Public Meeting Summary

US Army Corps of Engineers
New Orleans District

Individual Environmental Report 6, 7 and 29
Citrus Lakefront Levee, New Orleans East Levee, Maxtent Canal to Michoud Slip, Pre-Approved Contractor Furnished Borrow Material, Orleans Parish
Thursday, May 14, 2009

Location	Church at New Orleans 11700 Chef Menteur Hwy New Orleans, LA 70129
Time	6:00 p.m.-7:00 p.m. Open House 7:00 p.m. Presentation
Attendees	Approx. 22
Format	Open House Presentation Discussion
Handouts	• Presentation • Borrow handout • Status map • Process brochure
Facilitator	Jim Taylor, public affairs

Jim Taylor, public affairs

Thank you very much for coming tonight. I would like to thank the Church at New Orleans for allowing us to meet here. My name's Jim Taylor and I will be facilitating the meeting tonight. My job is to make sure you have a chance to express your ideas and concerns, ask questions and get answers. We have a number of technical people here tonight to answer your questions. First I would like to introduce Colonel Mike McCormick, the commander of the Hurricane Protection Office. HPO is the organization responsible for reducing the risk to the people in this community.

Col. Mike McCormick, commander of the Hurricane Protection Office

Thank you for coming to tonight's meeting. We'll be discussing the National Environmental Policy Act, in our attempt to comply with this regulation through public interaction and public disclosure. The mission of Team New Orleans comprised of the New Orleans District, Task Force Hope, and the Hurricane Protection Office is to execute the fully-authorized and funded Hurricane and Storm Damage Risk Reduction System by June 2011. We'll provide 100-year level of risk reduction by June 2011. That's a good mission statement, but is has a very aggressive timeline. Public safety is our number one priority we have to address during the NEPA process, but it is also number one as we complete the system. We cannot do this project alone; it is going to take teamwork and collaboration with the local, state, and other federal agencies. So, I want to thank all the local sponsors, the state and federal agencies who are with

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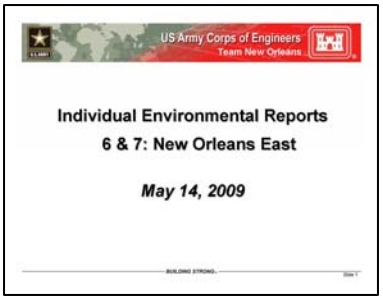
us in the process. Finally, we want to make sure we're incorporating the best science possible in this process. The science used incorporates the engineering and environmental aspects. Thank you all for coming.

Jim Taylor, public affairs

It's a pleasure to introduce Jason Cade, the senior project manager for the work we're discussing tonight. Jason's going to go through the presentation, and then we'll open the meeting to discussion. I would ask that you hold your questions until after Jason is finished because it is very likely he'll answer your question during his presentation. He may even give you ideas for other questions. As soon as he finishes we will open the floor to discussion.

Jason Cade, senior project manager



Good evening. As stated previously my name is Jason Cade, and we're here to talk tonight about Individual Environmental Reports 6 and 7.

The National Environmental Policy Act is required for all major federal actions. Its purpose is to analyze the potential impacts to the human and natural environments, and to investigate reasonable alternatives. The analysis is then documented into an Individual Environmental Report, or IER. The key to the process is public involvement. We want to hear your input and document your comments on developing this system. The goal is to make a more informed decision through public involvement. IER 6 and 7 are currently available for public review. The public review for IER 6 started April 24th and it closes May 23rd. IER 7 became available May 6, 2009 and ends June 4, 2009.

The New Orleans East levees are divided into different reaches. On this slide, we have LPV 105, 106 and 107 which are covered under IER 6. LPV 109 and 110 are covered under IER 7. I'd like to note that the LPV 109 project is currently under construction and it's a six mile stretch of levee. Also, LPV stands for Lake Pontchartrain and Vicinity.

LPV 108 which covers Paris Road to South Point is currently under construction. It is a six-mile stretch of levees and we're about 40 percent complete. The goal is to raise the levee to between 17 and 18 feet high.

IER 6 LPV 105 is the Lakefront Airport. The proposed action is to replace the existing floodwall to evaluation 15.5 feet. We're going to raise the levee to elevation 13, and we're going to contract a floodgate that's 80 feet wide across Downman Road, which is over here [pointing].

LPV 106 the Citrus Avenue levee is along Haynes Boulevard. The proposed action is to raise the levee to elevation 13 and to install positive cutoffs or drainage culverts at the Citrus and Jahncke pump stations.

IER 6 LPV 107 is the Lincoln Beach levee and gate project across from Haynes Boulevard. The proposed action is to replace the existing floodwall with a levee at elevation 13 and to construct a new access gate to elevation 15.

IER 7 LPV 109.02a is the South Point to the CSX Railroad project. The proposed action is to raise the levee to an elevation between 16.5 and 22 feet. It also includes a plan to reinforce the levee with a high-strength geotextile or wick drains.

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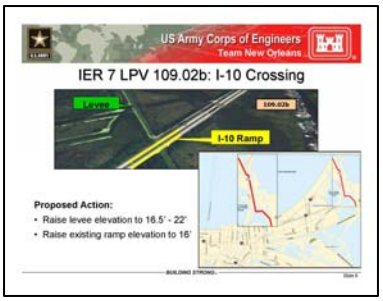
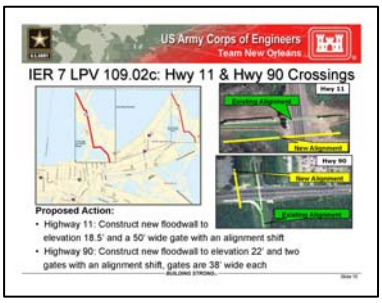


LPV 109.02b is the I-10 crossing. The proposed action is to raise the levee elevation to between 16.5 and 22 feet. We'll also raise the existing ramp to elevation 16. At this levee section here [pointing] is the 109.02b levee. This is I-10 [pointing] and we're proposing to put a ramp in this location.



IER 7 LPV 109.02c is the Highway 11 and Highway 90 crossings. The proposed action is to construct a new floodwall to elevation 18.5 feet and a 50 foot wide gate with an alignment shift. We propose to take the existing alignment and shift it back 50 feet. Then for Highway 90, the plan is to construct a new floodwall to elevation 22 feet and to construct two gates with an alignment shift. The gates are 38 feet wide double gates. It will be set back 50 feet from the exiting gate that's currently there.

IER 7 LPV 110 is the CSX Railroad gate. The proposed action is to construct a new T-wall and gate with an alignment shift. This means we're going to shift the gate from where it is now. This [pointing] is the present location of the gate. We plan to shift the gate back 50 to 60 feet. The exiting gate's elevation is 20 feet. The proposed elevation for the new gate is 30 feet, about 10 feet higher than it is now.

LPV 111.01 is the CSX Railroad to Michoud Canal. The proposed action is to raise the exiting levee. The exiting elevation is 19 to 19.5 feet and we're proposing to raise the levee anywhere between 25 to 31.5 feet high.

The last reach I am covering tonight is LPV 111.02 pump station 15. The proposed action is to replace and raise the existing floodwall to elevation 34. This is pump station 15 [pointing]. The existing wall will be raised at this [pointing] location.

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Soheila Holley, the senior project manager of the borrow team will explain the next few slides.

Soheila Holley, senior project manager of borrow

This map illustrates all the borrow sites we've investigated. We need borrow to provide enough material to construct the system.

These are the borrow sites in this area. We have a combination of government furnished and contractor furnished sites. In green is the Cummings North and Maynard government furnished sites. In the approval method for a government furnished site the Corps of Engineers obtains a right of entry to conduct technical and environmental investigations required by the NEPA process. If the site meets our environmental criteria it is placed in an Individual Environmental Report and it goes through the public review process. Once the IER is approved it goes through the real estate process. Those two sites [pointing] have gone through the real estate process and have been acquired. Currently, we are excavating the Maynard site for the LPV 108 reach that is under construction. Cummings has not been excavated but is available to be used for any of the levee reaches in the area. The green area is the maximum boundary of what is environmentally approved, but not necessarily the size the excavated site will be. I believe only 200 acres in this area is where borrow material is deemed suitable. Before they excavate they have to design and sculpt the site to make sure there's no seepage or sand layers leading to water. They also have to make sure there's no impact during extraction to unapproved property, the levee system, or utilities. The actual excavation site would be much smaller than what you see on the map. The dark blue is the 40-acres in Eastover which is a contractor furnished site, where the landowner does want to participate in the borrow project. The landowner does the same tests as the Corps would do with a government furnished site. Then the landowner submits the information to the Corps to review. The information gathered is then placed in an IER and is made available for public review. Contractor furnished sites goes through the same process as the government furnished sites. During the public review the public can provide comments and input into the document. The Corps commander then reviews the information and comments gathered to make a decision. Once the commander signs the document it is considered approved. The approved site is then placed on a list of pre-approved borrow sites that is made available to the construction contractors. There's no real estate involved in the contractor furnished process. In the contractor furnished process, the construction contractor will contact the landowner and they will determine the price among themselves. The material is then excavated and hauled to the site. The Corps will compensate the construction contractor. About 180 acres, shown in light blue, around Eastover has been submitted. The technical and environmental reviews are complete. IER 29 is anticipated to be completed at the

end of June. At that time it will be available for public review. During the public review people are encouraged to review the document and provide feedback. We will then come back to meet in this area again. After the public review the commander will make his decision. If he signs it then the site will be approved and placed on the courtesy list provided to the contractors. Mr. Cummings, the same owner of Cummings North, has submitted a package for contractor furnished at the Cummings South site which is about 80 acres. We received that package and are in the process of reviewing the site. Once the package is reviewed it is then placed in another IER. In general, I have provided an overview of the status of borrow sites for the entire system. The remaining borrow requirements for the entire system, covering St. Charles, Jefferson, Orleans, St. Bernard, and Plaquemines Parish, is about 60 million cubic yards. Currently, there is about 73 cubic yards of material approved through IERs in the NEPA process. The totals are a combination of government furnished and contractor furnished sites. There is a supply contract in the last phase of the process that will be awarded within the next few months. Our projects have three options available: government furnished, contractor furnished, and supply contract. Some of the levee reaches have not been finalized as far as plans and design. If a design section changes from a floodwall to a levee, more material might be needed. If it goes from a levee to a floodwall, then that is less material needed. The 60 million cubic yards is a good number as far as what's needed in the system. We're very optimistic in making sure we have enough suitable material without impacting the environment.

Jason Cade, senior project manager

Public input is encouraged and can be provided through regular public meetings throughout the Hurricane and Storm Damage Risk Reduction System area. Make sure you sign-in tonight, so we can get you on our meeting notification mailing list. Comments can be submitted at any time at www.nolaenvironmental.gov or by contacting the environmental manager Gib Owen.

These Web sites contain information and resources on any of the projects in the area.

Jim Taylor, public affairs

Thank you. There is a lot of time and not a lot of people here tonight. Instead of asking you to limit your comments to three to five minutes, give yourself 10. Once everybody has had a chance to speak you can get back in line and ask more questions or make comments. When you do make your comments or ask your questions, please come up to the microphone. We're recording all the

comments tonight, and we'll put them on the Web site. It usually takes a couple of weeks to get it posted.

Question 1. Unidentified woman: Concerning the borrow pits, you're getting soil from one place to deliver to another place, is that what you're talking about?

Response 1. Soheila Holley: In order to construct the levees in the system, borrow material is needed. We have 325 to 350 miles of levees to construct in a very compressed time frame, 2011 is our deadline. As an organization we realize that we need to use three methods to find suitable material without impacting the environment. Then it has to be available on time so we don't delay any contractor work. The three methods of borrow are government furnished, contractor furnished, and supply contract. Government furnished is in the green. The Corps gets the right of entry to the land, bores to look at the strength of the material, checks for suitability, and makes sure there are no impacts to the environment in the excavation area. In the case of government furnished, the Corps of Engineers real estate group will acquire the site by approaching the landowner, create a fair market value, present a proposal, and negotiate the cost based on acreage. Then, they get an easement for four or five years. The Corps purchases the property if the levee alignment is 100 percent federal. Now, if it's a cost share project, then the CPR and the state of Louisiana are in charge of the real estate process. Once the site is acquired, the design team will create a borrow policy to determine which method is the best fit and in the best interest of the tax payers. For instance if the site was government furnished the plans and specs would tell the construction contractor for this reach of levee, that's the site to excavate the material from and haul it to this levee site. They have to process the material to make sure it has the right moisture content, put it on the levee, and compact it. In case of contractor furnished, if we don't have enough government furnished material for the project, a borrow analysis is done to find the best contractor furnished site fit for that project. There would be a contractor furnished list available to the construction contractor of where he can find borrow material. Contractor furnished means the contractor has to provide the clay. The construction contractor then looks at the approved sites, contacts the landowner, and negotiates the cost based on surface area. Then, the Corps will be billed for the material. The construction contractor or the landowner, based on the arrangement, will excavate the material, bring it to the levee alignment, process it, and compact it. Supply contract is where the landowner does the testing, sends it to the Corps to review, and it goes through the NEPA process to get approved. The landowner is then responsible to excavate the material and bring it to the levee. The technical aspect of suitability and environmental requirement for all three methods are the same. The difference between them is who does the testing. In government furnished, the Corps does. With contractor furnished and supply contract the landowner or their representative does. Another difference is the method of payment. Government furnished the Corps of Engineers will compensate based on surface area. In a supply contract the Corps will buy directly per cubic yard. With contractor furnished the method of payment is negotiated between the landowner and the construction contract. As far as suitability and environmental requirement, all three methods are consistent.

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Question 2. Unidentified woman: My concern is that you're taking the soil from Orleans, which is below sea level. Eastover is one of the lowest points below sea level.

Response 2a. Soheila Holley: In order to provide this system to minimize risk, we have to have levees and floodwalls. Levees and floodwalls need material.

Response 2b. Col. McCormick: The reason we are getting material in New Orleans is because we pay less in transportation cost. When material is brought in from a place far away it will cost more. We're trying to find suitable material as close in proximity to the levee that we're working on.

Response 2c. Soheila Holley: Cost is not the only factor. The bulk of borrow cost is transportation but it also impacts traffic and the deterioration of the roads. The further away the pit is from the site, the more impacts to traffic, public safety, and the roads. There are many reasons why we try to identify sites as close as possible to the levees.

Question 3. Unidentified woman: Can you use a barge or something to take it from one place to another?

Response 3. Soheila Holley: In a supply contract that's one option that could be used. The landowner, who is going to supply the material, could use whatever means of transportation needed either rail roads, busses, trucks or barges.

Question 4. Sam Skilley: I'm an engineer here in New Orleans and I have spent most of my adult life here in New Orleans East. My office prior to the storm was on Haynes Boulevard. I have two concerns. Is the Corps concerned with the surrounding areas when they dig these holes and allows water to fill them up by sucking the water out from underneath the existing houses and structures within maybe a half a mile of these structures? It's been my experience with drainage canals, the rise or fall of water in narrow drainage canals impacts houses two or three blocks away. Even if your house is on piles, the piles are subject to what we call down drag. The down drag can be very crucial in de-stabilizing a house. I understand that the material has to be suitable, but what is a problem is the impact from digging a huge pit adjacent to homes, businesses, streets, sidewalks, playgrounds, etc. I think it's going to have a residual affect and a real hardship. Has that been taken into account?

Response 4. Soheila Holley: Yes. Once the borings show suitable material, then the next stage is to design the pit. They make sure there's no failure within the pit and that it does not impact the surrounding structures. When we design the canals, for instance Jefferson Parish canals, we make sure there's no impact to the adjacent road or structures. The design will be engineered to make sure there's no impact to the surrounding areas. They also make sure they do not hit the sand layer leading to the body of water. The depth of the pit is included in the designed. The sites shown, for instance Cummings North, will be designed in a manner that will have no impact to the surroundings.

Question 5. Sam Skilley: So you're saying the ground water is not going to enter into that pit?

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Response 5. Soheila Holley: Well, yeah, it will fill up but…

Question 6. Sam Skilley: It's going to fill up with what?

Response 6. Soheila Holley: It's going to fill up with water.

Question 7. Sam Skilley: Where is that water going to come from?

Response 7. Soheila Holley: The water table will come up.

Question 8. Sam Skilley: That's exactly what I'm saying. It's going to suck the water out from the adjacent ground underneath the houses and when it happens it'll create the snowball affect. When you get a snowball that's full of ice and syrup, then you suck that juice out of the bottom, what happens to the ice on the top? It goes down. That's exactly what's going to happen to the adjacent properties next to the pits.

Response 8. Soheila Holley: Remember there is rainfall that could fill the pit before the water table comes up.

Question 9. Sam Skilley: The water table is going to fill it up the instant they start digging that hole.

Response 9. Soheila Holley: I can appreciate the concern. All I can mention is that we make sure there are no impacts to any structures, canals, or utilities in the vicinity. The pit will be properly designed. That's all I can offer.

Question 10. Sam Skilley: I think if I had a house close to one of those pits I'd be concerned because it's going to be a major impact. I think we need to be very careful about it. I know there are a need and the impacts of transporting the materials but I'm telling you, it could be a major problem for the neighborhood.

Response 10. Soheila Holley: I assure you that we'll properly design it, the same way we design our canals. We'll make sure that it's properly engineered and designed.

Question 11. Sam Skilley: On Haynes Boulevard the elevation is 11.5 feet and you're going to raise it to 13 feet. That's only two feet. The levee that protects Bayou Sauvage is about five feet higher than the levee that protects New Orleans East. Then the Bayou Sauvage levee that's currently at 15 or 16 feet, you're raising it to 18. I think the people might be getting short-changed. I mean, the goal is to protect New Orleans East. My office is on Haynes Boulevard, I have looked at that levee every day for 10 years. It would seem to me that you would want to raise the levee from the airport to Parish Road. Instead of 13 feet, I think the levee should be 15, 16, or 18 feet.

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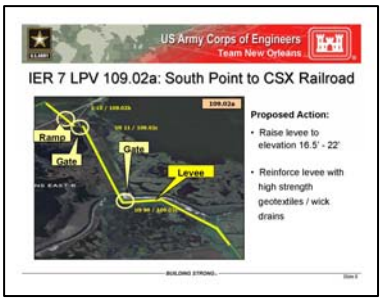

Response 11. Jason Cade: The way our levee system works is the LPV 111 project [inaudible]. What you'll have is a higher elevation with the levee system. One of the reasons we're adding that higher elevation is [inaudible]. When examining the 111 project which is the CSX Railroad, this whole area here [pointing] has a higher elevation. One of the reasons is because it's affected by the Gulf of Mexico which means there is deeper water causing greater storm surge. When you go to the 105 through 108 projects there is a shallower body of water and it's not affected as much by the storm surge but wave action. It's not necessary to have the elevations as high on the lower part.

Question 12. Sam Skilley: Well, I think we have to be concerned, not about the surge, but with the tilting of the lake. Haynes Boulevard is right on the lake, then there is a single railroad track right in front of it and some riprap. If you get the tilt of the lake effect, as the storm passes and the water builds up on the Slidell site it'll throws the water back onto New Orleans. The water has 25 miles to build up steam and a 13-foot levee is not going to be high enough to protect the people in New Orleans East from the lakefront to Paris Road. Now, maybe it is, maybe it isn't, but I don't think so.

Response 12. August Martin: Everywhere across the system we're providing what we refer to as 100-year risk reduction, and that level of risk reduction is based on the predicted height of the water, surge, the still water level, and the waves. It's not the same level. The expected heights at every location have been modeled to provide protection for the predicted height of water. The risk is higher the further east and south you are thn it is along the lakefront. Everywhere across the entire Hurricane and Storm Damage Risk Reduction System we're providing the 100-year level of risk reduction. In any given year there's a 1 percent chance of experiencing certain water levels and that's what we are protecting against.

Question 13. Sam Skilley: I understand but if you're protecting the pumping stations at 16 feet or 18 feet, well they're sitting there on Haynes Boulevard.

Response 13. August Martin: The other point is not where the protection lies but what it protects. The protection for the reach between South Point and the Gulf Intracoastal Waterway is located by Bayou Sauvage which serves as an important barrier of protection for New Orleans East. The floodwall by the pump station and for other floodwalls we have factored subsidence and sea level rise in the design. With a levee you can come back and add to the protection to make sure you maintain the required level of protection. If you have a structure you wouldn't come back rip it out and replace it so that it's factored into the level that we're building to. But, all across the system we're providing the 100-year level of risk reduction.

Comment 14. Sam Skilley: I just wanted to pass on my comment that I don't think a two feet increase on the Haynes Boulevard levee is enough. Thank you.

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Question 15. Unidentified man: I have two questions, and one goes back to the borrow pits. If we're going to dig borrow pits on private land, is the government responsible for the removal of the dirt and any damages caused from that removal of that dirt?

Response 15. Soheila Holley: No.

Question 16. Unidentified man: That's the point I would like to make. If you have a private contract that you're going to buy soil from to build your levee, is the Corps of Engineer, or whoever has the responsibility to remove this dirt? Are they responsible for any impacts that it causes to the community?

Response 16. Soheila Holley: As far as the environmental aspect of it, we make sure through the process of review that the data submitted contains no environmental impact. As far as the material being suitable, we make sure the material is suitable. As far as construction of the pit is concerned, a construction contractor is responsible and liable for his actions.

Question 17. Unidentified man: I don't think the Corps or anybody should buy any soil from anybody in New Orleans. We should not use any private contractors. The reason why is because we know what private contractors do in New Orleans. They are not responsible. A perfect example is the New Orleans East borrow pit. When the pit is dug all that soil would subside because nobody is putting anything back. If you would fill it back with something that would be a different story but you're leaving an open hole.

Response 17. Soheila Holley: In the case of contractor furnish the contractor or the person who does the excavation has to comply with all the local parish ordinances and permits. Any time you impact the environment, even with construction, you have to go to the city and get a permit.

Question 18. Unidentified man: Recently, contractors were ripping people off in New Orleans on building houses and the state had no power to get these people's money back. We are saying the same thing. There's no difference, you may see it differently but the public doesn't see it differently. If you're going to dig holes in New Orleans somebody has to be responsible besides the private owner. If you're going to get into a contract with someone, the government or the person that removes the dirt should be responsible.

Response 18. Soheila Holley: It depends on the process used. If the site was acquired by land easement, the excavating site would be inherited by the landowner and the landowner is responsible. In the case of government furnished, [inaudible] by the State of Louisiana and the State of Louisiana is responsible. In all cases, once a site is excavated the landowner is responsible for the security of the excavated site.

Question 19. Unidentified man: That's primarily what the people here are expressing, as well as myself. It's a bad deal to want to dig dirt in a low-lying area to build a levee. All you're doing is taking dirt from here and putting it over here. If you have a waterway where you're going to take dirt from and if you have a levee at that point, your levee is not going to be as strong because you're removing the dirt from behind it. The levees failed.

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Response 19. Soheila Holley: Sir, you're incorrect in that sense because as I mentioned the green side will be minimized. [Inaudible].

Question 20. Unidentified man: I understand about the set-back, I'm an engineer.

Response 20. Soheila Holley: There will be set-backs; the side will be properly engineered before excavation, to make sure there are no impacts.

Question 21. Unidentified man: They excavate the same way in the coal mines up north. They use set-backs. And, what happens? They cave in.

Response 21. Soheila Holley: I don't know what kind of process they use but the process we're going to use makes sure there's no seepage, failure, impacts or accidents.

Question 22. Unidentified man: Now, you're saying no seepage. What's that, 100 years or is that a couple of months?

Response 22. Soheila Holley: We look at the sand layers and how far we're going to go to make sure we're not going to dig into the sand layers leading to a body of water.

Question 23. Unidentified man: What I would actually say tonight is it's a bad deal. There is clay material up north that is suitable for this project and you could take CSX trains to bring it in for the levees instead of digging in New Orleans. We understand cost. You know what cost is?

Response 23. Soheila Holley: No, cost is not the only issue, sir. Cost is one part of the equation. The further away your pit is the hauling…

Question 24. Unidentified man: We understand that. We've got the worst streets in the whole state of Louisiana in New Orleans. We understand about pot holes and all.

Response 24. Soheila Holley: [Inaudible]. There are other impacts that will be of concern with getting material further away, cost is one, but time is the essence, 2011 is upon us.

Question 25. Unidentified man: You take care of one problem but you give us another. We have to deal with the owners. The ground is subsiding around other people's property. The Corps is getting all of the praise and accolades but we are left with our property and land going down.

Response 25. Soheila Holley: By the way, there's a supply contract, what your proposing under investigation to see if that will pan out. We have to see if it will work on the system. [Inaudible].

Question 26. Unidentified man: A levee was supposed to be raised to 31 feet. Is that going to be another sheet pile wall or are you going to take it and go into the existing concrete to extend that wall?

Response 26. Jason Cade: For 111, we're looking at a couple of different options. Currently, it's under design, and we're looking at doing a deep soil mix levee. It's going to be an earthen levee.

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We're also looking at doing T-walls out there. We could have a combination of both. It's under design now and there has not been any final determination made as to what option we're going to use out there.

Question 27. Unidentified man: Presently that wall is what? Isn't that a concrete barrier as it stands now or a portion of it is?

Response 27. Male engineer: Only at the pump station do you have a wall there.

Question 28. Unidentified man: Only at the pump station?

Response 28. Jason Cade: Yes. That's at pump station 15.

Question 29. Unidentified man: You were talking earlier about the proposals to raise the level of protection. What is it coming from? You gave a number that it's being raised to but you don't say what the current elevation is in that area. I guess it was six and seven, you said it's being raised to 17 and 18. What is it presently? If you could go through them again it would help me understand, how much better the protection is going to be. You're saying you're raising it to 17. What is it now?

Response 29. Jason Cade: Roughly 12 ½.

Question 30. Unidentified man: Can you do that for all of them or can you provide that data at some point.

Response 30. Jason Cade: The status map shows the current elevation of the system and the proposed 100-year elevation.

Question 31. Unidentified man: Can you say that it's going from 13 to 17 and then on the next slide that it is going from 12 to 15. It makes it easier for me to understand that I'm getting three feet protection here; I'm getting four feet protection there, and so forth. It's just easier to understand it while you're going through the slides.

Response 31. Jason Cade: It's all going to be 100-year risk reduction but I think we have a map here that shows what the current elevations are.

Question 32. Unidentified man: In terms of the June 2011 deadline, is that number still realistic? Is the Corps still saying that they are on-track to give the city of New Orleans 100-year protection by 2011? Or, is it realistically going to be pushed back or finished before that time?

Response 32. Jason Cade: That's still on-track. We have some projects that will finish prior to the completion date, and we have a couple of projects that will finish more towards the June 2011 date. Most of the projects, for example the LPV 108 project, will be finished a year or two before that date. Most of the projects in the system will be done before that date.

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Question 33. Unidentified man: What happens in June 2011? The Corps comes in, certifies the levees and tells the community that they have 100-year protection. Is that what happens in June of 2011? Is that how you plan to do it? Because you said some of the projects will be completed before then. Are you going to announce those projects being certified, completed, or wait until everything is done at one time, and then say it's all completed? Are you going to certify them as they come about or are you going to certify them all at one time?

Response 33. August Martin: As a system there's actually a process with the local levee districts that the Corps provides assistance. For instance, LPV 108 while we will have 100-year level risk reduction in place that component of the system won't be certified until the reach is finished. There is a process where the state, our local sponsor, with the Corps assistance certifies the system when it does meet the 100-year level requirement.

Question 34. Unidentified woman: So, the answer to that was you're going to do it all at once, and you're going to it…

Response 34. Jason Cade: The system will be done all in one process.

Question 35. Unidentified man: If you could go over those slides and kind of mention what is being brought up to, it makes it easier to understand.

Response 35. Jason Cade: For the LPV 105 to 107 projects we have a current elevation of 11.8 to 13.9, and that's going be raised to elevation 13.5.

Question 36. Unidentified woman: Well, that's decreasing, though. Did you say that right now we have from 11.8 to 13.9, and you're saying what's going up to 13, the 11?

Response 36. Jason Cade: The whole system is going to come to elevation 13.5 feet.

Question 37. Unidentified woman: Well, if we already have 13.9.

Response 37. Jason Cade: There are spots that are already at 11.8.

Question 38. Unidentified woman: I want to know, what the elevation is now. How much protection are we going to get later? Are we decreasing or increasing? If it's going to be 13.9, now, then you're going to go back to 13.5?

Response 38. Jason Cade: It's all going up to elevation 13.5, which is going to meet the 100-year level of risk reduction.

Question 39. Unidentified woman: What are you going to do about this 13.9 or whatever it is right now? You said right now it is at 11.8 to 13.9.

Response 39. August Martin: Those elevations are a range throughout the reach. There are some areas, for instance the 108 area that's currently under construction where the existing levee actually exceeds what's required for the 100-year. That will not be degraded but it needs to meet

the criteria. For instance, the work that's being done now is to add stability berms to improve the stability of the levee. As it exists in that area, now, it exceeds the requirement in terms of height. It doesn't meet the full requirements in terms of stability according to our current criteria. Some areas in the reach currently exceed the required level of protection in terms of height. In other areas it's below the required 100-year level of risk reduction not only in height but in terms of meeting the full criteria that established following Hurricane Katrina.

Question 40. Unidentified man: You're going to do that. Can you go from 105 through 108, please? That's a simple request on my part.

Response 40. Jason Cade: The 105 through the 107 is 11.8 to 13.9 currently. The 108 project is currently at 17.1 to 19.5. Its 100-year level of protection that's needed is the 15.5 to the 16.5 elevation.

Question 41. Unidentified man: But, it says you're raising it to 17 to 18 on the slide that you're looking at.

Response 41a. Jason Cade: It's going to range between 17 and 18 feet.

Response 41b. Col. McCormick: This is going to be what the elevation is when it's all said and done, 17 feet to 18 feet.

Question 42. Lawrence Pourcian: I understand the borrow has to come from somewhere, but if it didn't come from here it would be better. I really understand from an engineering perspective that the best efforts are going to be made to not cause subsidence in the surrounding neighborhoods. There's a quote that states: "The best laid plans of mice and men often go astray." Looking at the government furnished site, I imagine if neighborhoods and businesses started to experience foundation problems there might be an easy way for the citizens to get reparation. However, from what I was hearing about the contractor furnished or owner furnished borrow, I need a little clarification. For example, if the neighborhoods surrounding the sites subsided it would be the landowner or the contractor who would be responsible for any damage. I happen to know that when most businesses come under financial hardship or they get sued, they tend to bankrupt themselves and go out of business. Because someone owns land they can afford to pay their property taxes but it does not necessarily mean they have much money beyond that. Then if the land that they sold the dirt from is gone, they probably can't sell that to raise cash either. In the unlikely event the pit did cause subsidence, how would the landowners experiencing foundation problems ever be able to sell their homes or get financial help to fix the foundations?

Response 42. Soheila Holley: The government furnished would make sure they go through the process to develop a sound site.

Question 43. Laurence Pourcian: I'm talking about specifically privately furnished dirt, contractor furnished.

Response 43. Soheila Holley: As I mentioned, the construction contractor and the landowner will excavate the site. They may have to get a bunch of local permits.

Question 44. Laurence Pourcian: Right. And, there's a lot of private, go ahead.

Response 44. Soheila Holley: The people who construct the levees are experienced people. I would like to think, the people who have been in business know what they're doing when excavating the site. Why would they want to expose themselves to litigation? I would think that they would take the proper action to design and excavate the property. We cannot dictate to a private landowner how to develop his pit. For example, when you build a pool in your backyard, the Corps of Engineers or the government cannot demand you to cut it a certain way. The excavated area is going to be enclosed within the area that the landowner owns. I would think in the interest of the landowner and the construction contractor, they're going to take the proper process to excavate the site.

Question 45. Laurence Pourcian: That's the concern. Contractors manage things, and then they contract. For example, the people who are going to excavate the clay are in a separate contract they're also going to use a different company to haul the clay. To excavate it, someone else is going to haul it. Then, someone else at the other end is going to pack it for you. Now, in most corporations, there are several layers of insulation from the entity with deep pockets. Most companies will bankrupt themselves or the entity that is getting sued in order not to have any financial liability. I'm not saying that you shouldn't take the clay, but the government should, in the contracts, suggest an alternative. When I hear the contractor or landowner is responsible, and five years from now see severe subsidence in a neighborhood that impacts several hundred homes, I don't see the contracting company that dug the hole being held responsible.

Response 45. Jim Taylor: That's an important point, and that's something we'll put in the record and address.

Question 46. Unidentified woman: How far is the Cummings North site from the Oak Island subdivision?

Response 46. Soheila Holley: What you see is the maximum boundary that has been pre-authorized for borrow through the environmental process. Once a levee reach becomes available for award then the design team with a geotechnical engineers will design it. That is when they will determine how deep and far it's going to be from the boundary. At this time the pit is not designed. [Inaudible].

Question 47. Unidentified woman: The current area you have outlined on your map, what does that entail?

Response 47a. Col. McCormick: It's the maximum land cleared through the environmental process.

Response 47b. Soheila Holley: The handout that you have shows which IER that site was cleared in and it will show the entire boundary is about 130 acres.

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Question 48. Unidentified woman: I live in the New Orleans East area, near Jahncke not far from Cummings. There are already foundation issues with homes in that area and we're talking about digging pits. I really don't feel secure with saying that this or that is done because in the end it's still the homeowner that's left holding the bag, seeking justice.

Response 48. Soheila Holley: We'll make sure there are no impacts in the excavation, that's why we go through an extensive design.

Question 49. Unidentified woman: How many miles along Lake Pontchartrain is the levees system that you all are either increasing, do you all have a total?

Response 49. Jason Cade: Roughly, from here to here, about 20 miles.

Question 50. Unidentified woman: I'm curious of the whole entire way.

Response 50. Col. McCormick: The yellow line here [pointing] is not covered in this IER but over by the airport, you see where it starts, that's where the system starts running along from there all the way up to where I-10 crosses [Inaudible].

Question 51. Unidentified woman: How many miles is that?

Response 51. Col. McCormick: I'd say about 20 miles.

Question 52. Unidentified woman: How many loads of clay are you trying to get for this 100-year protection plan?

Response 52. Soheila Holley: At this time, the total requirement is about 60 million cubic yards of material for the entire system.

Question 53. Unidentified woman: How much have you acquired or will acquire right now with all the construction?

Response 53. Soheila Holley: At this time we have 73 million cubic yards approved between government furnished and contract furnished. We have an ongoing supply contract and once it is awarded we'll determine the quantity the site would provide. We're still investigating sites as government and contractor furnished.

Question 54. Unidentified woman: So, you need 60 million but you have more than 60 million?

Response 54. Soheila Holley: No, ma'am. We have 73 million cubic yards approved but not all of it is acquired. Out of the 73 million cubic yards approved, 38 million cubic yards is contractor furnished, 35 million cubic yard is government furnished, and 19 million cubic yards have not been acquired. That's mainly the responsibility of CPRA and the state of Louisiana because the project is cost shared. That is the responsibility of the state based on their project cooperation agreement with the Corps.

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Question 55. Unidentified woman: So, if you don't get enough of your clay that you need based on what you have so far, where will you go to try to get it then?

Response 55. Soheila Holley: We're still investigating. We're still receiving packages from all over to review, and once it's approved, we'll provide it. The 60 million cubic yards is the requirement, that's a very dynamic fluid number. As I mentioned, some of these levee reaches, they're not at the final design stage yet. Once it's finalized we'll know the exact quantity. In anticipation of that quantity, we'll keep investigating sites to make sure we have enough material for the system.

Question 56. Unidentified woman: On this brochure it says it costs $15 billion dollars with 20 percent completion or is that the total cost its going to be for both projects?

Response 56. Gib Owen: The total cost.

Question 57. Unidentified woman: We're raising the levees because of the problems with the water going into the Lake Pontchartrain from the Gulf. If you stop the water from going from the Gulf into Lake Pontchartrain, that's stops the source for having to keep raising these levees. I don't understand why you keep spending money raising the extra levees along the lakefront. If you stop the water coming in from the source, you wouldn't have to keep spending the money in all the other parishes. I know that's the 500-year plan, but why are they not implementing that first?

Response 57. Col. McCormick: We looked at that after Hurricane Betsy in detail, it was called the Barrier Plan, and a litigation suit stopped it.

Question 58. Unidentified woman: But, why not now?

Response 58. Col. McCormick: Because the courts ruled the environmental impacts were of such consequence in the 1970's.

Question 59. Unidentified woman: And, now we're in…

Response 59a. Col. McCormick: But, the laws still apply. We have the Endangered Species Act, the National Environmental Policy Act, and others. We have to go through that whole process.

Response 59b. Gib Owen: As you mentioned, we have a program called LACPR. We have a report going to Congress right now. One of the alternatives discussed in that is the potential of putting a barrier across to Slidell. That will take Congressional authority and more study before we will be able to do that. And, we have to go through the full NEPA process.

Question 60. Unidentified woman: How many years are you talking about? Another 50 years?

Response 60. Gib Owen: It's going to depend on how long it takes Congress to give us the authority and funding. Then we have to complete our study. It will be a long time.

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Question 61. Unidentified woman: [Inaudible]. You have it running along Highway 90, is one of you all's [inaudible].

Response 61. Gib Owen: They put an alternative out there. Through the NEPA process we would look at all reasonable alternatives for getting from here to there.

Question 62. Unidentified woman: [Inaudible]. The city uses the railroad system to evacuate people from hurricanes. They also try to use the railroad system to bring people in from Mississippi to work. Why wouldn't you put it south of the railroad tracks because you would be protecting the railroad tracks, too?

Response 62. Gib Owen: When we have authority to study that project, we will look at all the reasonable alternatives and that would surely be one of them. There might be 10 different alternative alignments, we don't know.

Question 63. Unidentified woman: You have two on that plan.

Response 63. Gib Owen: But, we haven't gone into any study depth at this point with it.

Question 64. Unidentified woman: Since they're closing the MRGO, are they plan on using the Intracoastal Waterway going towards Slidell?

Response 64. Gib Owen: The Gulf Intracoastal Waterway is not being impacted anyway by our work.

Question 65. Unidentified woman: I'm talking about this part of the Intracoastal Waterway, not…

Response 65. Gib Owen: That's still open. That's not impacted in any way by what we're doing.

Question 66. Unidentified woman: So, are the ships going to be using this more often now that the MRGO is being closed?

Response 66. Col. McCormick: Different types of ships, MRGO [inaudible] the Gulf Intracoastal Waterway is shallow. The levee protection system along the lakefront of Lake Pontchartrain is approximately 28 miles.

Question 67. Unidentified woman: The other gentleman that was talking about the landowners being responsible for the digging and for the subsidence problem, is that a criminal crime if they do something like that? I mean, I know you say people can sue you but it's considered…

Response 67. Soheila Holley: I'm not an attorney so I don't know.

Question 68. Unidentified woman: [Inaudible] put that in the contracts because people go bankrupt when they don't have the money. If you make it so that it's going to be a criminal crime

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that you're going to serve time in jail, then maybe they would make sure that it's definitely done correctly.

Response 68. Soheila Holley: [Inaudible] we make sure that these guys are not adversely impacting the environment.

Comment 69. Unidentified woman: If you add something else to the scenario that they would be responsible, and the same thing with the Corps and the government, somebody needs to be responsible. That's my suggestion.

Question 70. Jacqueline Goldberg: Good evening. I live in New Orleans East. I have my business here, and I have been here since 1956. I've been through Betsy and a whole bunch of other things. How much did the Corps pay Cummings for Cummings North?

Response 70. Miles Pilar: I don't have that number at this time. We do have that number and we can furnish it to you.

Question 71. Jacqueline Goldberg: Please send me the information because I'd be very interested, and I'm sure other people interested in finding that out. How much does the Eastover landowner stand to make on this deal. When you factor in what you're going to pay the contractor, I'm sure you're looking at the line item of the cost to the contractor when you determine how much to pay the contractor.

Response 71. Soheila Holley: As far as contractor furnish, Eastover is not operational. Nobody is digging out Eastover. The construction contractor will negotiate with the landowner. Now, the Corps will get a proposal from the construction contractor. We will make sure we have our own government estimate. We'll make sure what the construction contractor is going to bill the Corps for the construction.

Question 72. Jacqueline Goldberg: All I want is a simple answer. How much money does he stand to make off of this deal? That's all I want to know.

Response 72. Soheila Holley: The site has not been excavated yet so nothing has been compensated. The Corps will make sure the bill that we get from construction contractor is within a reasonable range.

Question 73. Jacqueline Goldberg: What do you call a reasonable range that the contractor should pay the landowner for whatever is excavates from his land?

Response 73a. Soheila Holley: The government will make a cost estimate based on what is reasonable, based on the cost estimate.

Response 73b. Col. McCormick: They will be paid whatever the fair market value we factor in to government estimate. [Inaudible].

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Question 74. Jacqueline Goldberg: How much is the government figuring its costing them in the green part where the governments excavating for the materials?

Response 74a. Miles Pilar: We have the acquisition costs for all those borrow areas whether they are being purchased or given to the State, the landowner [inaudible]. We have those numbers; I do not have them here. We can furnish those.

Response 74b. Soheila Holley: The calculation is going to be based on fair market value.

Question 75. Jacqueline Goldberg: There was a lawsuit filed against the Corps of Engineers, where the judiciary determined that the Corps was immune from any liability for what happened to us because of the levees. If the Corps gets in on the real estate and the Corps does everything, is the Corps going to be immune for any damages that we may suffer because of the land being taken out?

Response 75. Jim Taylor: We'll have to have one of our lawyers get back to you on that one.

Question 76. Jacqueline Goldberg: I lived in Eastover before they were digging a big lake. I'm very concerned about what the change in this adjacent land will be. I'm also concerned if they take land out of Cummings North it will be a pond because it would not drain after Katrina. They had to break the levees which meant Eastover was flooded a third time. I'm worried all of this is going to have an affect regardless of the side of I-10 that it's on. It's going to have an affect on Eastover; it's going to have an affect way down toward Reed at the Seventh District Police Station. I mean, a lot of this is going to have serious affects on this area, and I don't think the Corps has really thought about that, in spite the best efforts of the engineering team. I don't think they're taking into affect how the people feel about all of this. Money is money but if this is done wrong then my house gets messed up and the Corps is immune, I'd be stuck. I'm worried about all of this because the major investment I have is in my home. I've worked all my life. I'm on social security and Medicare. I'm worried something will happen to my home. I'm not young enough to get out here and start over and I don't have a government pension other than a measly social security check.

Response 76. Jim Taylor: Thank you. Those issues are important to us too. That's why we're here tonight and definitely including that in the record. That's something we will address.

Question 78. Unidentified man: Who actually owns the land in the green area at the Stumpf site?

Response 78. Soheila Holley: Mr. Stumpf.

Question 79. Unidentified man: He's considered a private owner. Is that correct?

Response 79. Soheila Holley: Yes. Mr. Stumpf approached the Corps. Fortunately, all the land owners, all the green area, are willing landowners who actually approached the Corps and wants to participate in the borrow effort.

Question 80. Unidentified man: Why are we not digging in Jefferson and in St. Bernard?

Response 80. Soheila Holley: In the borrow handout, you will see pits all over St. Bernard, Plaquemines Parish, St. Charles, we have them everywhere. [Inaudible]. The handout shows the government and contractor furnished sites in all the parishes.

Question 81. Unidentified woman: Since 2005, how much protection do we have now? What's been done? What's been done to make our area safe, if anything?

Response 81. Jason Cade: The first thing that was done was we turned the levees back to the pre-Katrina condition. We went there; we fixed the areas where there were breaches. Now we're going into phase two which is finishing the design of the 100-year level of protection system to be completed in 2011.

Question 82. Unidentified woman: And, this is 2009 now.

Response 82. Jason Cade: We expect construction of the remaining projects to begin by the end of December or early January.

Question 83. Unidentified woman: We're approaching hurricane season, how much protection do we have?

Response 83. Jason Cade: We are back to the pre-Katrina conditions. We do have the level of protection in place. All breaches have been sealed.

Question 84. Unidentified woman: Have you done anything to enforce the pre-Katrina conditions in the event there is another storm?

Response 84a. August Martin: Since 2005, we've taken actions to reduce risks but not to eliminate risks. There was about 220 miles of scour and breach repairs. Where there were I-walls, those breaches were repaired with T-walls and the levees were restored to the pre-Katrina authorized levels. For instance, the MRGO levee was completely rebuilt. In New Orleans East, the levee along the Gulf Intracoastal Waterway was completely rebuilt but the efforts didn't stop there. In addition to repairing the breaches, there were certain actions taken to improve what existed prior to the storm. For example, scour pads were placed behind a lot of the I-walls. If you remember in Gustav, the water that got into the Inner Harbor Navigation Canal splashed over the walls. The scour pads performed well and prevented the area behind the wall from eroding. There were areas of vulnerability identified and interim actions were taken. First, the breaches and the areas of scour were repaired. Second, there were areas of vulnerability identified and those areas were strengthened. For instance, areas of transition between levees and floodwalls we've provided scour protection and armoring. The third phase is to provide the 100-year level of protection. There are certain segments of levees that have been completed. In New Orleans East, there's a six-mile stretch under construction. Everything in New Orleans East is under design, by the end of this year and certainly into next year everything should be under construction. We have started reducing the risk and we will continue to reduce risk. We're working to provide the 100-year level of risk reduction by 2011. Of course, it will not eliminate

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the risk. There will be some residual risk. I would assess that the level of risk reduction is better than it was before Hurricane Katrina.

Response 84b. Col. McCormick: In general, the strength of the levees and structural stability is better. All the transition points have been hardened. System-wide and in New Orleans East the system is in better shape now than it was before Katrina. We're going to work over the next two years very hard to get it up to the 100-year level of risk reduction as directed by Congress.

Question 85. Unidentified woman: But, as right now, we're back to where we were pre-Katrina.

Response 85. Col. McCormick: No, we're actually better than we were. We are in absolute better shape. We're better than we were before Katrina in New Orleans East and everywhere else in the system.

Question 86. Unidentified woman: Only the parts that are inside the levee systems are all right.

Response 86. Col. McCormick: The system, the one with yellow and red lines around it, yes.

Question 87. Unidentified man: What do you mean when you say scouring? At the 17th Street Canal, on the Metairie side, they have little rocks that protected the levees. Then at the 17th Street Canal, the levees broke on the Orleans and Jefferson side. I was wondering did you do anything different to protect us. I was wondering if the scouring was shored-up in all of those canals leading to Jefferson.

Response 87. Col. McCormick: When it comes to the outfall canals, all three of them have had gates and pumps. The walls that are there on these reaches were replaced and we assessed the exiting I-wall. That's a secondary line of protection because during a hurricane, those gates would come down, like they did with Hurricane Gustav. The lake water that came in there during Hurricane Katrina is what ultimately caused the I-walls to fail. [Inaudible]

Question 88. Unidentified man: In essence, there was no additional scouring done on those levees. When I looked at the levees myself, I saw rocks all along the side the east Jefferson side and on the Orleans East side there was nothing. You built a floodgate but nothing was done along the levees to add scouring protection is what you're saying?

Response 88. Col. McCormick: We put T-walls in.

Question 89. Unidentified man: I understand where the levees broke; they wouldn't have broken if they had this additional scouring protection. Essentially, for this area you built the gates and fixed what was damaged.

Response 89a. Col. McCormick: We are formally addressing risk reduction for all parishes.

Response 89b. August Martin: There were scour pads placed around the system behind the I-walls. Now, you can ride along Hayne Boulevard and see the new scour pads that were placed.

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The splash over seen during Gustav along the walls, the scour that lines the Inner Harbor Navigation Canal was placed after Katrina. [Inaudible]

Question 90. Unidentified man: Were all of the canals done that way? Are you saying you did it on certain points? Did that scouring protection get added to the canals on Orleans or did you just do repairs?

Response 90. Col. McCormick: Last year during Gustav the Gentilly Woods area we placed scouring along the wall. [Inaudible] Instead of having a temporary fix we're doing a deep soil mixing project to stabilize that area. We're hardening that area. [Inaudible] On the outfall canals, we've done analysis and we're continuing to analyze the safe water elevation of the different canals to make sure the walls are viable for this level of water whether its rain water or the water from the Sewage and Water Board pumps. We pump this out during a hurricane event. We are confining it to areas that are at most risk. When you go from a levee to a floodwall scouring is needed with overtopping. What happens is the water starts to erode the soil as it overtops and that's the scour protection. The idea is when water comes over the structure whether it's a levee or a wall we lessen the impact of the water. The scouring protection is there to stop the erosion power of the water.

Question 91. Unidentified woman: Cummings North seems to be right at the natural levee somewhere around Jazz Land, right?

Response 91. Soheila Holley: What you see in green is the maximum area that has been environmentally cleared. By the time they design the pit, the actual pit is going to be much smaller. How much smaller? I don't know because it hasn't been designed by the team, yet.

Comment 92. Unidentified woman: I hope that you look at the surrounding foundations because that area has been sinking for years. I don't know how many truck loads of dirt I have personally put into the property. I wish you would drive around the streets because some of the streets have collapsed. I don't think this part is well thought out, and it is frightening. I wish you would come around, test the soil, and check the infrastructure around there. We have problems there. I'm too old to chain myself to trees around there. That shouldn't even be considered.

Question 93. Unidentified man: When is this supposed to be completed in 2011? Is this the last piece of the flood protection puzzle? I see a lot of work in St. Charles, Jefferson, and all those areas. As you build those levees there it's going to increase the chances of us having more flooding here because the water can't go there. It's going to have to come back here to the 17th Street and the other outfall canals. You've stopped the water from going into St. Charles and Jefferson, but the only place left for the water to go is New Orleans East. Are we the last piece of this puzzle? Is the 2011 deadline before hurricane season or is it at the end of the year?

Response 93a. Jason Cade: The system is supposed to be completed in 2011. We're dealing with this from a system wide approach. We've analyzed all possible concerns and have factored them into the designs. As far as the completion date, we expect to have a lot of our projects done prior to June 2011. A majority of the projects will be done before then. We have two projects that will

be completed close to the June date for that hurricane season, but 80 percent of the projects in New Orleans East will be done prior to the deadline.

Response 93b. Col. McCormick: We are dealing with the biggest threat to the city on the east side for the greater New Orleans area. For instance, the surge barrier at Lake Borgne is probably the biggest cost at approximately one billion dollars. The level of risk reduction that we have along Lake Pontchartrain in New Orleans East is good. Certainly, we've got to get better but the level of height that we have to raise is not that much. On the system map, down here we're going to be raising the system considerably in St. Bernard Parish. In Plaquemines Parish, which is not part of the Hurricane Storm Damage Risk Reduction System, much of that work is going to go beyond 2011 probably to 2013. The outfall canals will go beyond that because we have the interim control structures there now providing the 100-year level of risk reduction.

Question 94. Unidentified man: New Orleans East has only a few services. People are not going to put their business in danger to invest in businesses and services here. Until we can have a protection system then there's no guarantee its better than it was before Katrina. We aren't going to see improvement in those areas.

Response 94. Col. McCormick: That's why we're moving on the surge barrier, LPV 109 and LPV 111. I think when we get all three of those particular projects more than any others; I would say that New Orleans East is going to be in a good position, risk reduction wise.

Question 95. Unidentified man: I analyzed what happened during Gustav, it appears at the Lower 9th Ward water was coming over. I thought in my mind, sitting in Washington D.C., why haven't they got protection. When is that little loop you're referring to going to be completed to protect that area of New Orleans?

Response 95. Col. McCormick: Last Saturday, we actually started pile driving on this certain area. Right now we're looking to have two rigs there by the first week in June. We're looking to get at least 12 piles in a day starting in June.

Question 96. Unidentified man: What would happen if we get another storm system like Gustav? What's going to happen to those people in that area and the water coming in? I know you're working on it right now, but it's not going to be finished by this hurricane season. What are you doing for protection this hurricane season with that little red loop?

Response 96. Col. McCormick: The IHNC surge barrier is the most important piece of the whole system. If we get another storm like Gustav, we're in very good shape.

Question 97. Unidentified man: That's not going to be closed by this season. What happens for protection this season?

Response 97. Col. McCormick: A good bit of that will be closed this season. Right now we're placing 1,277 piles across that 1.5 mile area. It depends on the production rate but we'll have 14 foot of pile wall in October

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Question 98. Unidentified man: What's happened with the MRGO? Is the MRGO closed or when is it projected to be closed?

Response 98. Col. McCormick: The MRGO is closed.

Question 99. Unidentified man: I'm sorry, filled in. I know that they were dumping stuff in it.

Response 99. Col. McCormick: This is where the MRGO is closed. We're actually closing it right here with a rock dyke going across the channel. If you go back to the surge barrier, we're going t close it there as well.

Question 100. Unidentified man: What's the completion date on the MRGO?

Response 100a. Col. McCormick: Early July is when the rock closure will be in place. Now, for the surge barrier, we won't have that until sometime in the late part of the hurricane season. We're ahead of schedule on the closure.

Response 100b. Gib Owen: That closure has nothing to do with the Hurricane and Storm Damage Risk Reduction System. It does not provide any hurricane risk reduction.

Question 101. Unidentified man: Those are not going to provide any hurricane protection?

Response 101. Col. McCormick: Once we get the closure here it'll block the water that's coming from Lake Borgne. We'll eventually have 26 foot walls there. It's going to be an impressive structure when we're done.

Question 102. Unidentified woman: Did you put the wall or the gate? How much more water is going to go across the lake or across Highway 90? That pocket is not protected. More water is going into Lake Pontchartrain because of that closure.

Response 102. Male engineer: We have modeled it. The water will come this way and it will back up eventually. I assume more water would go up into Lake Pontchartrain.

Question 103. Unidentified woman: What happens to all the people that own property along Highway 90?

Response 103. Ron Elmer: I'm the branch chief for that particular project. The amount of water that is being prevented from entering Lake Pontchartrain through the IHNC Canal is minuet compared to the amount of water that's already going through there. You couldn't even measure elevation wise, the difference it makes in that water. This is a big area. The opening at the Seabrook structure is only 95 feet wide. The amount of water going through there is minimal compared to the amount of water that's going through the Rigolets, South Pass, or the whole stretch between here and Slidell.

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Question 104. Unidentified woman: Originally that closure you're talking about wasn't part of the 100-year plan. Then somebody went to Congress and insist on that being done, and they fast-tracked it.

Response 104. Ron Elmer: Well, it wasn't a part of the original Hurricane Protection System prior to Katrina. All the authorizations have been passed post-Katrina. Those structures were included. The way it was phrased in Congress did not identify those structures in particular. It provided money to improve the Hurricane Protection System along the IHNC and in that area. After going through all the alternatives the Corps decided the Seabrook structure and the barrier was the best way to provide protection instead of raising all the existing levees and floodwalls on the IHNC and GIWW. That's approximately 30 miles of levees and floodwalls. It's cheaper and more prudent to keep the water from getting in there. That was the alternative.

Question 105. Unidentified woman: It would have been cheaper to put the wall. I know in the 1970's they couldn't do it because it wasn't good for the environmentalist. To do it, you would have to keep raising all the levees around all the barriers.

Response 105. Ron Elmer: You're talking about closing off the water from getting into the lake itself. That's a much more massive structure that would not have been any cheaper. Plus we don't have the authority to do that. Congress gave us the authority to do this.

Question 106. Unidentified woman: Who asked Congress to do that because, obviously, the Corps cannot ask? That's what I've been told at all the meetings. Somebody else has to ask Congress.

Response 106. Col. McCormick: The people of southeast Louisiana through their professional representatives.

Question 107. Unidentified woman: Originally it would only cost, I think, $2 billion dollars to close all that off and that would protect every parish, not just New Orleans.

Response 107. Gib Owen: I don't believe that's a true estimate, I don't believe $2 billion is a true estimate.

Question 108. Unidentified woman: That is what was on the proposals about a year ago. There was a plan and it broke down how much it was going to cost to build it.

Response 108. Gib Owen: That cost did not come out of the Corps of Engineers. It may have been a local cost or something somebody else put together. That number did not come from the Corps of Engineers.

Question 109. Unidentified woman: Is somebody here from the city besides just the Corps?

Response 109. Gib Owen: It's just us. They are invited to all of our meetings. They are notified.

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Question 110. Unidentified woman: Every person that owns property pays property taxes. On the property tax bill there is millage for the levee protection system. Is that a city entity that's asking for extra money? Where is that money going if the government is paying?

Response 110. Col. McCormick: That's your local levee board. In this area you have the Louisiana Flood Protection Authority-East. It has purview over New Orleans East.

Question 111. Unidentified woman: If you're paying taxes, you're paying that village; shouldn't you be getting a levee system protecting you? Shouldn't every tax payer be getting protection in their paying village for a levee protection on their tax bill?

Response 111. Col. McCormick: There is an existing levee system that's there, we're actually making that better. You are getting a better level of protection.

Question 112. Unidentified woman: We're not. Everybody that's outside the levee system is not getting any protection and they're all paying taxes.

Response 112. Col. McCormick: Oh, you're talking about out here. I thought you were talking in here. You'd have to talk to the levee authority. We have nothing to do with how they obtain their funding. They are one of our local sponsors.

Jim Taylor, public affairs

Thank you very much for coming. We would also like to thank the church for letting us have the meeting here. We'll be around if you want to talk to anybody one-on-one. Goodnight.

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Individual Environmental Reports

6 & 7: New Orleans East

May 14, 2009

National Environmental Policy Act (NEPA)

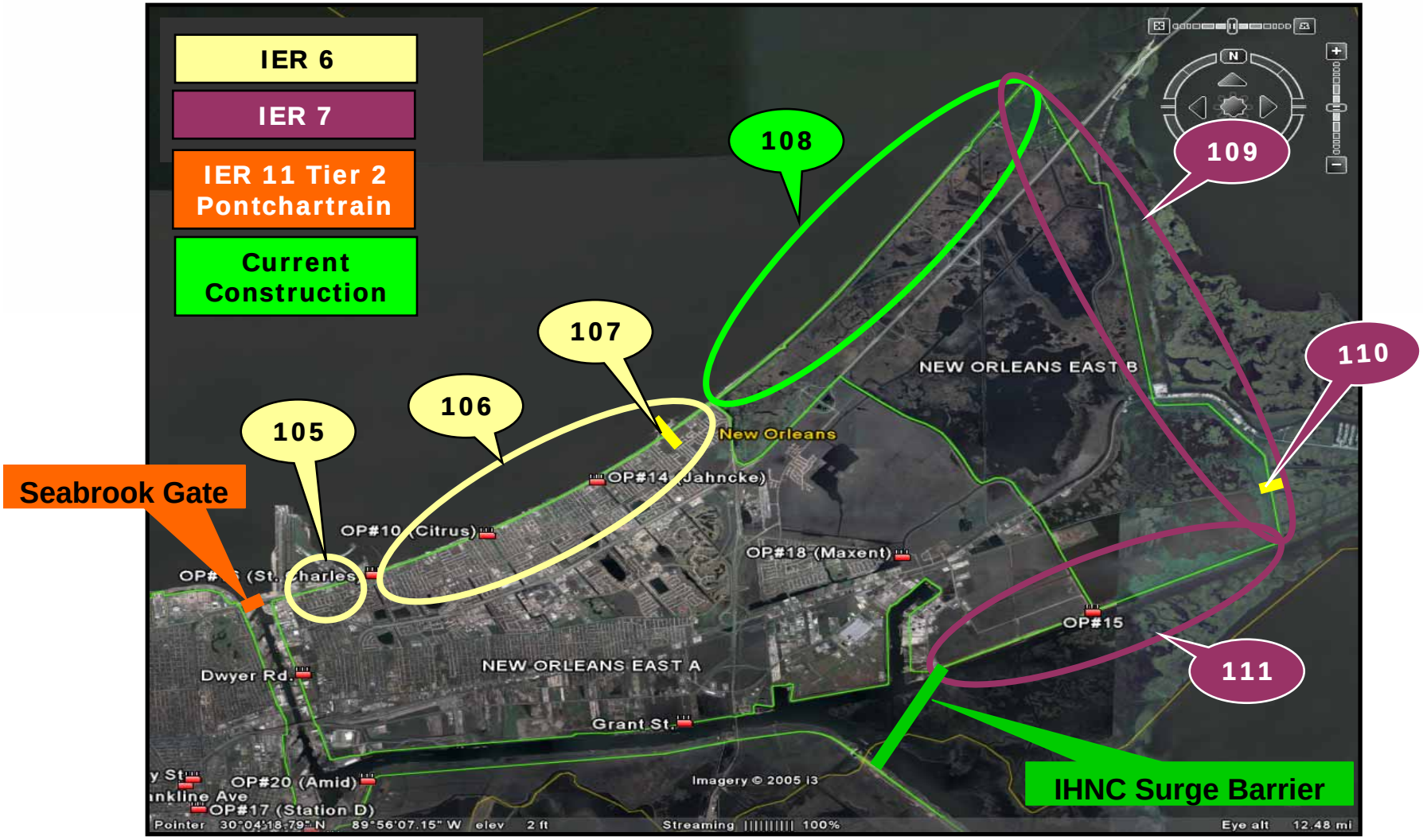
- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Analyses documented in Individual Environmental Reports (IER)
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making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

Currently out for public review:

IER 6: Citrus Lakefront Levee, Orleans Parish: 4/24/09 - 5/23/09

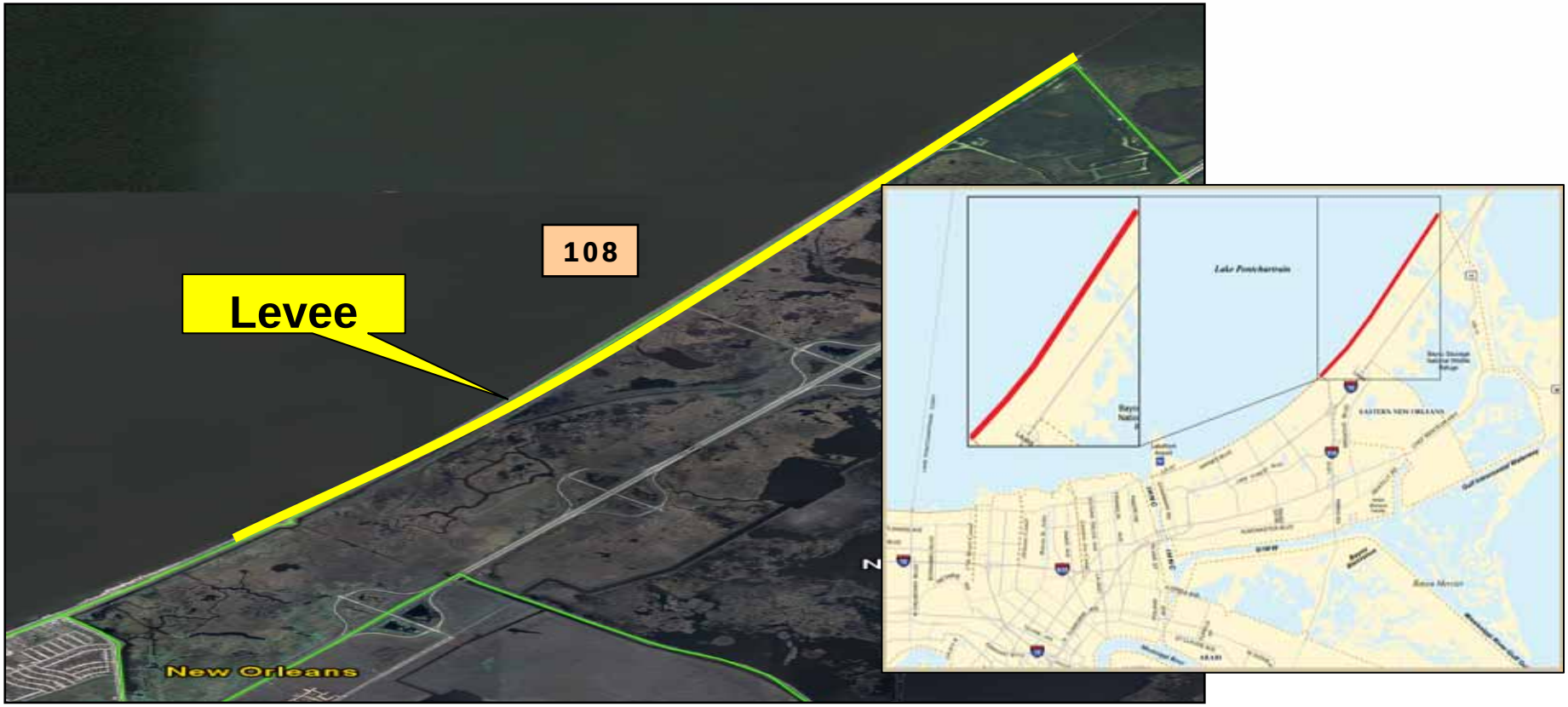
IER 7: New Orleans East Lakefront to Michoud Canal: 5/6/09 - 6/4/09

New Orleans East Levees - IER 6 & 7



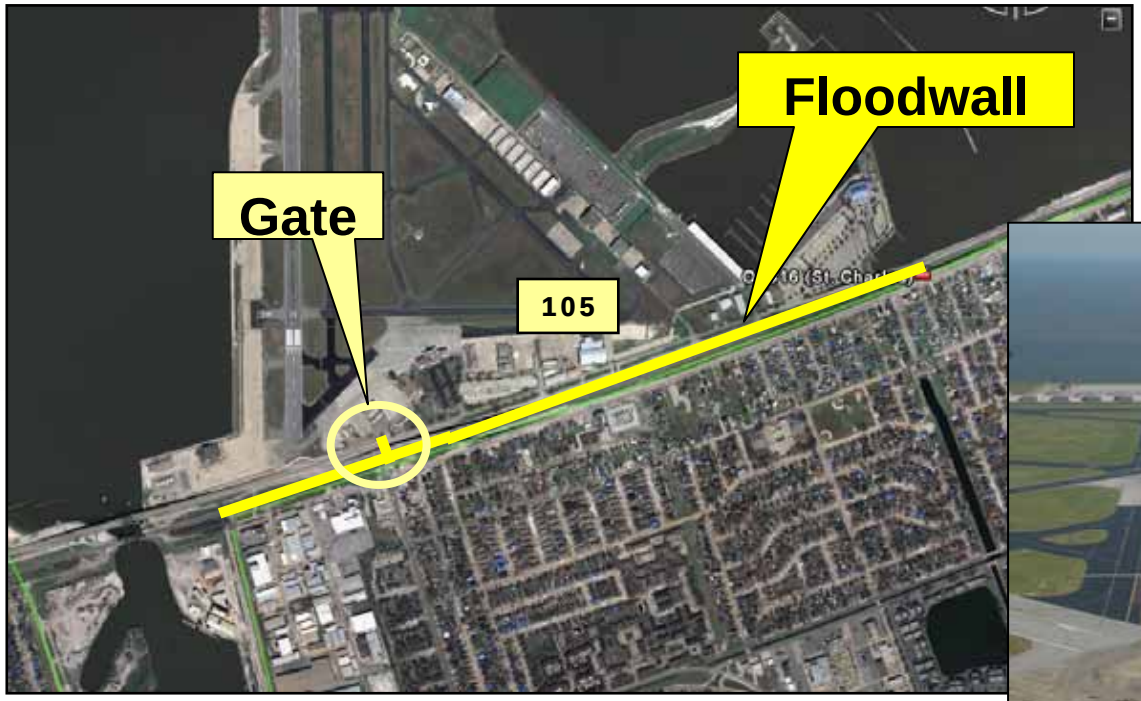
LPV 108: Paris Road to South Point

Under Construction



- Raising levee to between 17’ and 18’

IER 6 LPV 105: Lakefront Airport



Proposed Action:

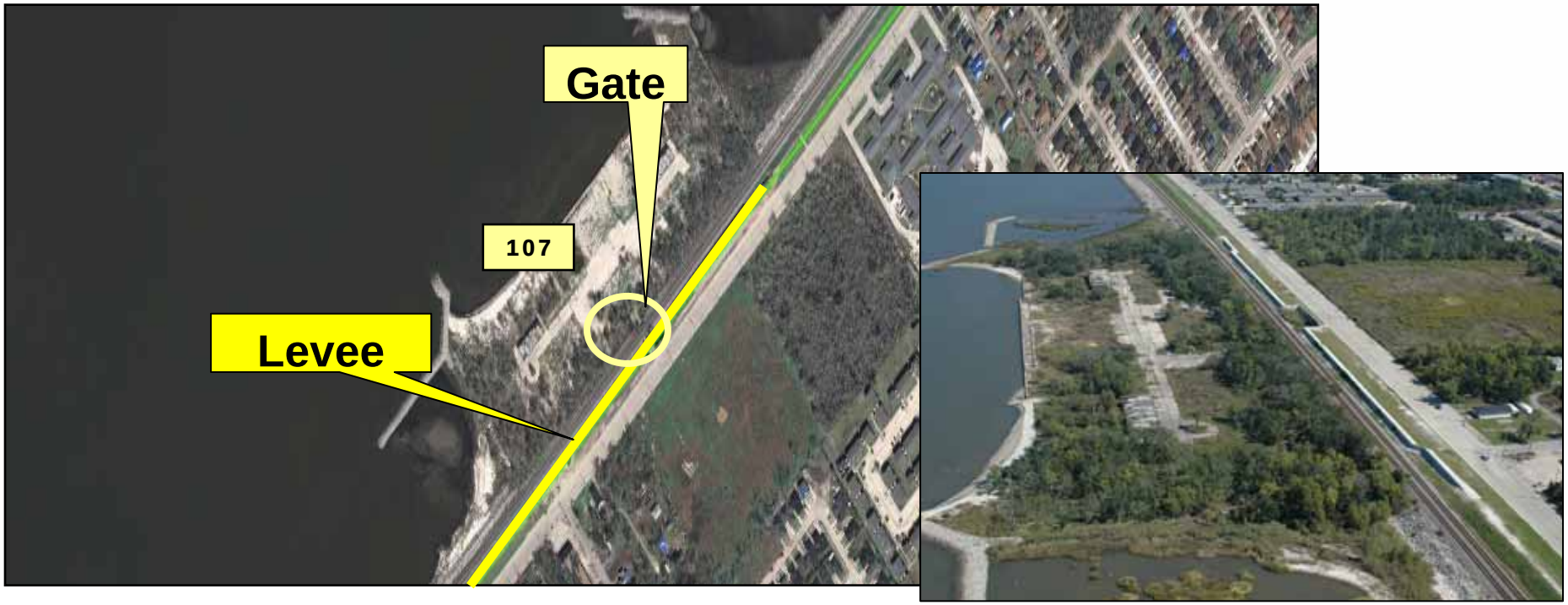
- Replace existing floodwall to elevation 15.5’
- Raise levee to elevation 13’
- Construct floodgate (80’ wide) across Downman Road

IER 6 LPV 106: Citrus Levee

Proposed Action:

- Raise levee to elevation 13’
- Install positive cutoff / drainage culverts for Citrus / Jahncke Pump Stations

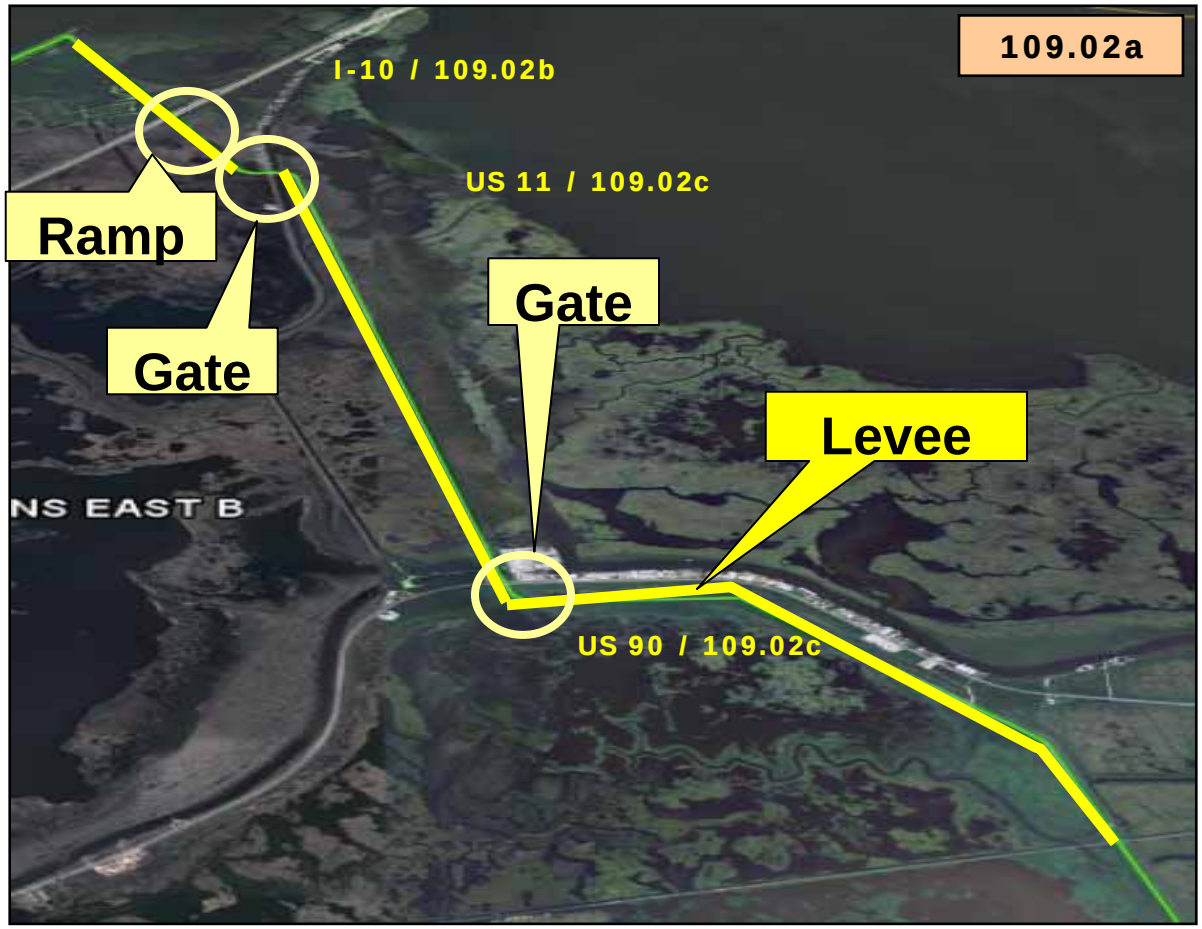
IER 6 LPV 107: Lincoln Beach Levee & Gate



Proposed Action:

- Replace the existing floodwall with a levee to elevation 13’
- Construct a new access gate to elevation 15’

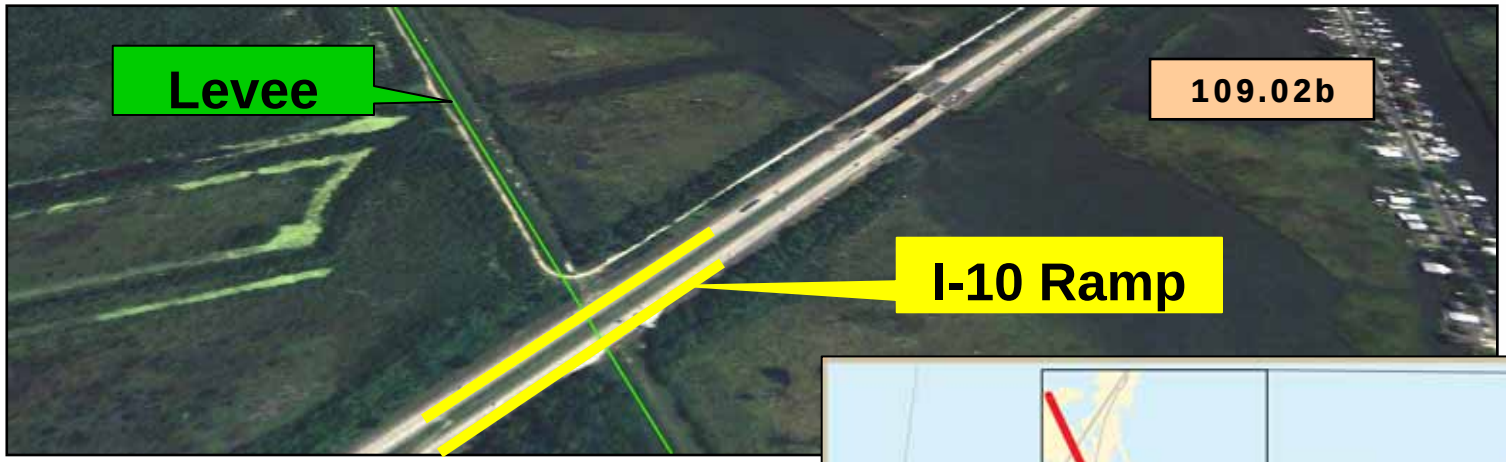
IER 7 LPV 109.02a: South Point to CSX Railroad



Proposed Action:

- Raise levee to elevation 16.5’ - 22’
- Reinforce levee with high strength geotextiles / wick drains

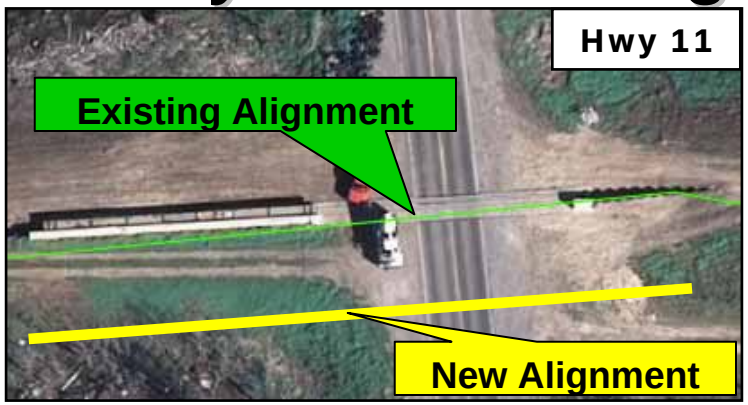
IER 7 LPV 109.02b: I-10 Crossing

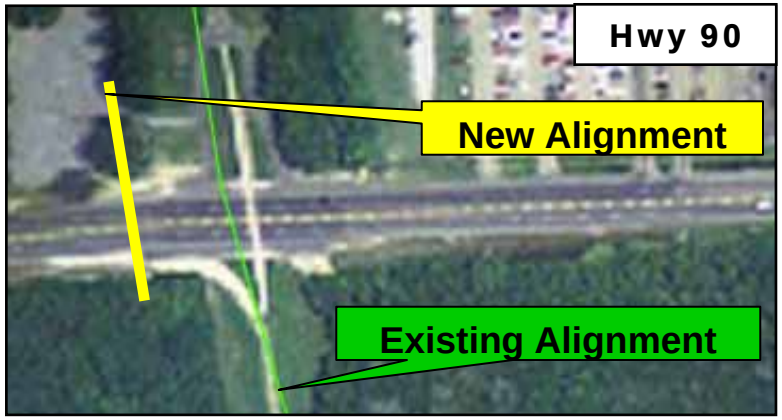


Proposed Action:

- Raise levee elevation to 16.5’ - 22’
- Raise existing ramp elevation to 16’

IER 7 LPV 109.02c: Hwy 11 & Hwy 90 Crossings

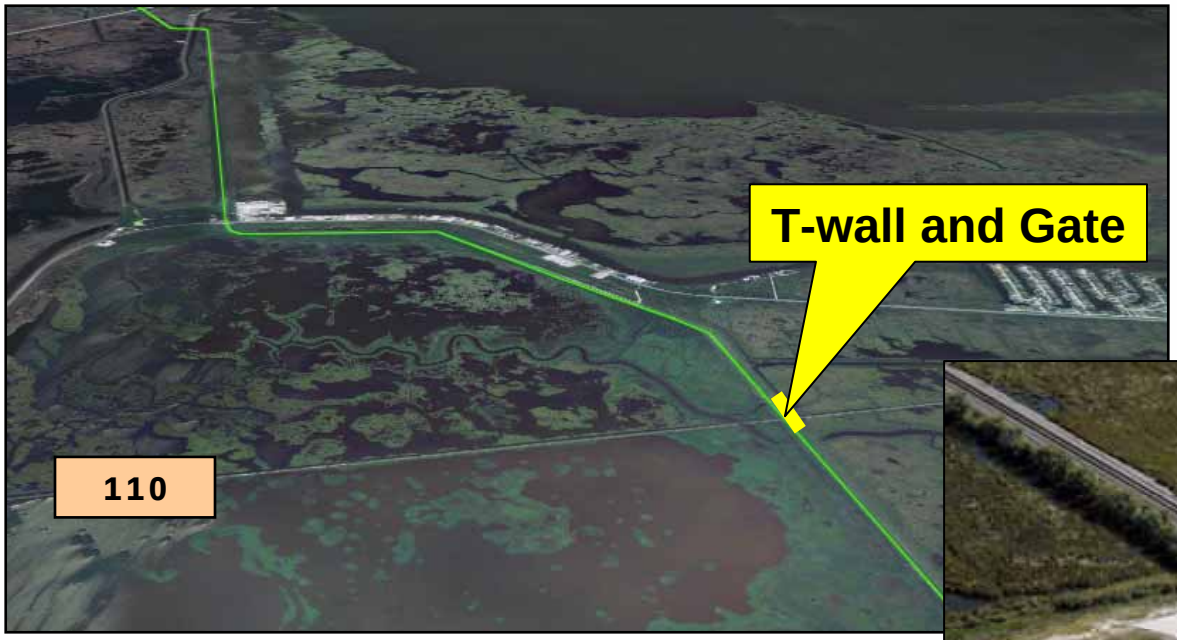




Proposed Action:

- Highway 11: Construct new floodwall to elevation 18.5’ and a 50’ wide gate with an alignment shift
- Highway 90: Construct new floodwall to elevation 22’ and two gates with an alignment shift, gates are 38’ wide each

IER 7 LPV 110: CSX Railroad Gate



Proposed Action:

- Construct new T-wall & gate with an alignment shift

Existing elevation: 20’

Proposed elevation: 30’

IER 7 LPV 111.01: CSX RR to Michoud Canal

Proposed Action:

- Raise existing levee

Existing elevation:
19’ to 19.5’

Proposed elevation:

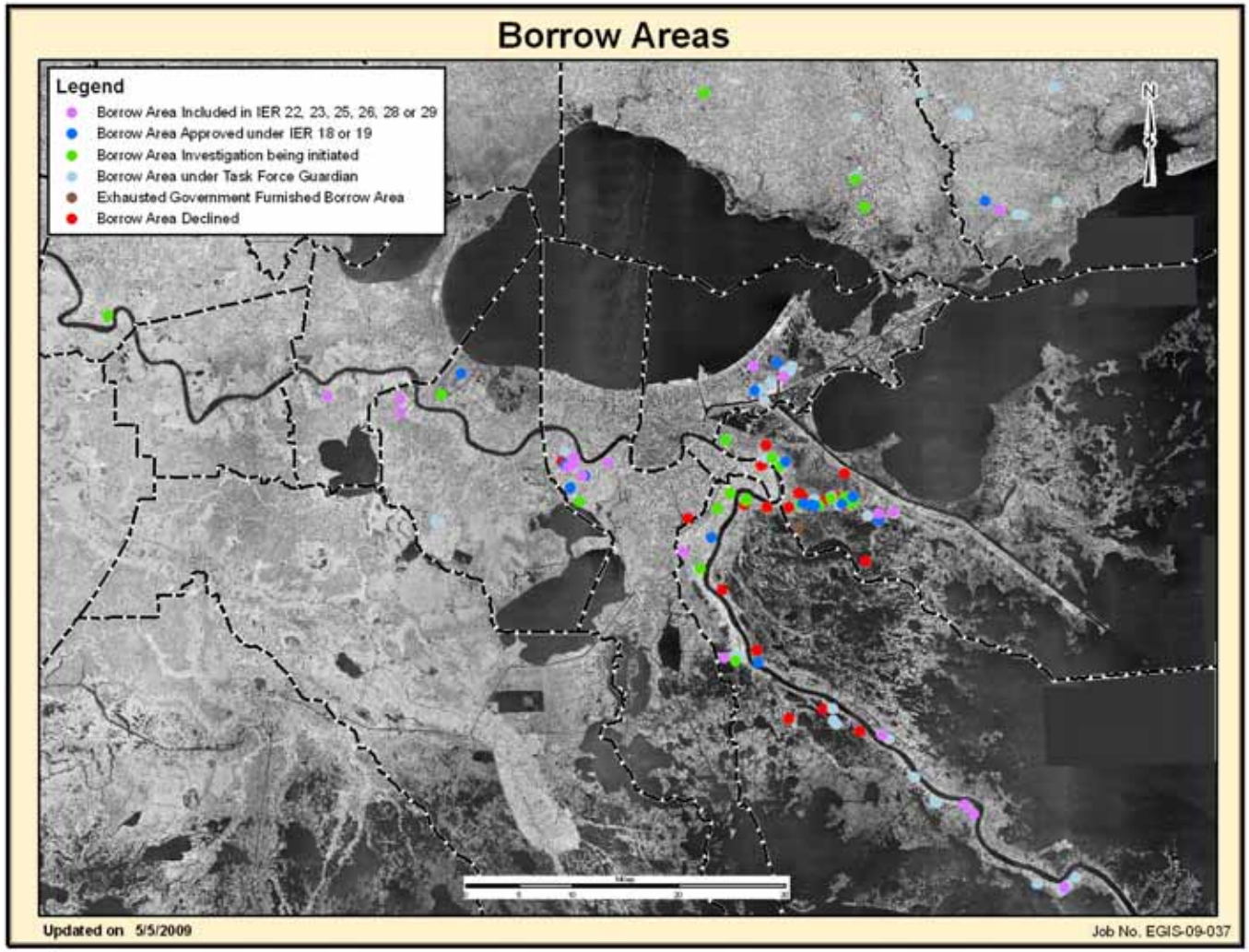
25’ to 31.5’

IER 7 LPV 111.02: Pump Station 15

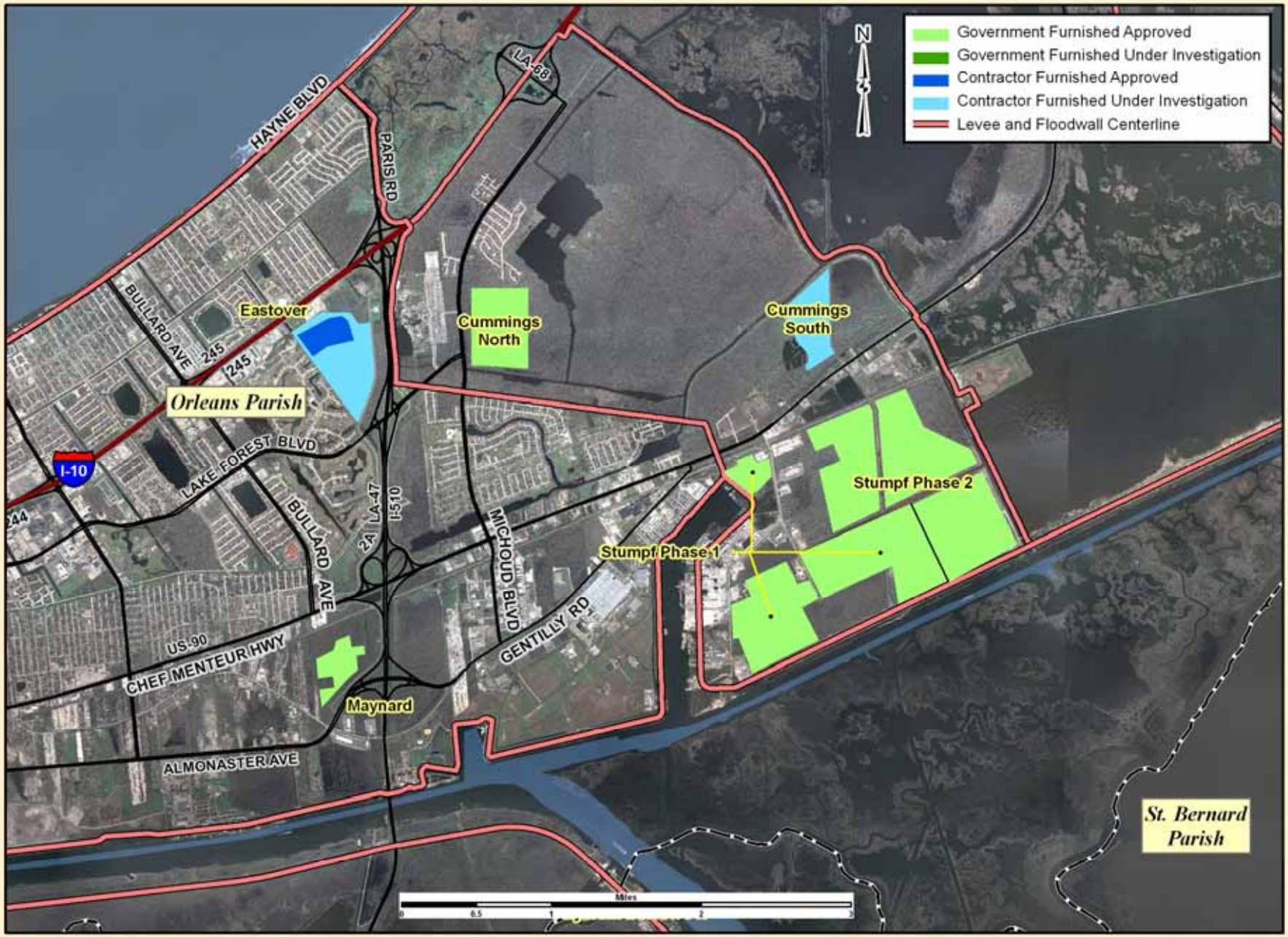
Proposed Action:

- Replace and raise existing floodwall at Pump Station 15 to elevation 34’

Investigated Borrow Sites – System Wide



NEW ORLEANS EAST - ORLEANS PARISH



Updated on 5/12/2009

Job No. EGIS-09-037

Opportunities for Public Input

- **Regular Public Meetings throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS) Area**
- **Make sure to sign in tonight to get on our meeting notification mailing list**
- **Comments can be submitted at any time at www.nolaenvironmental.gov**
- **Individual Environmental Reports (IER) 30-day Public Review**

Questions and comments regarding Hurricane Risk Reduction Projects should be addressed to:

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Resources

www.nolaenvironmental.gov

http://www.mvn.usace.army.mil