-30 cfs pump stations to construct. Surge protection will be in place by 2011 but we don't know if we have full pumping capacity at this location by 2011.

Question 39. Frank Dollinger: The Algiers canal is going to have 10 feet and not any real protection on the Harvey and Algiers canal until the pumps are built? We are going to have a 10ft levee and that is going to cause a problem right there.

Response 39. Julie Vignes: You are correct. Until 2011 the elevation on the Algiers and Harvey canals will be at elevation 10 but at the 100-year level of protection it will be elevation 14 for future subsidence factored into the project. Modeling for the 2007 hurricanes that same system would only have to be built to 10 ½ and currently it is at 10. This is close to what would be necessary for a 100 year storm. Future settlement is not built into the system at this time. When we build the floodwalls they will be to elevation 14. Currently 10 ½ is needed but we build the extra height for subsidence and sea level rise. The 100-year protection will be in place before the floodgate.

Question 40. Frank Dollinger: You don't have the 10 feet now because they are working on that levee?

Response 40. Julie Vignes: It is under construction now. Originally it was suppose to be completed in October of this year but it will take a few more months. This industrial area is a challenging construction site and we have slowed the process down a bit. The system is progressing but we expect it to take several months beyond October to complete the reach.

Question 41. Kenny Stewart: The borrow south of Oakville if approved would the Corps require the borrow pits to be backfilled?

Response 41. Soheila Holley: The government has not authorization us to backfill. Local ordinances state contractors have to backfill but the Corps does not have the authorization.

Question 42. Kenny Stewart: For the 100-year protection is the Corps going to be authorized for the Oakville south levee that is supposed to be completed by 2011 on that

section? Why are we not having numerous meetings? Why is there not the same type of meetings going to be held south of Oakville?

Response 42. Bill Maloz: We will have a supplemental impact statement and a draft. In the draft you will have the opportunity to comment.

Question 43. Kenny Stewart: Will there be several alternatives to discuss?

Response 43. Bill Maloz: There are no plans to have discussions but there will be a consolidated report known as a Supplemental Environmental Draft presented to you for a comment period.

Question 44. Kenny Stewart: [Inaudible] Oakville north, under the normal system.

Response 44a. Gib Owens: The normal system we complete an Environmental Impact Statement. In the New Orleans system permission was granted to create alternative arrangements. Bill is on the traditional system and we have been on a different system with the public meeting where we do scoping. The next step is to complete the report and then make it available for a 45 day public review. A public meeting can be coordinated but currently there are no plans.

Response 44b. Maj. Kurgan: I will get with Colonel Lee and discuss the possibility of a public engagement.

Question 45. Kenny Stewart: I think a lot of people were not up to speed in the last meeting.

Response 45. Bill Maloz: That is true but people are coming back and we are getting engaged.

Question 46. Kenny Stewart: I am requesting the consideration of a public meeting because these alignments are impacting residence and future growth. Are they talking about a levee along the highway?

Response 46. Bill Maloz: It is an alignment and we have not decided on the action.

Question 47. Kenny Stewart: In November [inaudible] in Oakville?

Response 47. Julie Vignes: Yes in November we will be publishing the document we are recommending. Then we allow a 30-day public viewing to receive additional comments and if resolved we look for Colonel Lee to approve the decision.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

Question 48. Kenny Stewart: Would you prefer the comments before the decision is made?

Response 48. Gib Owen: Yes I would prefer to get them now rather than latter after the document is published.

Question 49. Kenny Stewart: I am not in favor of alignments 1, 2, 6 and 7.

Response 49. Gib Owen: Comments are addressed to me and I will get them in the IER.

Question 50. Kenny Stewart: Are you aware of the permit I have been waiting on for the past 5 year?

Response 50. Gib Owen: The 404 document. I know they are working on it.

Question 51. Kenny Stewart: For the last 5 years I have heard it should be this week.

Response 51. Julie Vignes: We have heard that too. For situational awareness we need to know everything going on with the alignment. I spoke with the chief of regulators and he said with a decision is eminent.

Question 52. Blue coat: I have attended five to six public meetings and have seen you guys beat up on pretty bad. Every time you guys get better and I want to complement you for bringing out the force.

Response 52. Julie Vinges: Thanks very much.

MAJ. Kurgan, public affairs

Thank you to everyone for coming and for all your comments. I hope that if you do have any more comments you will contact us and we will address your concerns. The senior project managers will hang out for a few minutes if you want to ask a few questions. Thank you.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

Greater New Orleans Hurricane and Storm Damage Risk Reduction System

Westbank and Vicinity Projects

Individual Environmental Reports 12, 13, 14 and borrow

Ms. Julie Vignes, Senior Project Manager
Mr. Tim Connell, Project Manager
Mr. Mike Stack, Project Manager
Our Lady of Holy Cross College
August 21, 2008

Why we are here tonight

To discuss the status of in-progress improvements and recommended alternatives that will reduce risk to communities in the Westbank and Vicinity portion of the Greater New Orleans Hurricane and Storm Damage Risk Reduction System.

National Environmental Policy Act: NEPA

- Required of all major federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement
- Analysis documented in Individual Environmental Reports (IER)

Ongoing Construction

Harvey Floodwalls

- Boomtown Casino to Hero Pump Station awarded Mar. 2007
- Lapalco to Boomtown awarded Feb. 2008
- Hero Pump Station awarded Jul. 2008
- Boomtown Floodwall Awarded Jul. 2008
- 1 Remaining Task Order to be awarded in Sept. 2008

Harvey Floodgate

- Harvey Floodgate operational
- Provides protection across canal to elevation +11

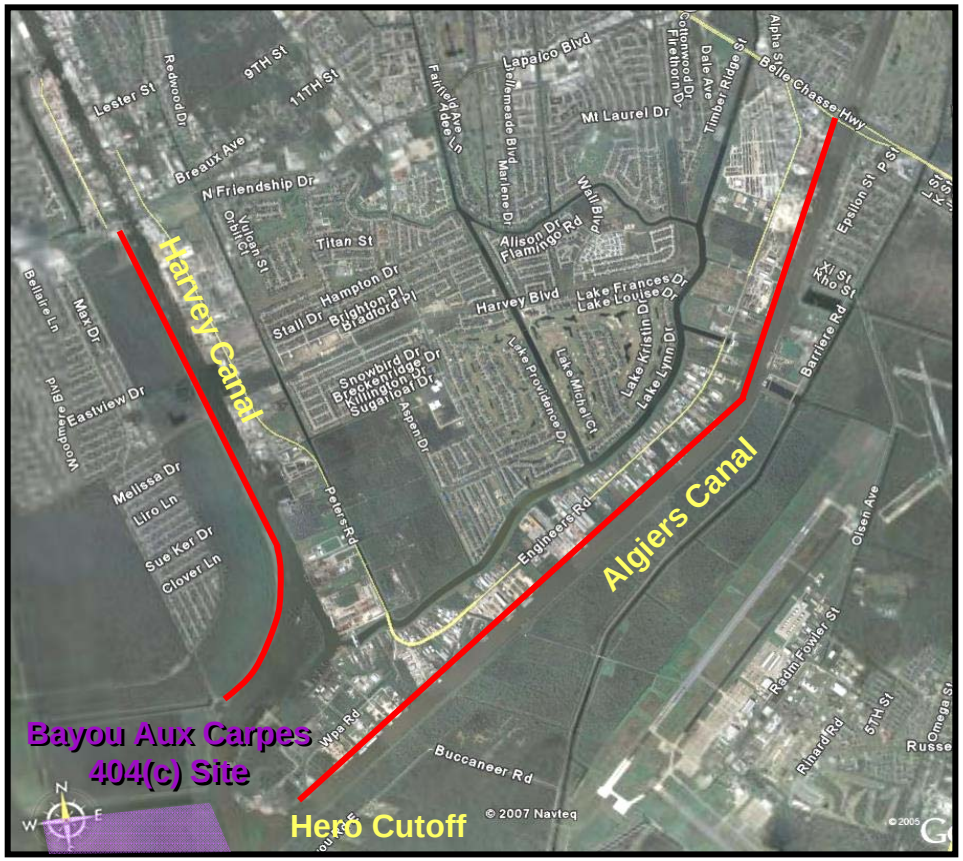
Ongoing Construction

Algiers Canal Levees

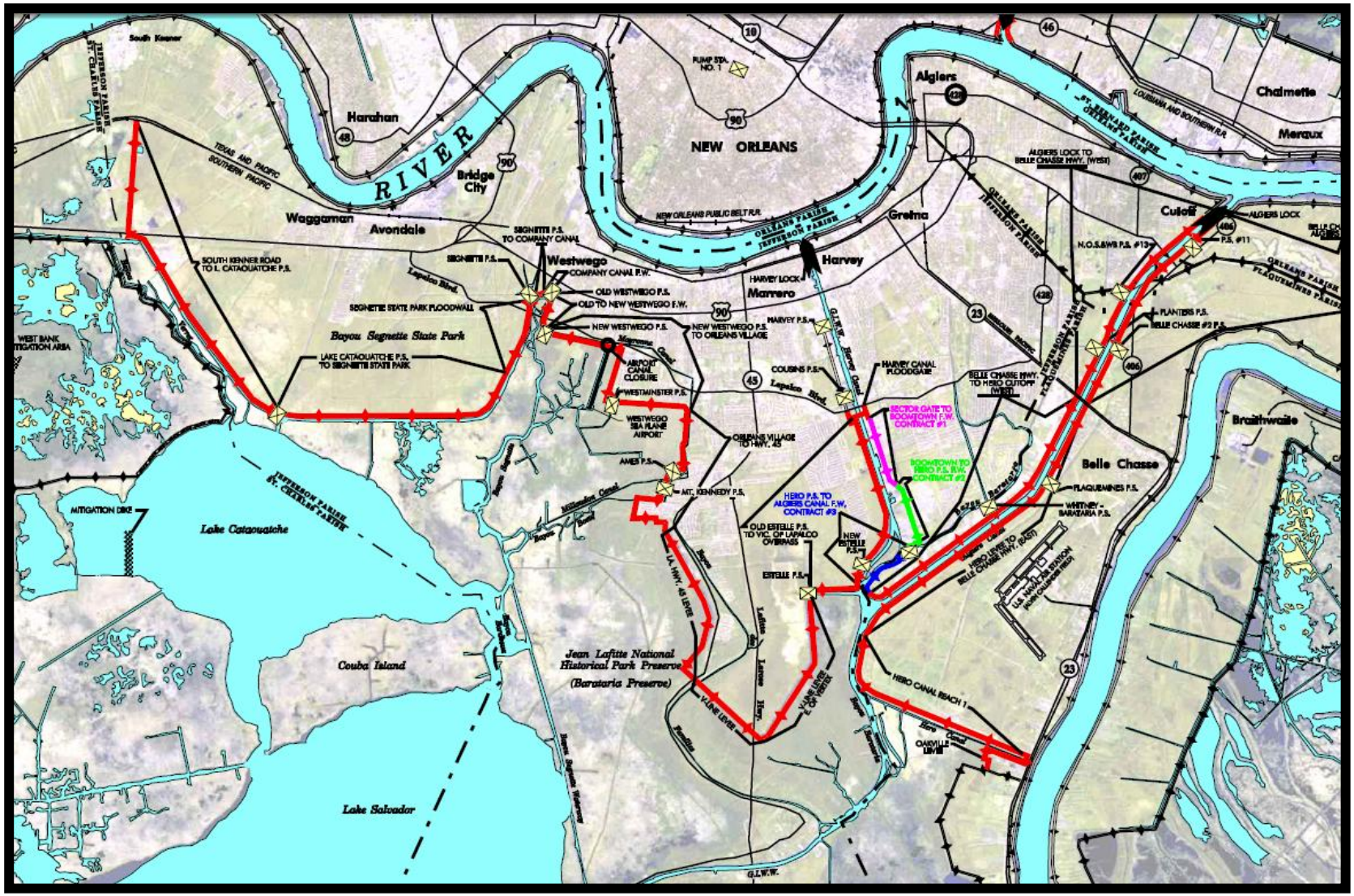
- Contract awarded Jan. 2008 to raise the levee along the west bank of the Algiers Canal from Belle Chasse Hwy to Hero Cutoff to elevation +10.

- Remaining levees on the west bank, and all levees along the east bank of the canal, have been previously improved for hurricane protection.

- Contract awarded Apr. 2008 to raise levees along the west bank of the Harvey Canal.



Westbank and Vicinity Hurricane Protection Project

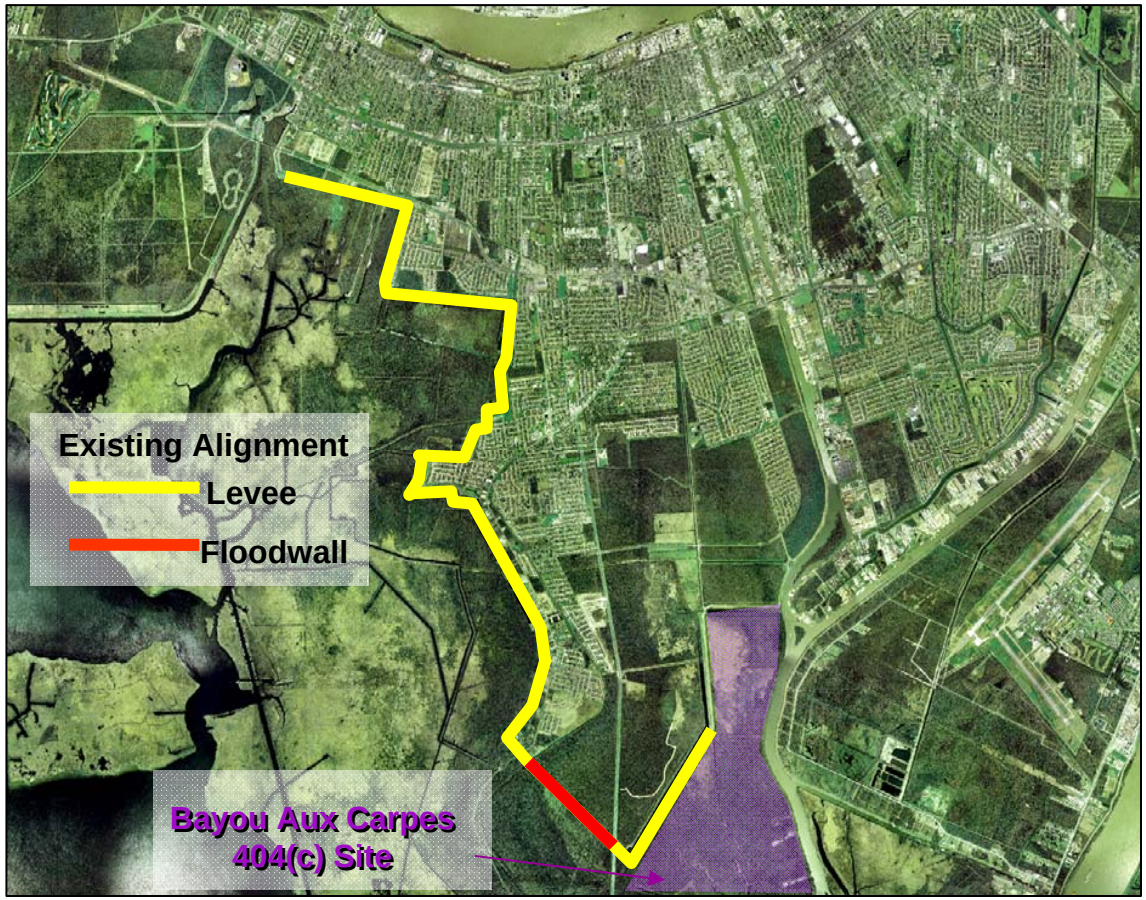


Westwego to Harvey Levees and Floodwalls (IER 14)

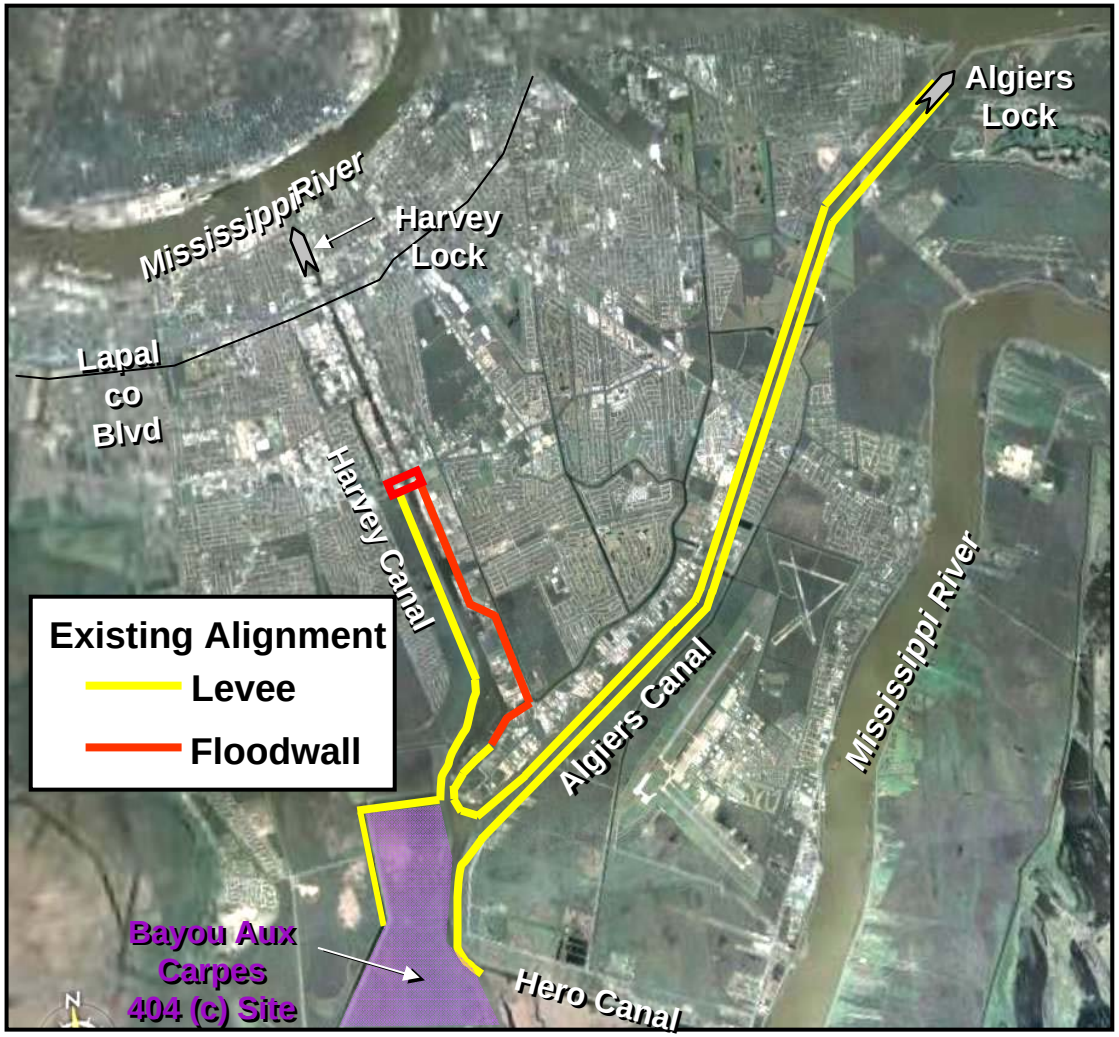
- Public comment period closed in early Aug. 2008.
- New Orleans District Commander, Col. Alvin Lee, is expected to sign the IER 14 Decision Record in late Aug. 2008

Recommend Plan:

- Raise earthen levees along the current alignment to elevation 14
- Replace existing I-wall with a T-wall



Harvey and Algiers Canals (IER 12)

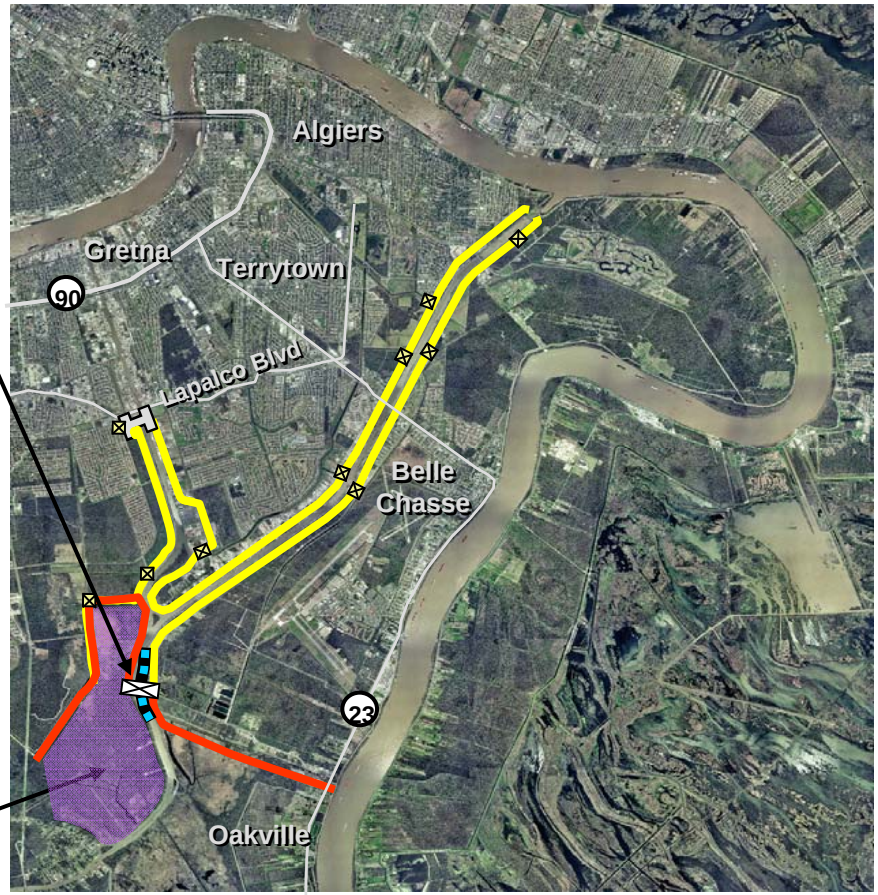


Recommended Alternative (IER 12)

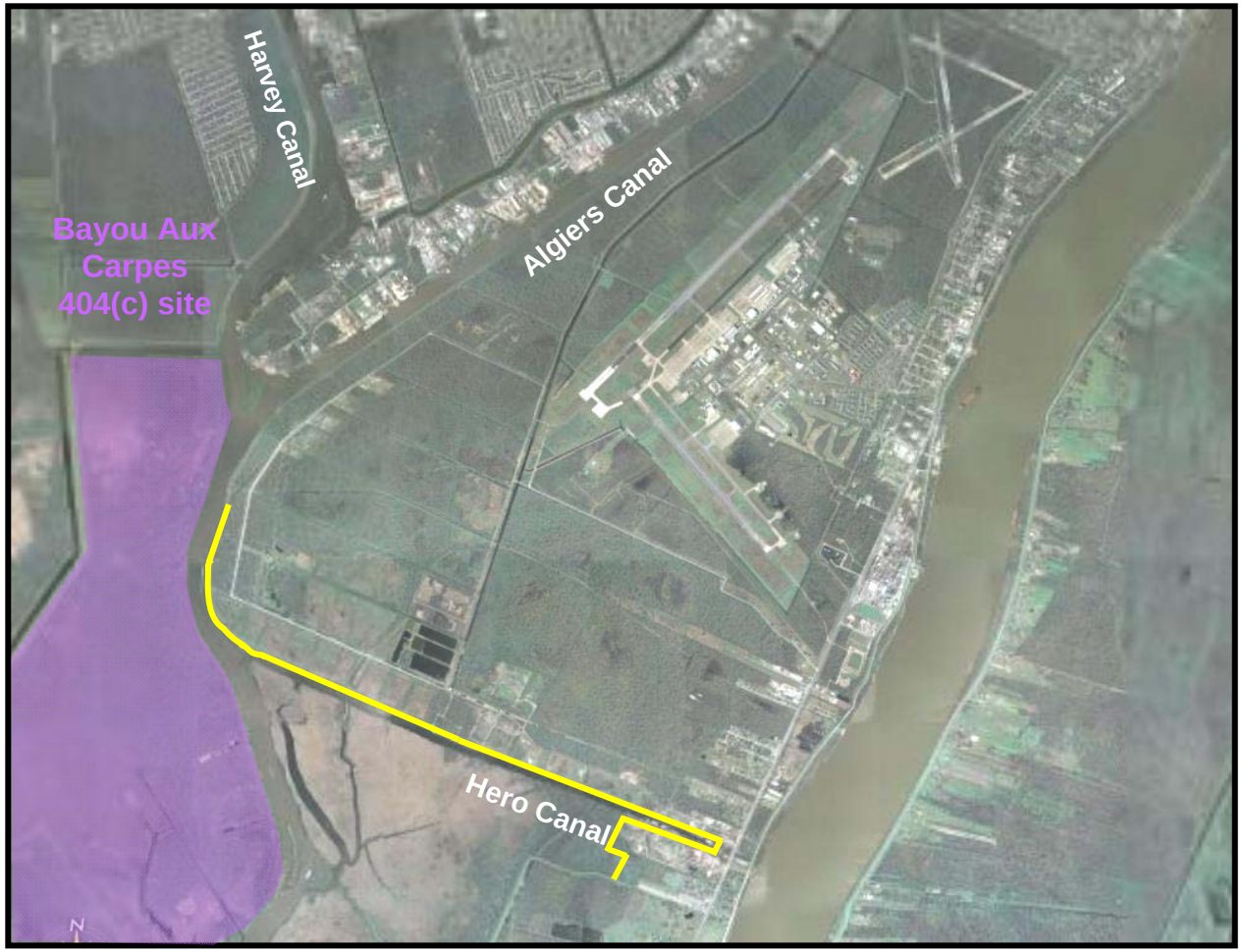
Floodgate on GIWW and Pump Station

Floodgate and permanent bypass channel in the GIWW below the confluence of the Algiers and Harvey Canals to the 100-yr level of protection

- Lapalco Floodgate and Cousins PS Discharge Channel Walls at previously authorized level of protection
- Proposed Floodgate and pump station at 100-yr level of protection
- GIWW permanent bypass channel
- Levees and Floodwalls to the previously authorized level of protection or greater
- Levees and Floodwalls to the 100-yr level of protection
- Pump Stations
- **Bayou Aux Carpes 404 (c) site**



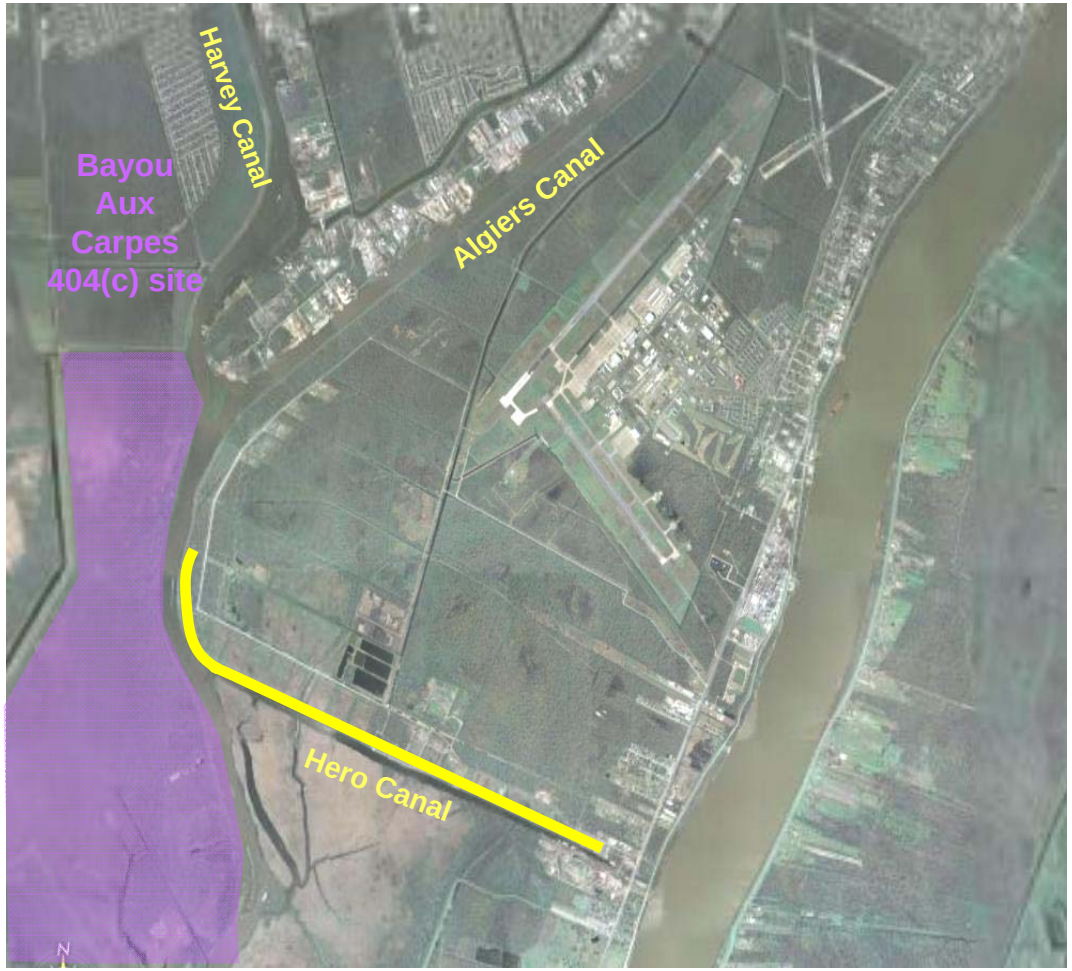
Hero to Oakville Levees and Floodwalls (IER 13)



Hero Levee

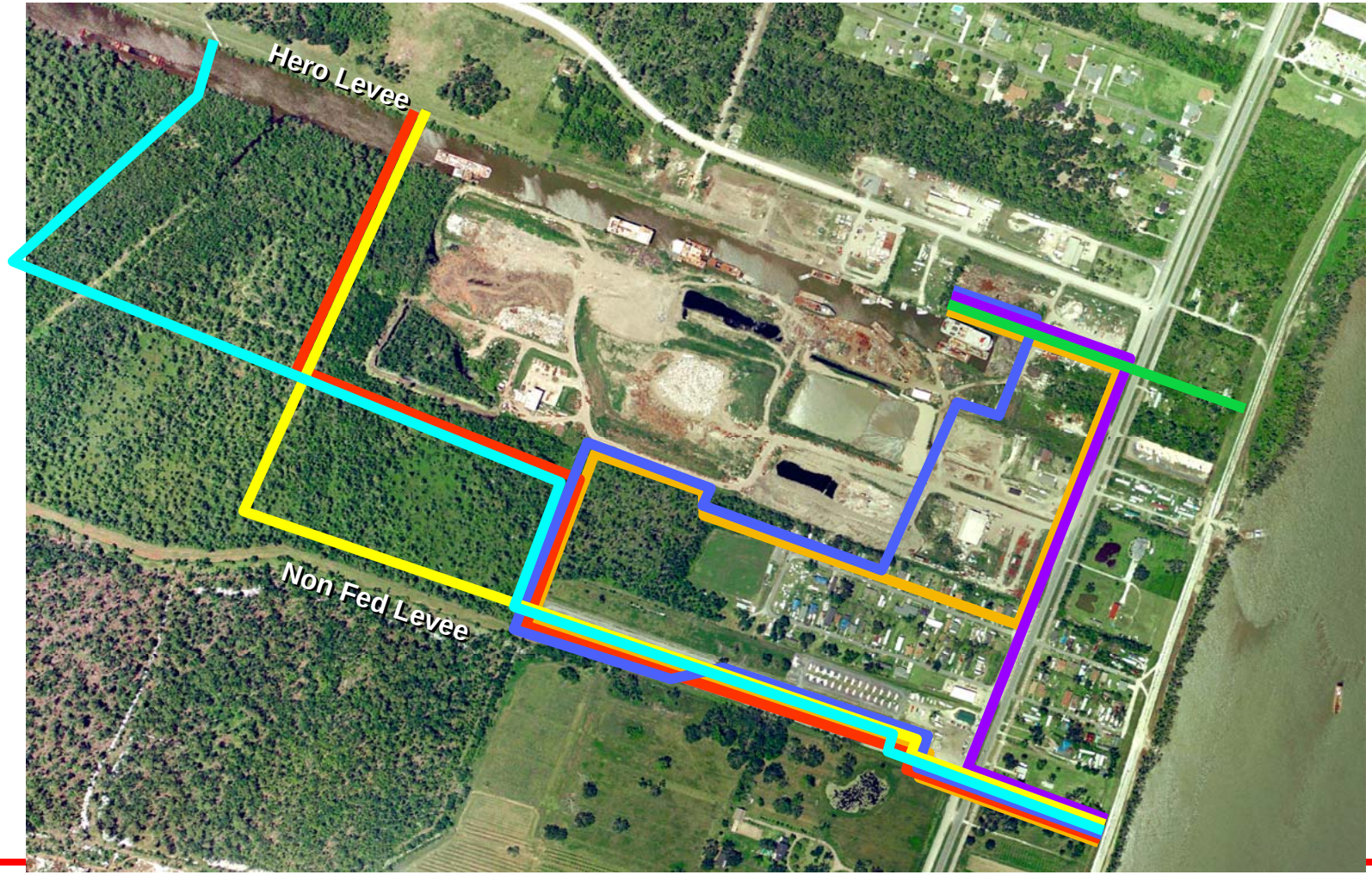
Alternative Under Consideration:

- **Levee enlargement (straddle, landside or floodside shift) and floodwalls**
- **Earthen levee section (landside shift)**



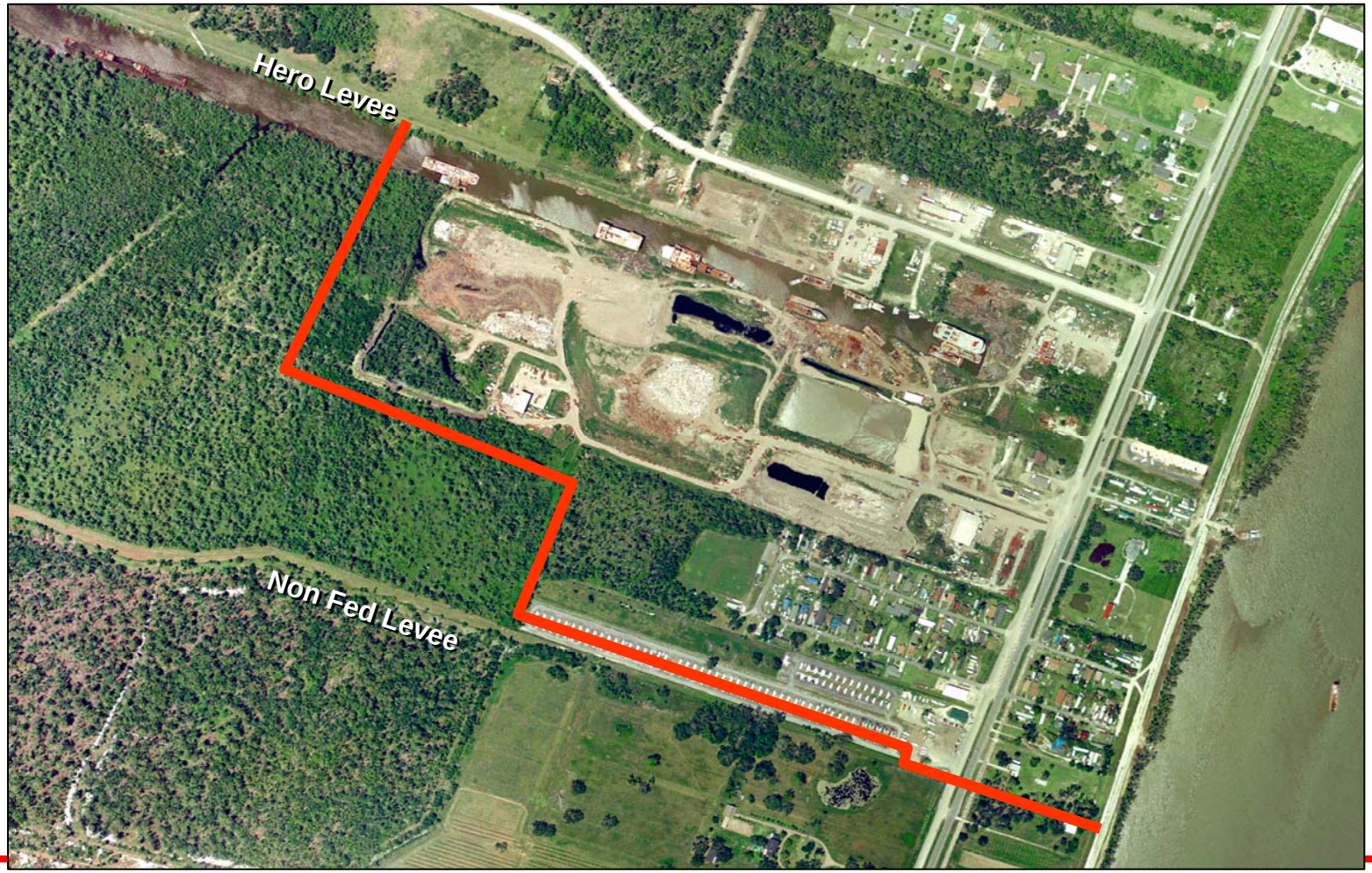
Hero to Oakville (IER 13)

All Alternatives Under Consideration



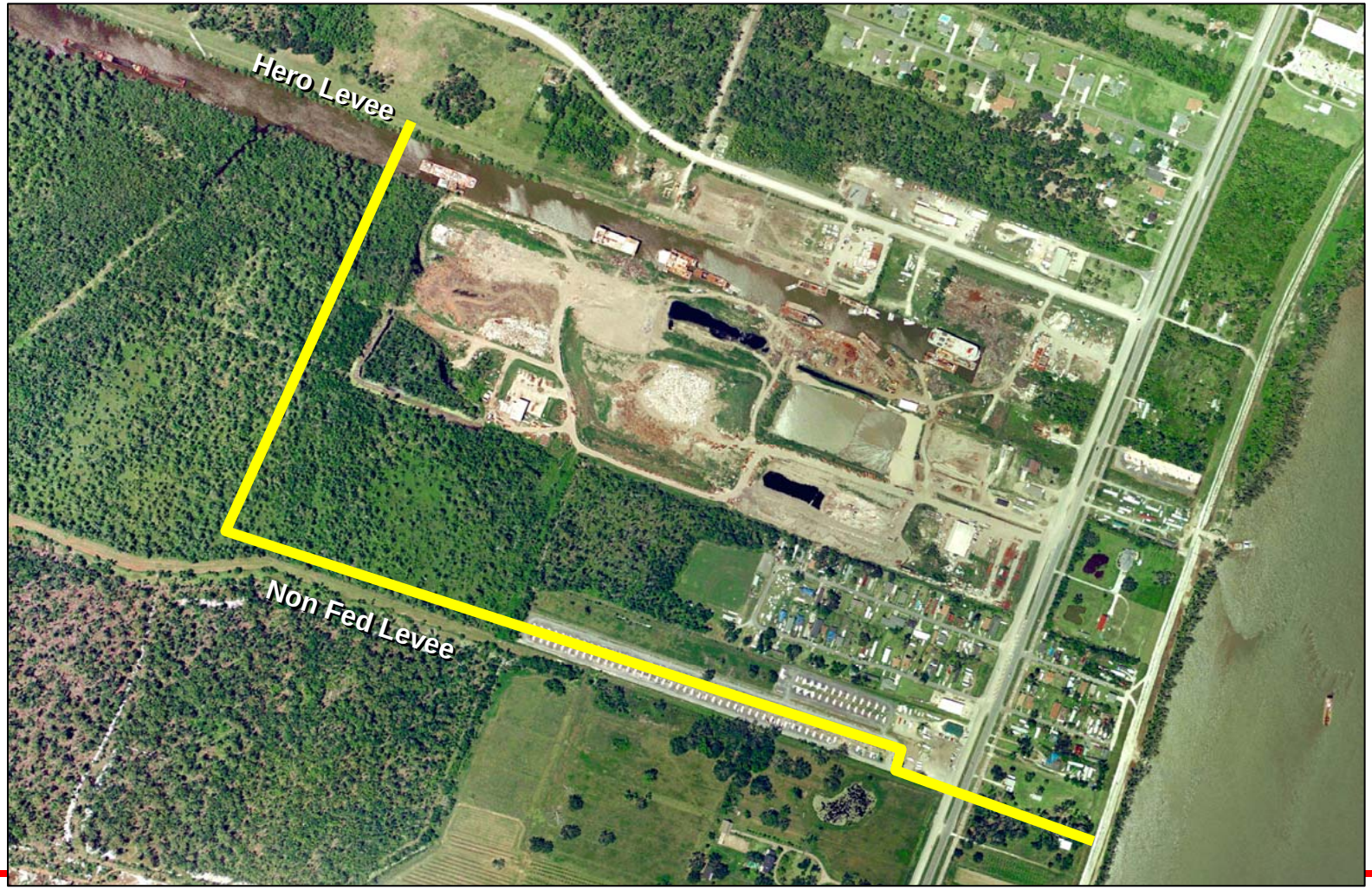
Hero to Oakville (IER 13)

Alternative 1



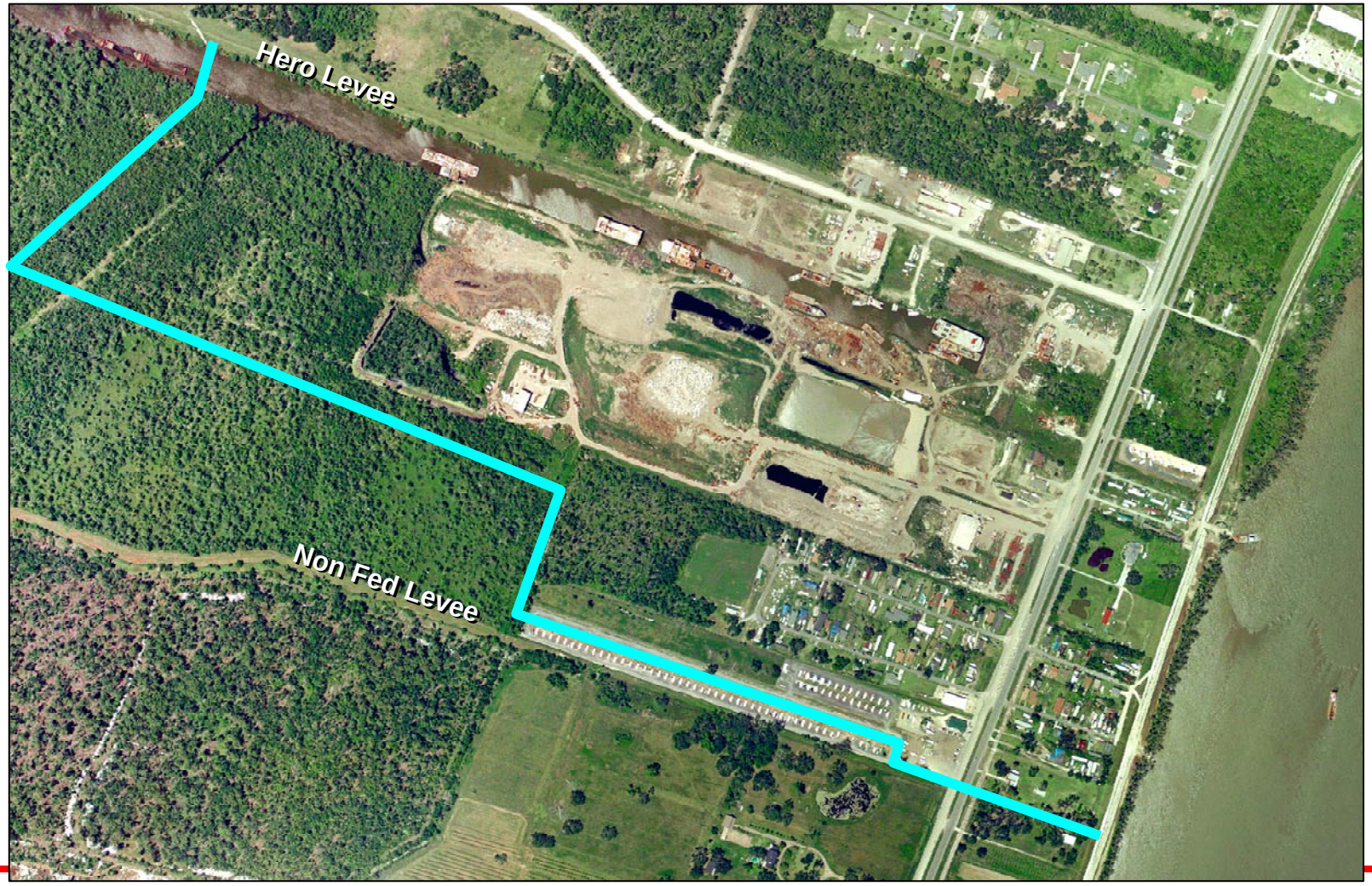
Hero to Oakville (IER 13)

Alternative 2



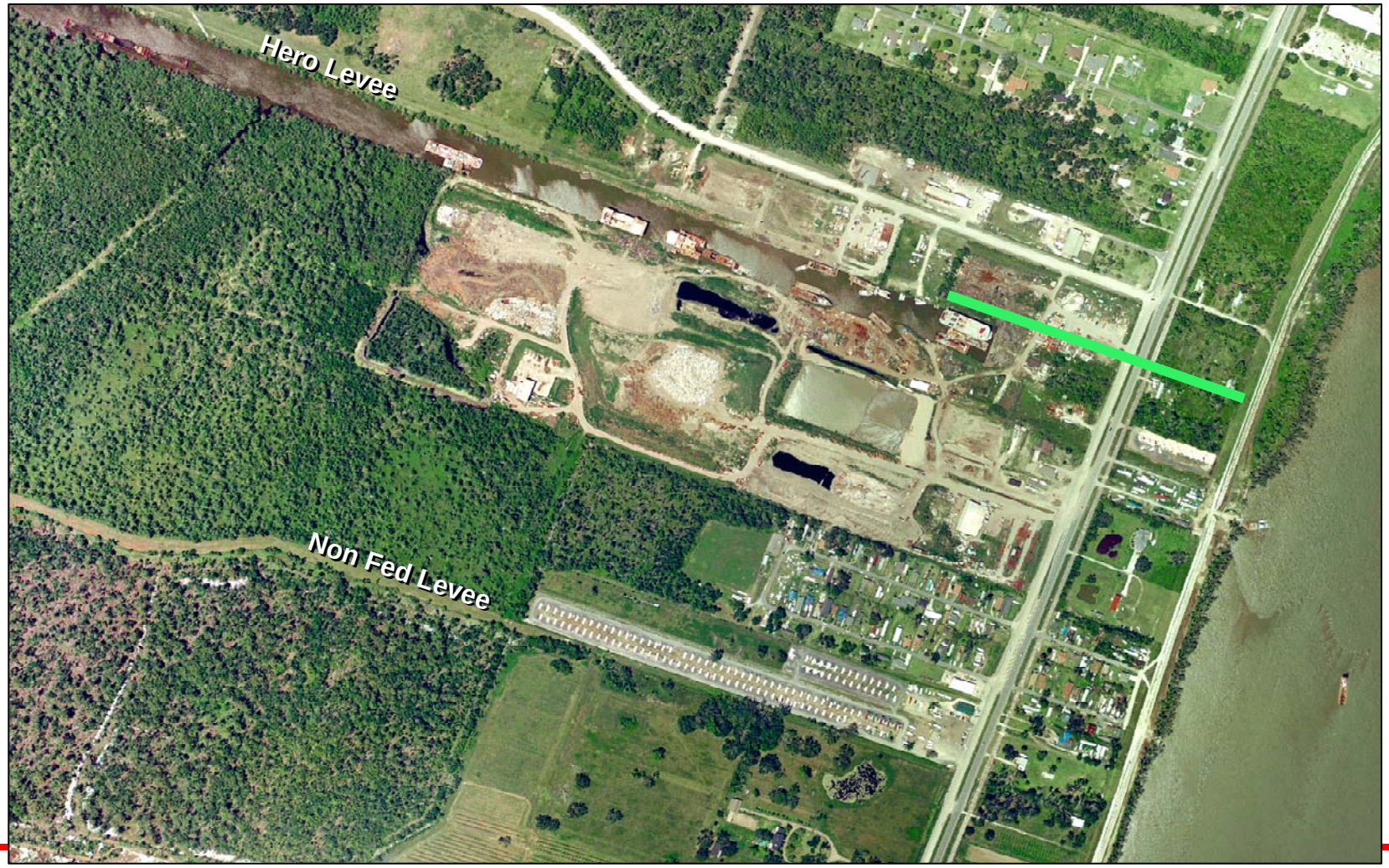
Hero to Oakville (IER 13)

Alternative 3



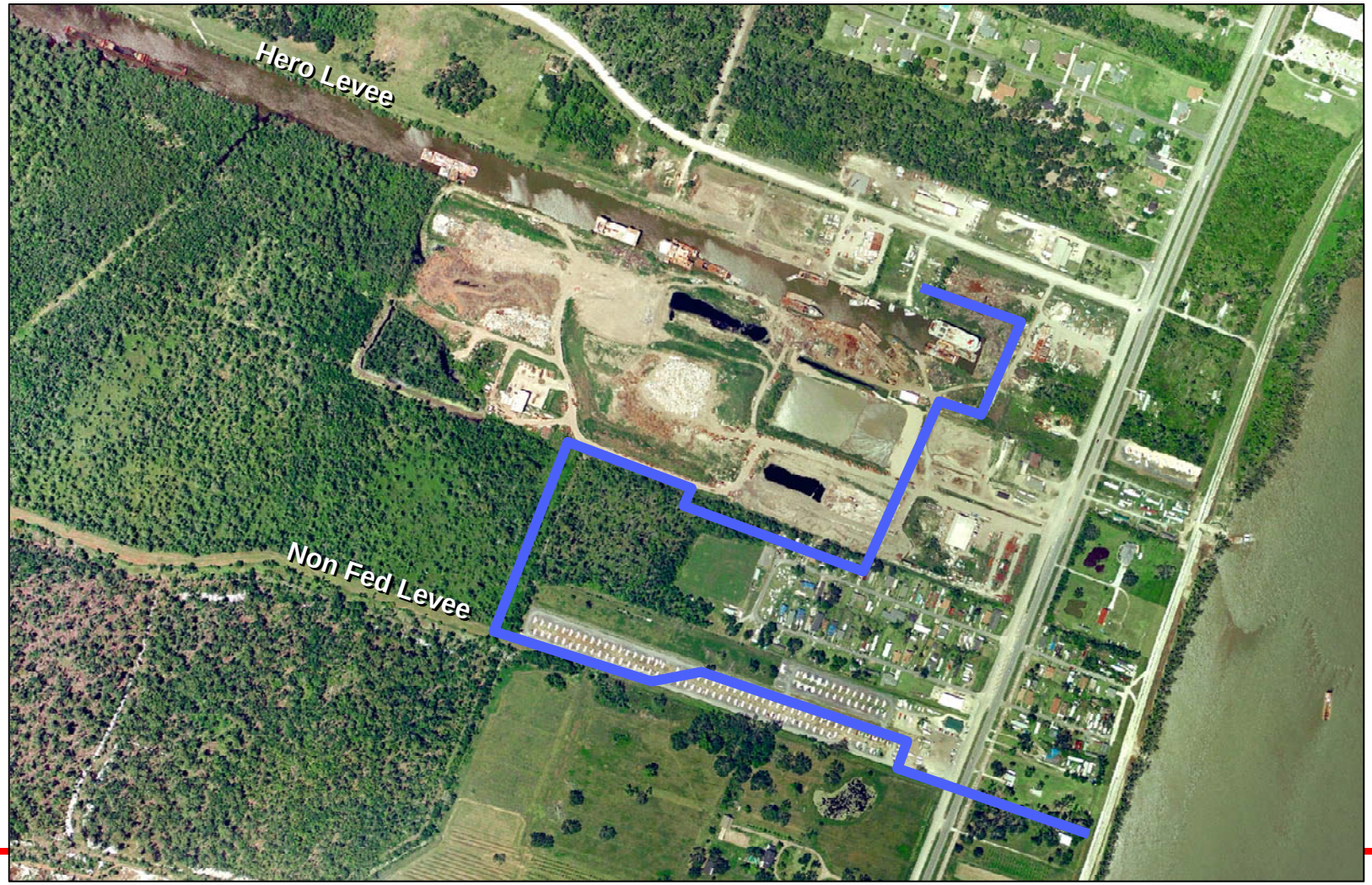
Hero to Oakville (IER 13)

Alternative 4



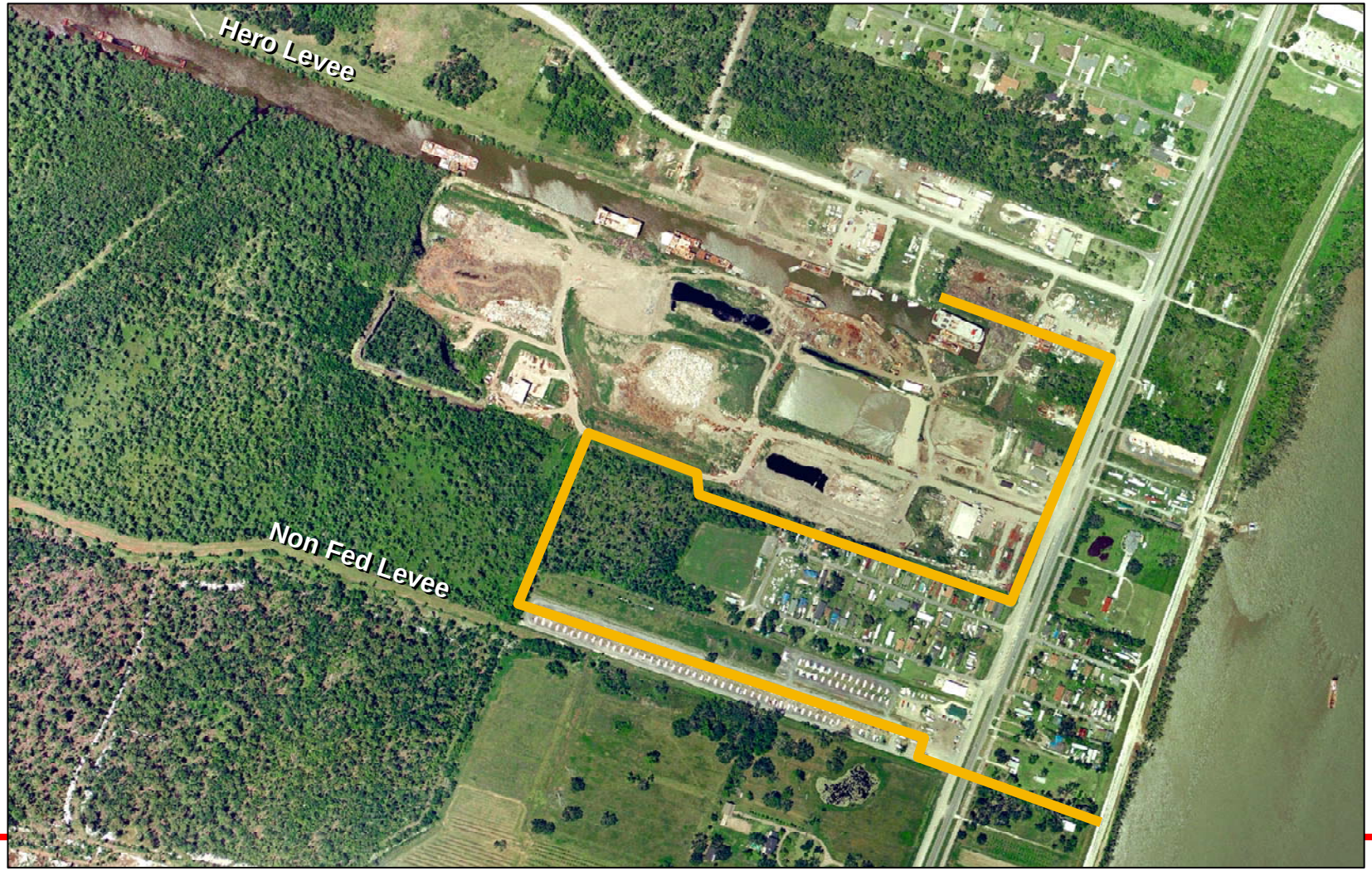
Hero to Oakville (IER 13)

Alternative 5



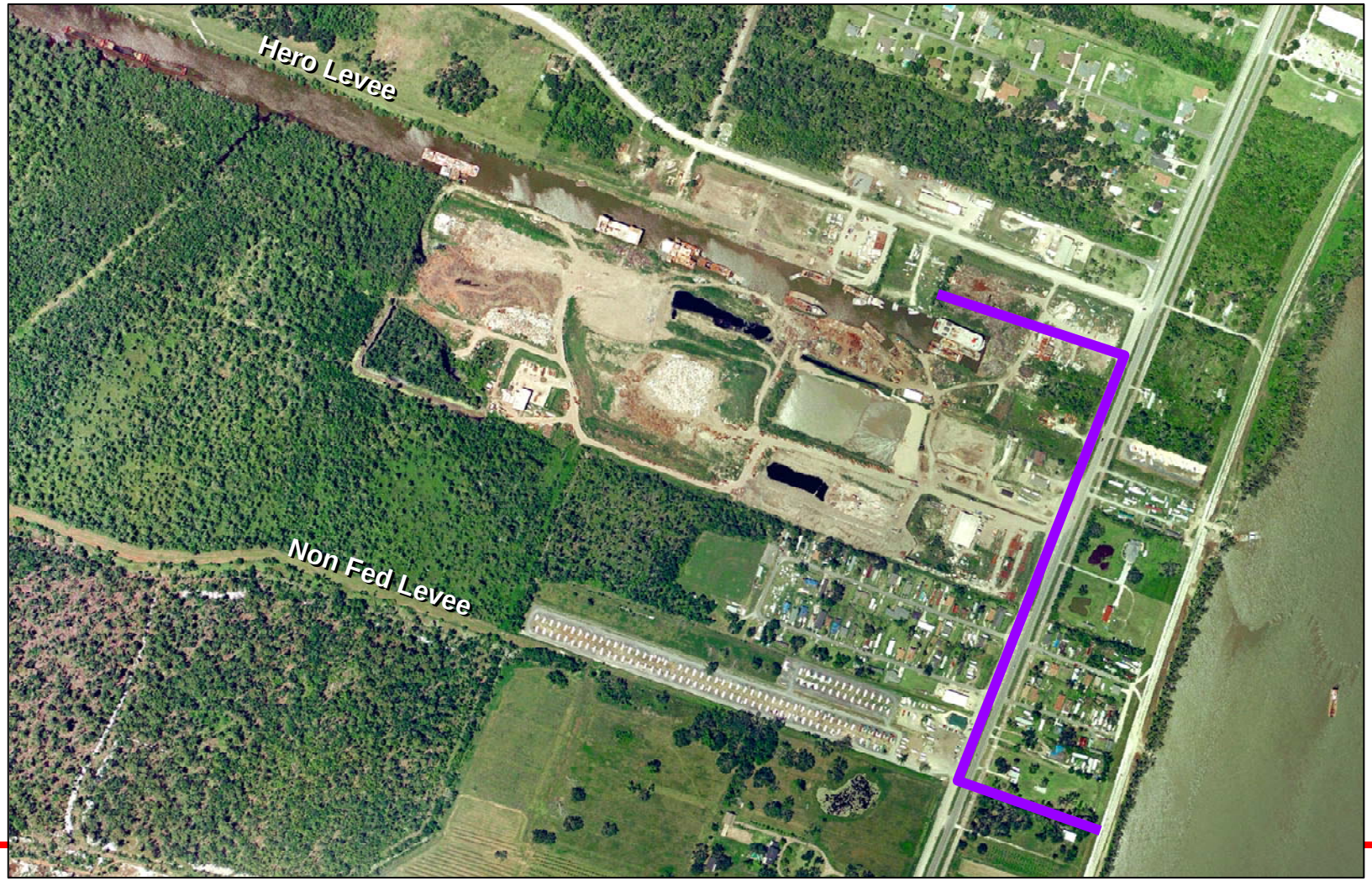
Hero to Oakville (IER 13)

Alternative 6

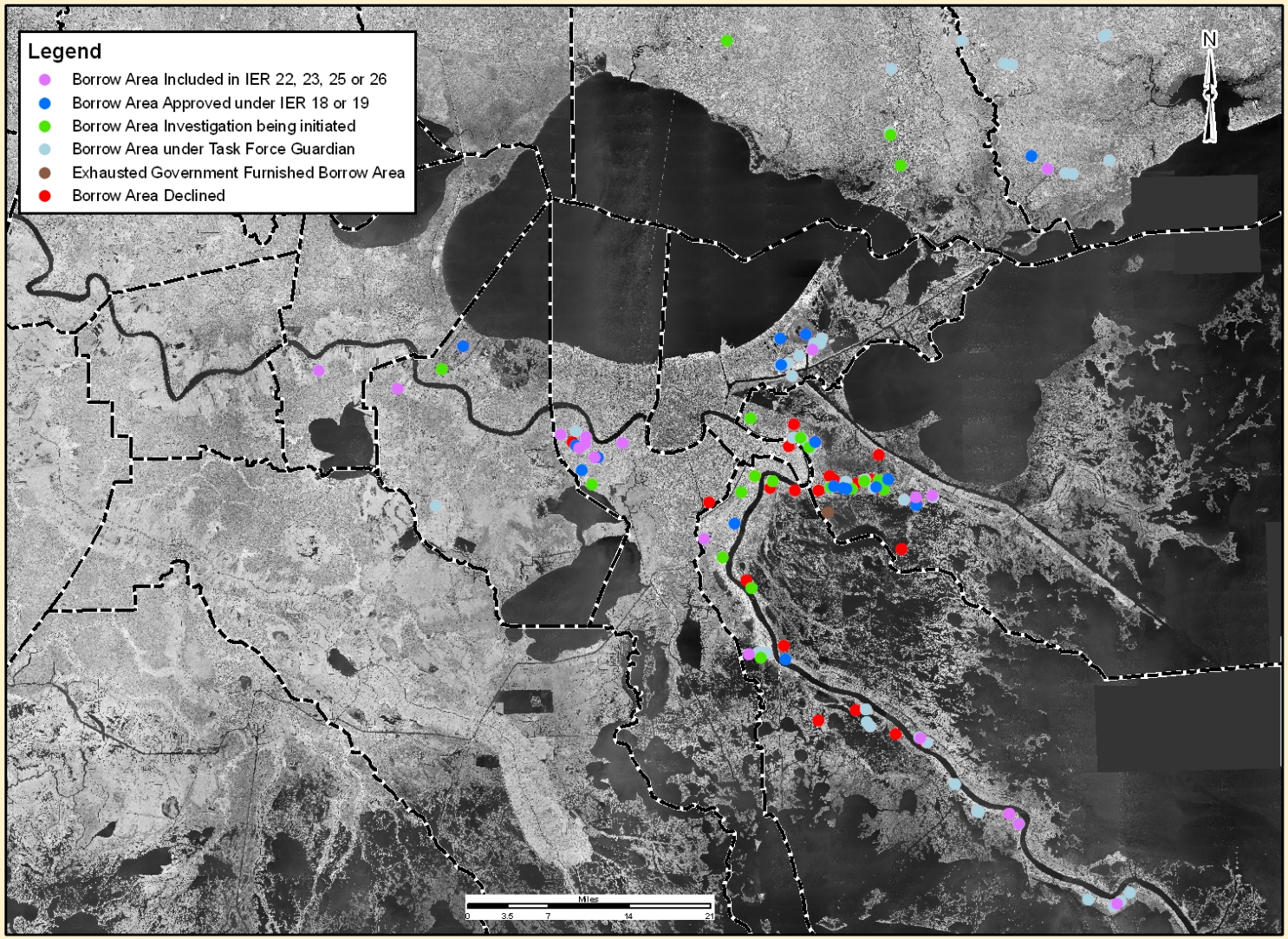


Hero to Oakville (IER 13)

Alternative 7



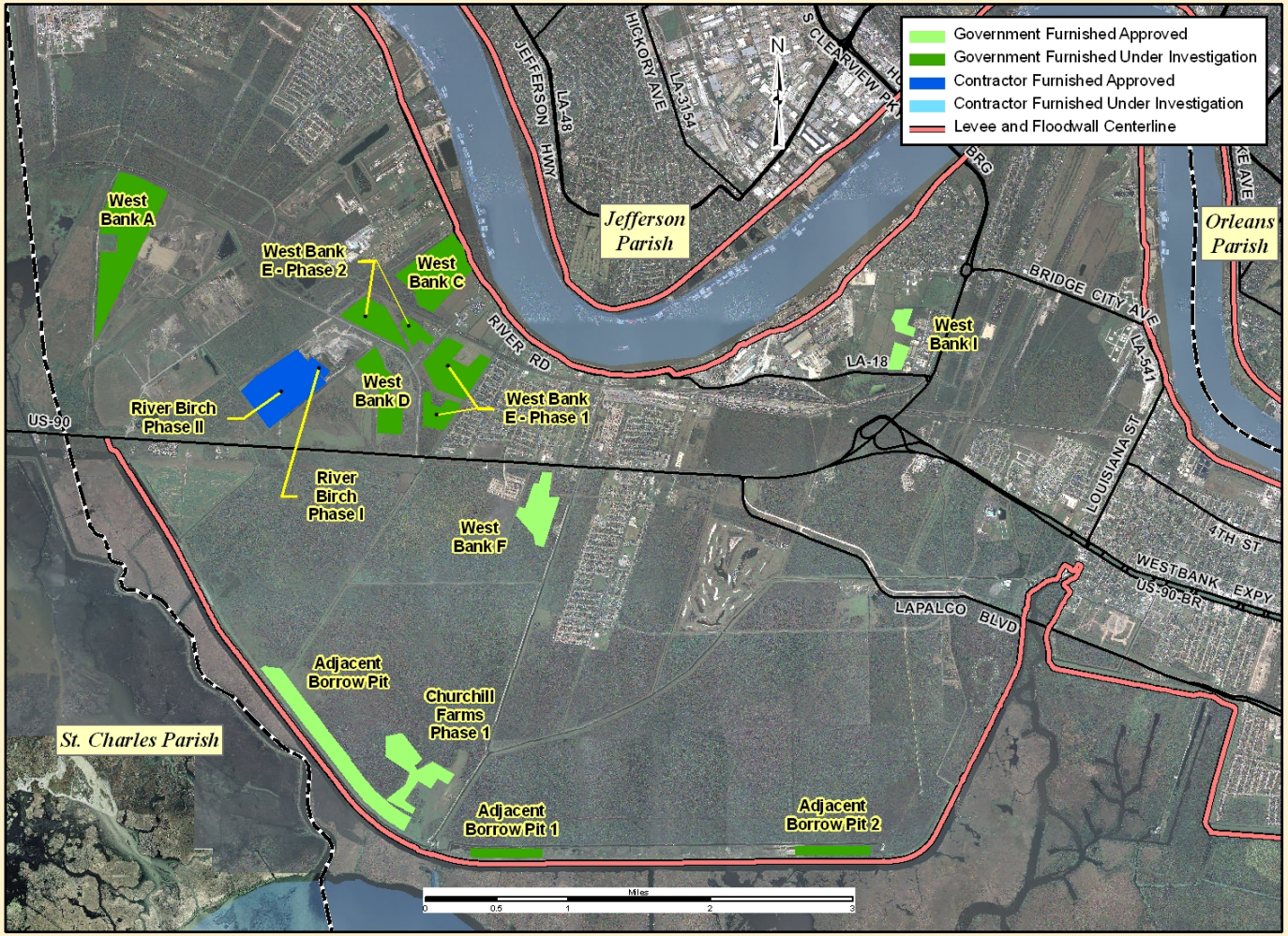
Borrow Areas



Updated on 7/30/2008

Job No. EGIS-08-111

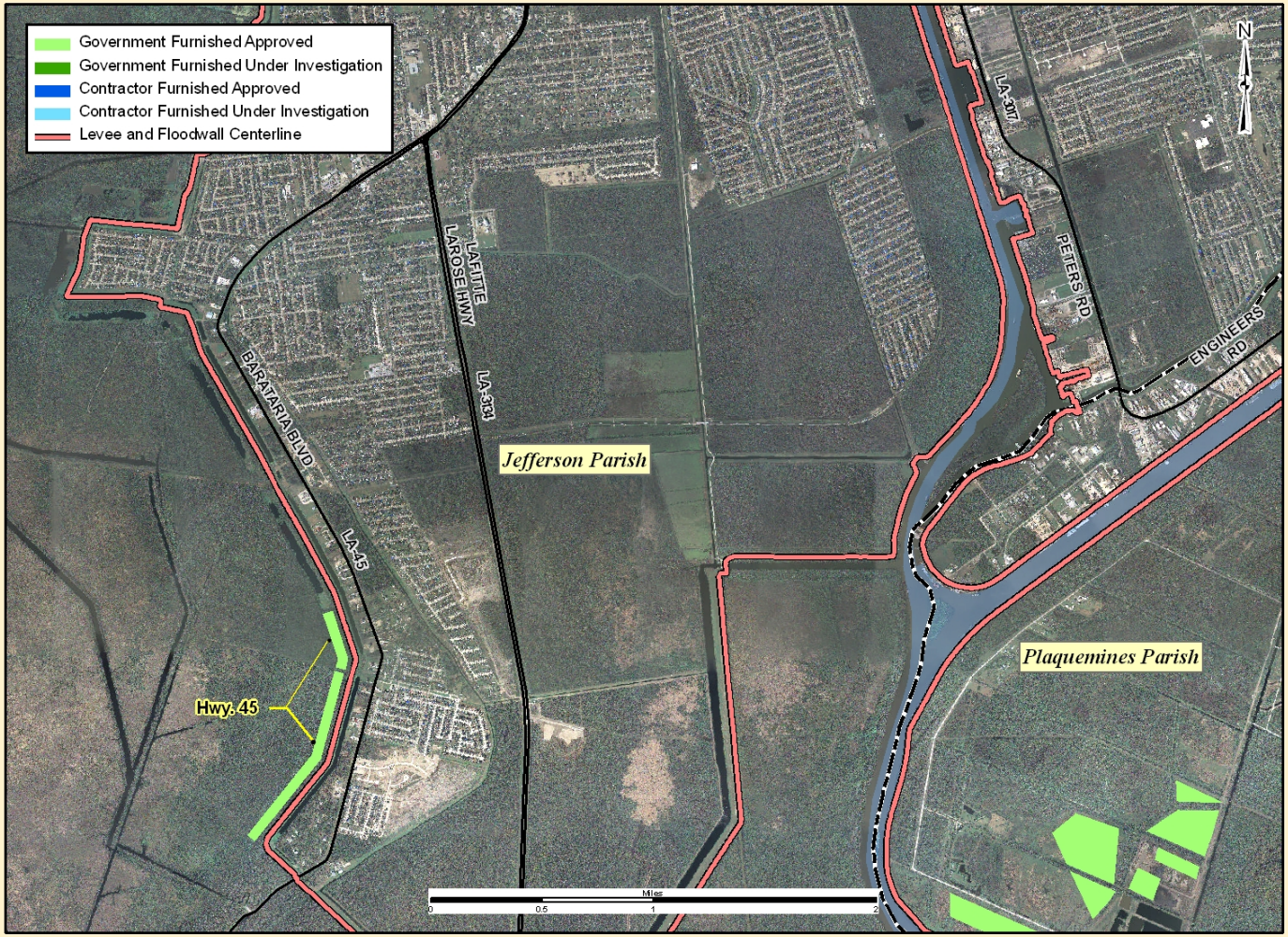
WEST BANK - JEFFERSON PARISH



Updated on 7/22/2008

Job No. EGIS-08-111

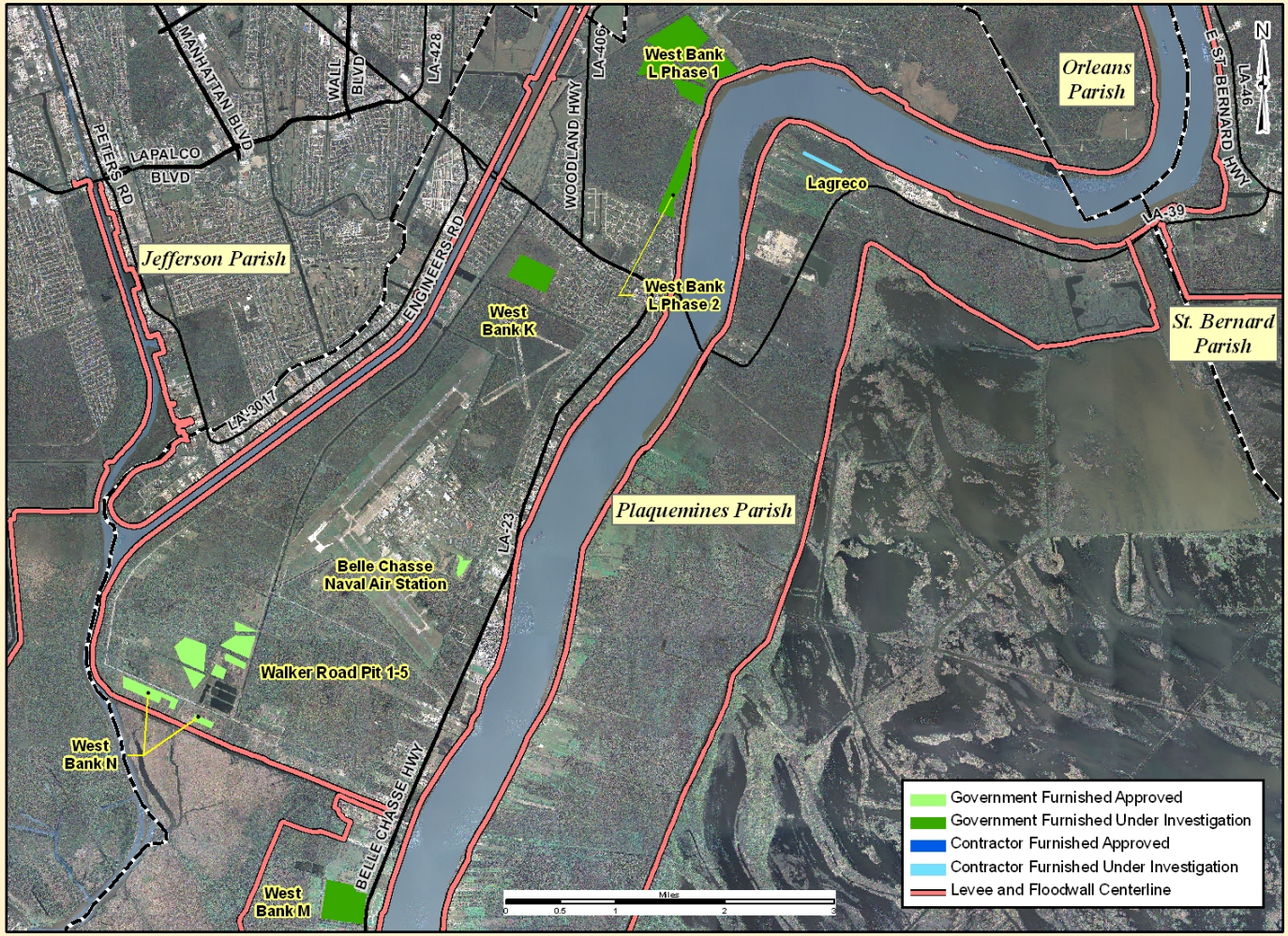
WEST BANK 2 - JEFFERSON PARISH



Updated on 7/22/2008

Job No. EGIS-08-111

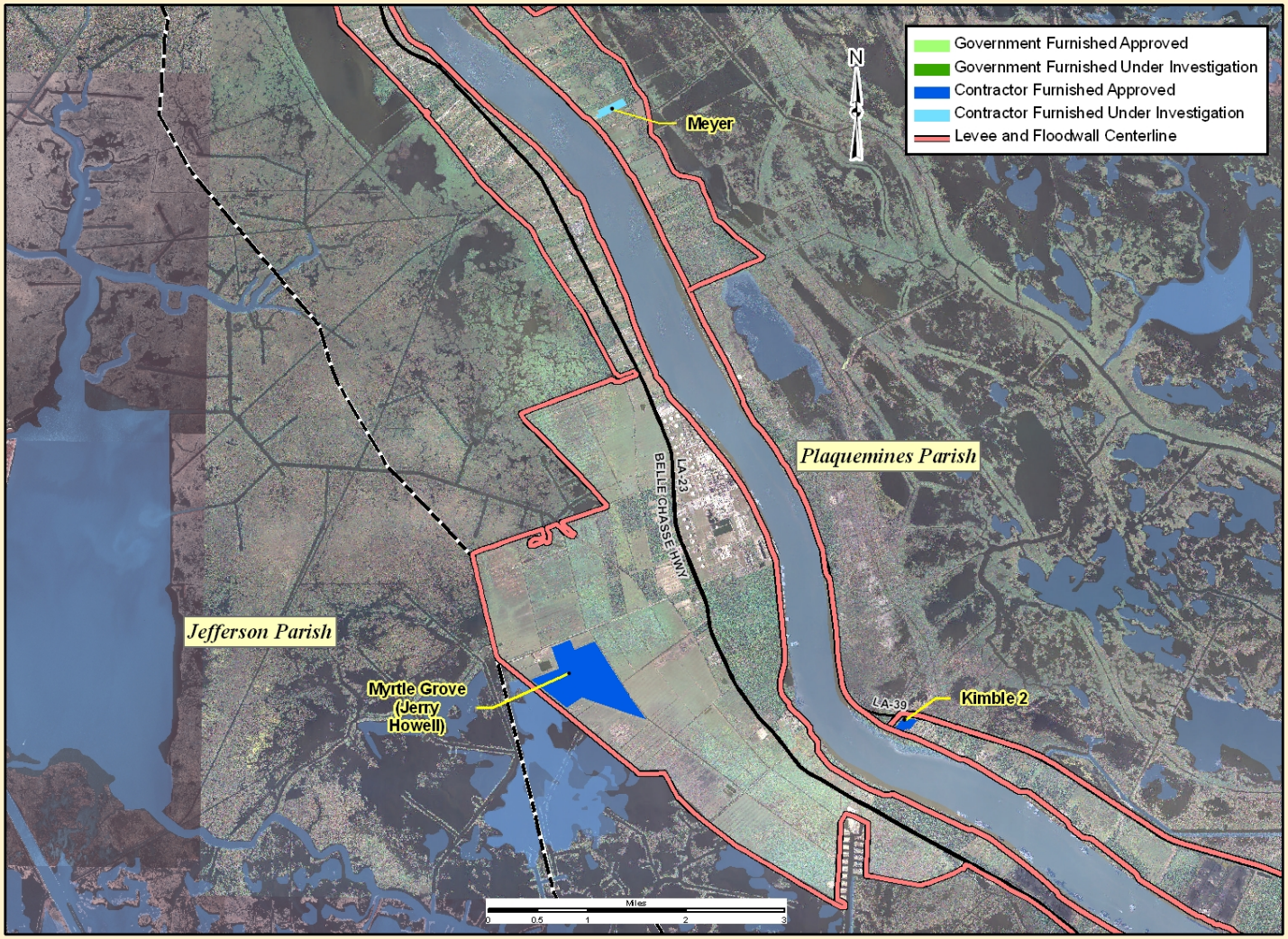
PLAQUEMINES PARISH 1



Updated on 7/22/2008

Job No. EGIS-08-111

PLAQUEMINES PARISH 2



Updated on 7/22/2008

Job No. EGIS-08-111

IER Currently Available for Public Review

IER 11 Tier 2 Borgne – Improved Protection at the Inner Harbor Navigation Canal

- **Released for Public Review and Comment: Aug. 20, 2008**
- **Public Comment Period closes: Sept. 18, 2008**

*** copies available at www.nolaenvironmental.gov or by request**

Opportunities for Public Input

- Monthly Public Meetings throughout New Orleans Metro Area
- Comments can be submitted at: www.nolaenvironmental.gov
- Individual Environmental Reports (IER) 30-day Public Review

Questions and comments regarding Greater New Orleans Storm Damage Risk Reduction System projects should be addressed to:

Gib Owen
PM-RS
P.O. Box 60267
New Orleans, LA 70160-0267
Telephone: 504-862-1337
E-mail: mvnenvironmental@usace.army.mil

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Welcome to NOLA Environmental! This site has been set up to share with the public the efforts being made by the U.S. Army Corps of Engineers and other Federal and state agencies in south Louisiana regarding the environmental compliance for proposed Federal and state Hurricane Protection Projects. Additional information pertaining to other Federal and state agencies' hurricane recovery efforts in southeast Louisiana will also be posted on the site as it becomes available. Learn more...

FEATURED PROJECT

USACE-MVN Emergency Alternative Arrangements
Greater New Orleans
Hurricane and Storm Damage
Risk Reduction System Projects

Announcements

- The public meeting scheduled for Aug. 6, 2008 has been cancelled. Please check the NOLA Environmental calendar for future meeting dates.
- The Decision Record for **IER 3** has been signed by the District Commander *(July 25, 2008)*
- The Decision Record for **IER 2** has been signed by the District Commander *(July 18, 2008)*
- Draft **IER 14** Public Comment Period 6/30 - 8/4
- The Decision Record for **IER 15** has been signed by the District Commander

More...

Upcoming

- 08/19/2008 - Small Neighborhood Focus Meeting
- 08/21/2008 - Public Meeting (IERs 12 13 14)

More...

Newly Available

- IER 11 Tier 2 Borgne Hydraulics - Hydroperiod Modeling Study Report
- IER 11 Tier 2 Borgne Hydraulics - Hydroperiod Modeling Study Report : Appendix A Hydrographs

More...

Discussion

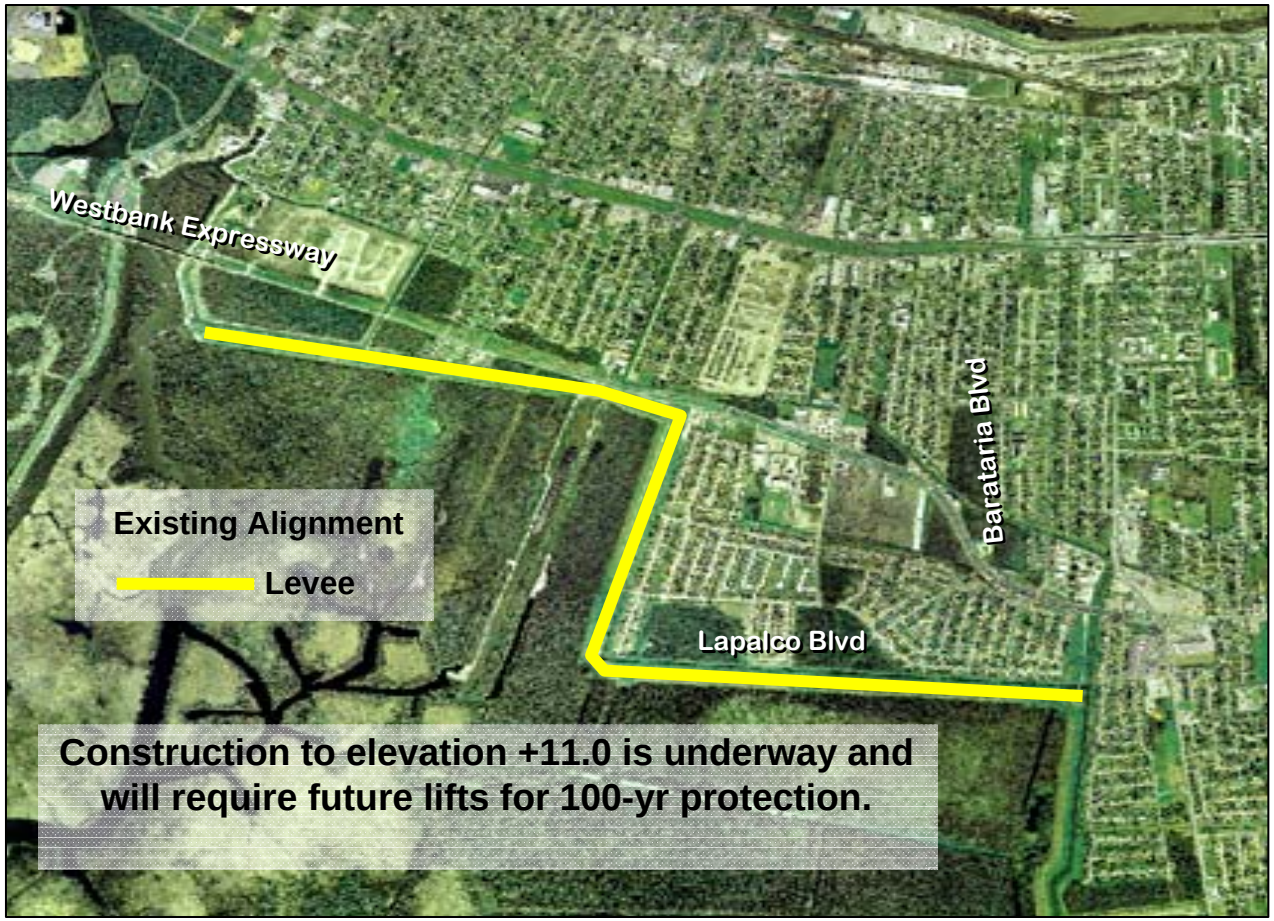
WBV-14c.2 New Westwego Pump Station to Orleans Village Levee Enlargement (IER 14)

Alternatives Considered:

- Levee Enlargement (straddle, landside or floodside shift) and floodwalls

Recommended Plan:

- Earthen levee section to elevation +14 within existing right-of-way
- May require geotextile fabric and/or soil mixing



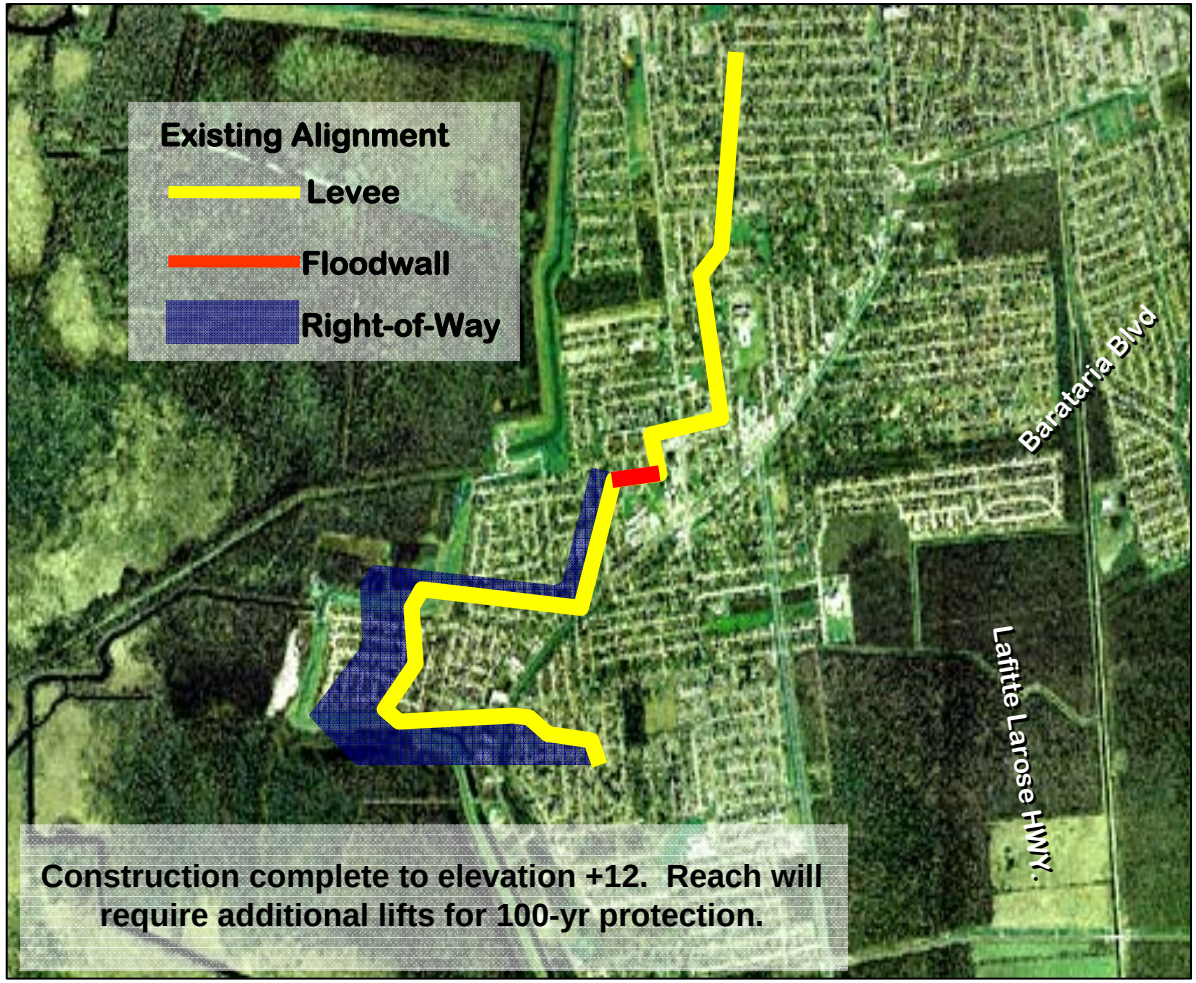
WBV-14b.2 Orleans Village to Hwy 45 Levee Enlargement (IER 14)

Alternatives Considered:

- Levee Enlargement (straddle, landside or floodside shift) and floodwalls

Recommended plan:

- Earthen levee section to elevation +14 within existing right-of-way.
- May require geotextile fabric and/or soil mixing



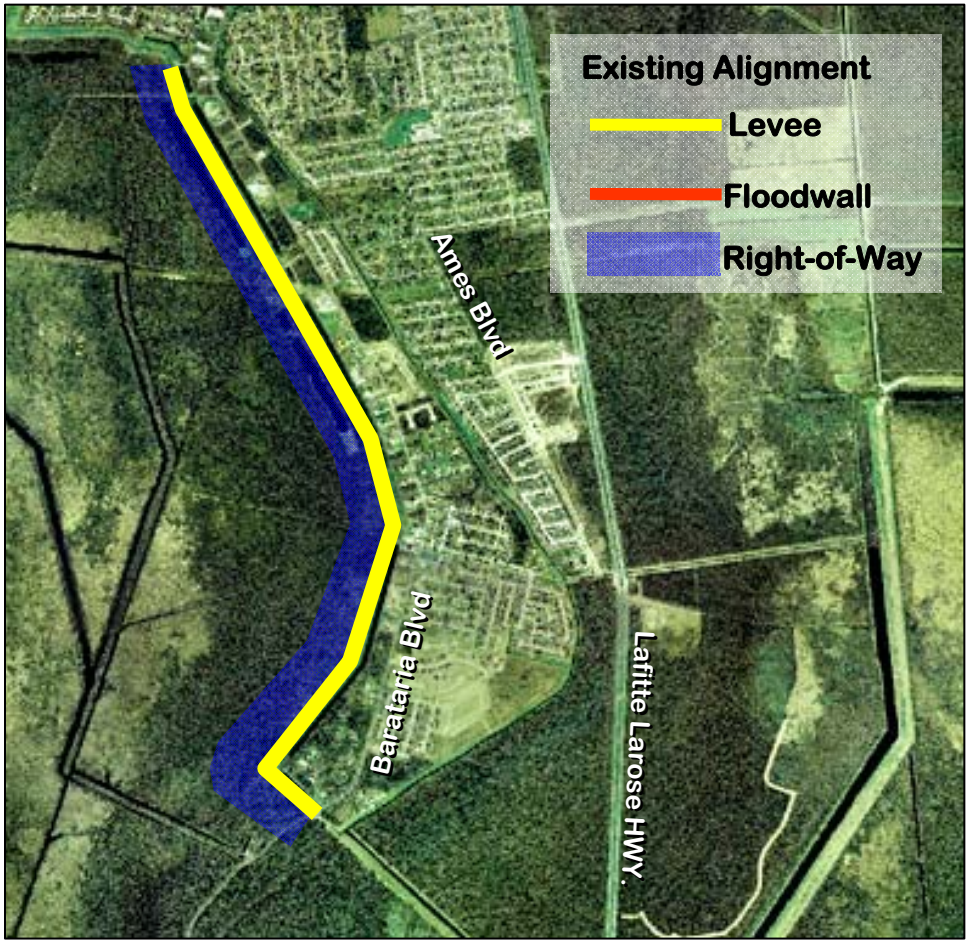
WBV-14f.2 Hwy 45 Levee Enlargement (IER 14)

Alternatives Considered:

- **Levee Enlargement (straddle, landside or floodside shift) and floodwalls**

Recommended plan:

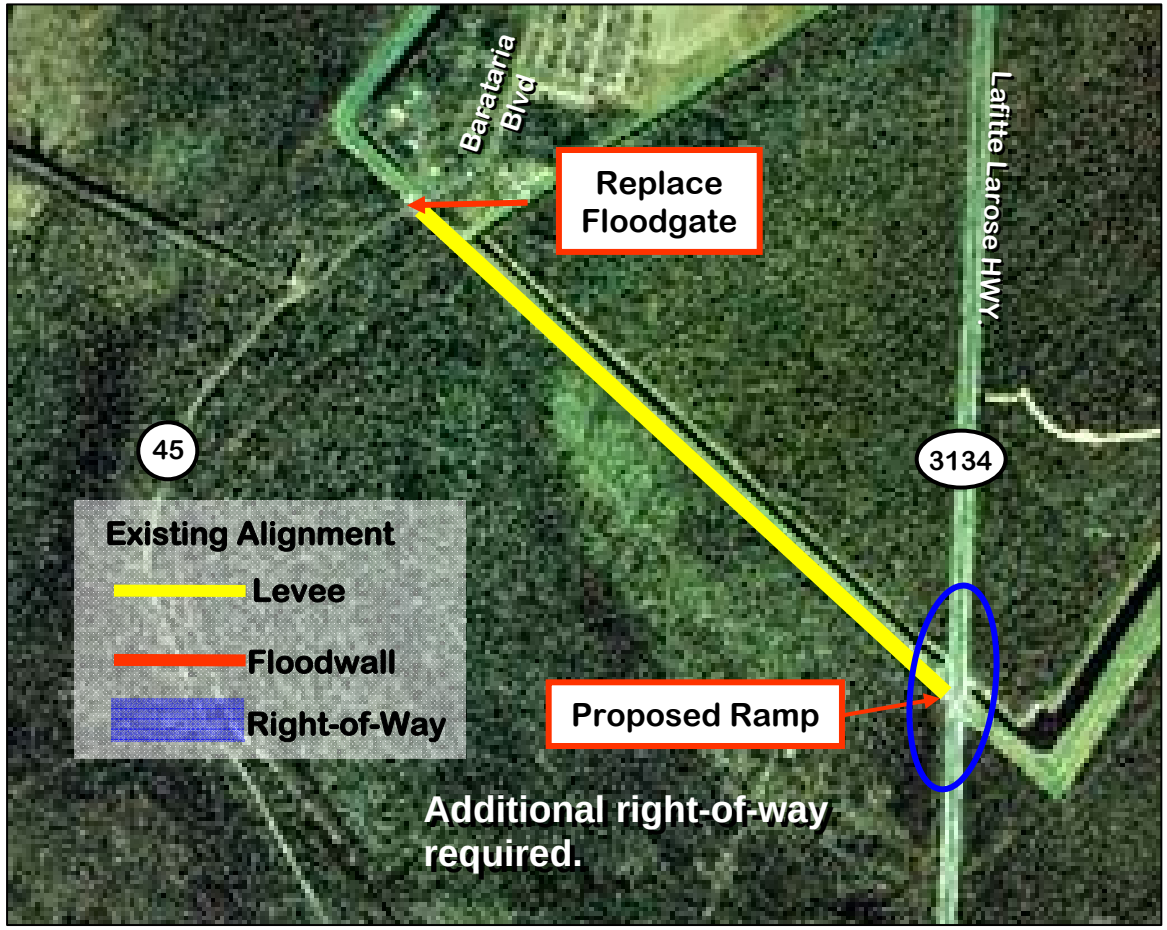
- **Earthen levee section to elevation +14 within existing right of way.**
- **May require geotextile fabric and/or soil mixing**



WBV-14d V-Line Floodwall (IER 14)

Alternatives Considered:
- **Levee Enlargement (straddle, landside or floodside shift) and floodwalls**

Recommended Plan:
- **Replace I-Wall with New Floodwall**
- **Includes ramp at Lafitte Larose Hwy and replacing the floodgate at Hwy 45.**
- **Minimal additional right-of-way required at the proposed ramp at Lafitte Larose Hwy.**



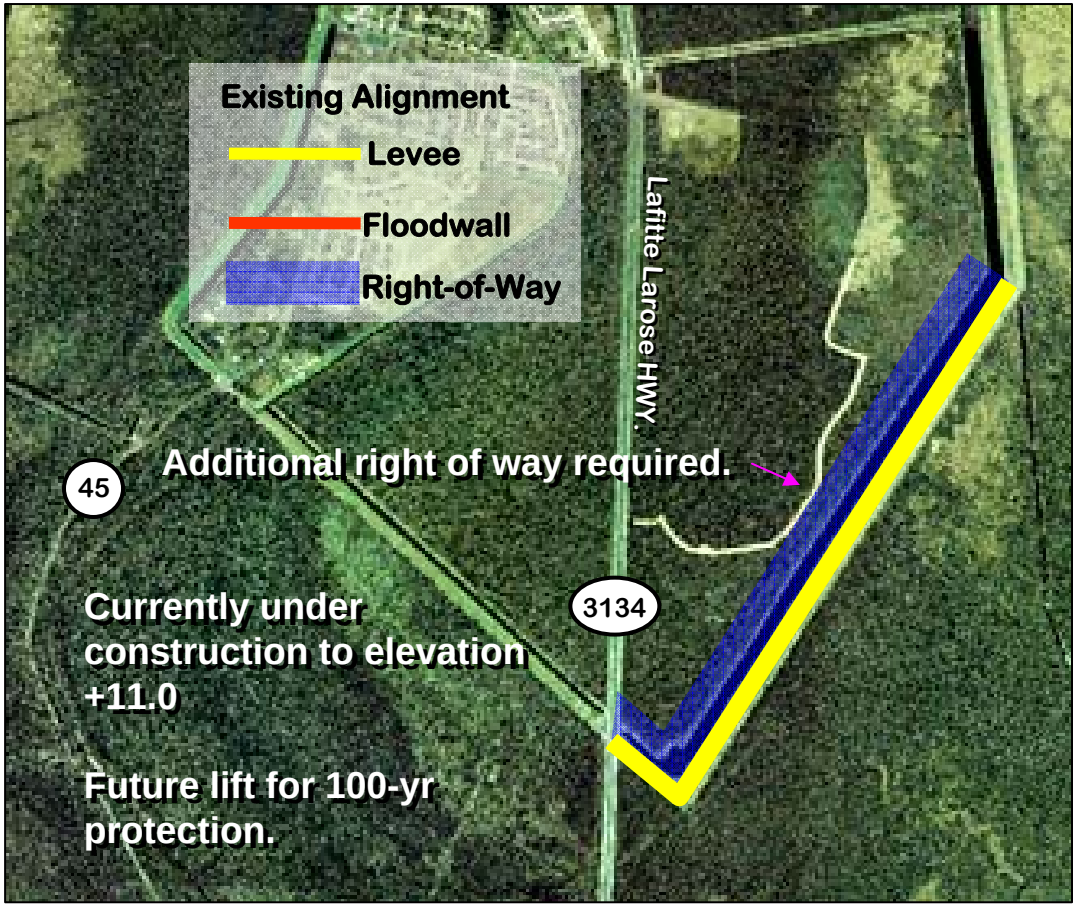
WBV-14e.2 V Line Levee East of Vertex Levee Enlargement (IER 14)

Alternatives Considered:

- Levee Enlargement (straddle, landside or floodside shift) and floodwalls

Recommended Plan:

- Earthen levee section (landside shift) to elevation +14.
- May require relocation of drainage canal, geotextile fabric and/or soil mixing



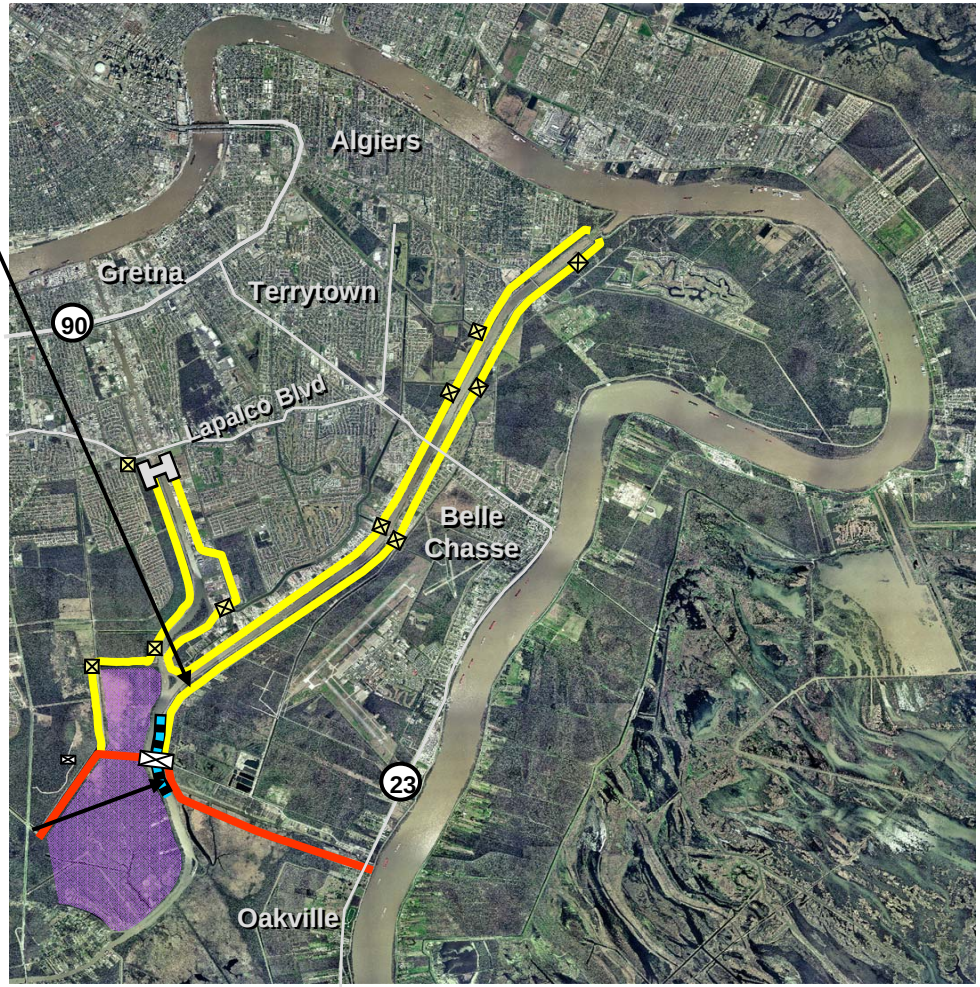
Algiers and Harvey Canals Area

Alternative 1: Floodgate on GIWW (a)

Floodgate and permanent bypass channel in the GIWW below the confluence of the Algiers and Harvey Canals to the 100-yr level of protection

- Lapalco Floodgate and Cousins PS Discharge Channel Walls at previously authorized level of protection
- Proposed Floodgate and pump station at 100-yr level of protection
- GIWW permanent bypass channel
- Levees and Floodwalls to the previously authorized level of protection or greater
- Levees and Floodwalls to the 100-yr level of protection
- Pump Stations

Bayou Aux Carpes 404 (c) site



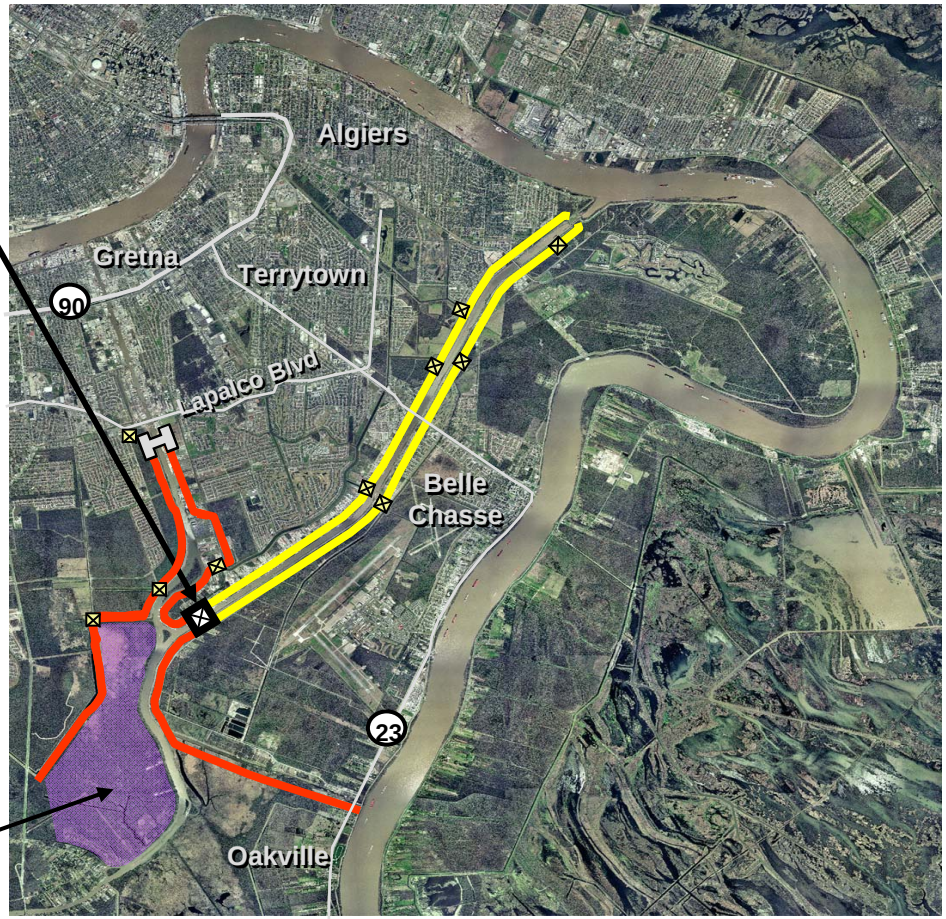
Algiers and Harvey Canals Area

Alternative 3: Floodgate on Algiers Canal

Sector floodgate in the Algiers Canal to the 100-yr level of protection

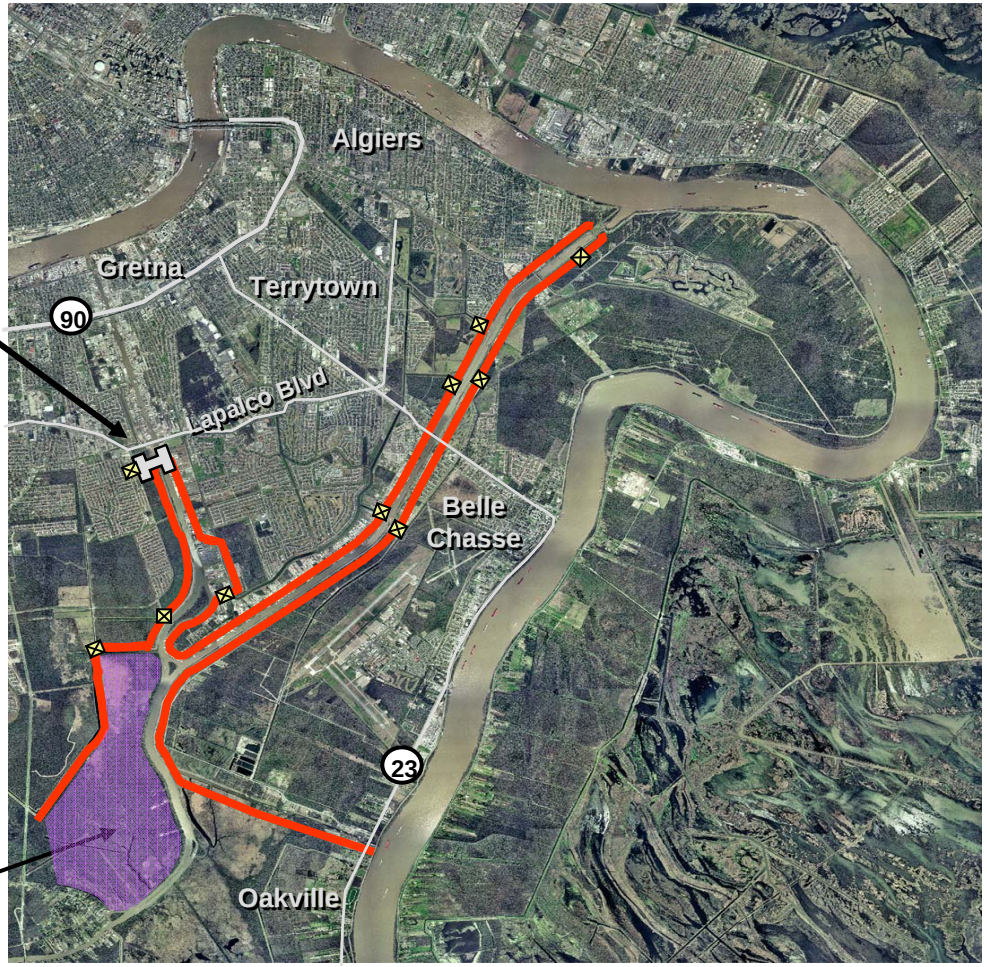
- Lapalco Floodgate and Cousins PS Discharge Channel Walls (raised to provide 100-yr level of protection)
- Proposed Floodgate and pump station at 100-yr level of protection
- Levees and Floodwalls to the previously authorized level of protection or greater
- Levees and Floodwalls to the 100-yr level of protection
- Pump Stations

Bayou Aux Carpes 404 (c) site



Algiers and Harvey Canals Area

Alternative 4: Parallel Protection



Lapalco Floodgate and Cousins PS Discharge Channel Walls (raised to provide 100-yr level of protection)

Levees and Floodwalls to the 100-yr level of protection

Pump Stations

Bayou Aux Carpes 404 (c) Site