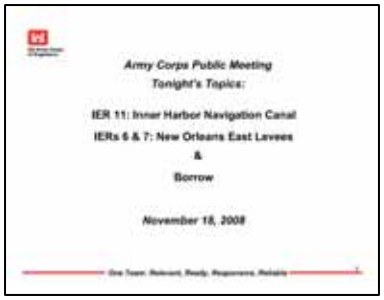
Public Meeting Summary

Individual Environmental Report 6, 7, 11 Tier 2 Borgne and Borrow Citrus Lakefront Levee, New Orleans East levees and floodwalls, and the Inner Harbor Navigation Canal Lake Borgne Surge Barrier
Tuesday, November 18, 2008

Location	Church at New Orleans 11700 Chef Menteur Hwy New Orleans, LA 70129
Time	Open House: 6 p.m.-7 p.m. Presentation: 7 p.m.-9 p.m.
Attendees	Approx. 31
Format	Open House Presentation Discussion
Handouts	• Borrow handout 11.18.08 • Power Point Presentation • HSDRRS Status Map
Facilitator	Julie Morgan, Public Affairs

Julie Morgan, public affairs



Good evening, my name is Julie Morgan and I work in the public affairs office at the US Army Corps of Engineers, New Orleans District. Thank you for taking the time to attend this meeting. The Corps has been traveling around the New Orleans metro area to discuss the Lake Pontchartrain and Vicinity and West Bank and Vicinity projects to meet the National Environmental Policy Act requirements in these areas. I appreciate everyone coming tonight because you play an important role in the Individual Environmental Report process. The comments provided at these public meetings could change the design of the project. The colonel reads about every meeting before making a decision on the proposed alignments. Tonight we have three presenters: Ron Elmer, branch chief of the Inner Harbor Navigation Canal surge barrier; Kevin Wagner, senior project manager of Orleans Parish levees and floodwalls; and Soheila Holley, senior project manager of the borrow team. Please

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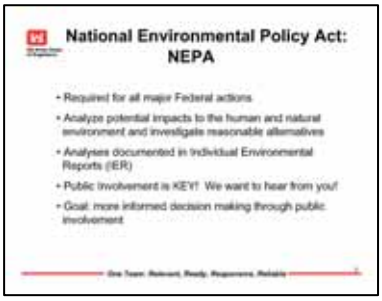
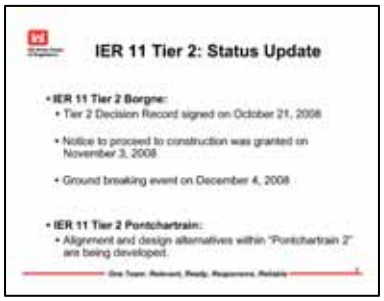
hold all your questions until the end of the presentation. We will be here as long as it takes to answer your questions and comments. After the presentations I will give a few ground rules and open the floor for discussion.

Ron Elmer, branch chief IHNC surge barrier



Good evening, I am the branch chief for the Inner Harbor Navigation Canal hurricane risk reduction system. Tonight IERs 6, 7, 11, and borrow will be discussed but my project covers IER 11. All major federal actions are required to follow the National Environmental Policy Act regulations. The NEPA process dictates that we must analyze the impacts to the human and natural environments. Once we analyze the impacts we document them in an Individual Environmental Report. Public involvement is key to the process and we want to hear from you. The goal is to gather information and public input to make an informed decision.

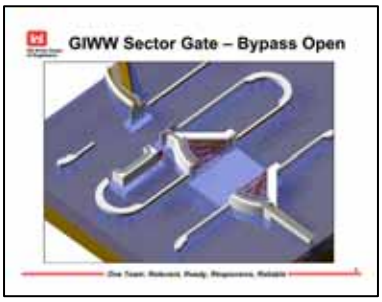
My project is to improve the hurricane risk reduction system to a number of locations in the New Orleans metro area, particularly New Orleans East and the IHNC. The Gulf Intracoastal Waterway system reach is from the IHNC to Lake Borgne where the Mississippi River Gulf Outlet heads south. The project provides risk reduction to the lower 9th Ward, St. Bernard Parish, Central Business District, Gentilly and New Orleans East. IER 11 Tier 1's assessment of the project narrowed the zones that are logical for the system. Lake Borgne Tier 1 proposed a solution in this area [pointing]. The Tier 1 document also proposed we act in an area near Seabrook on the lakefront.

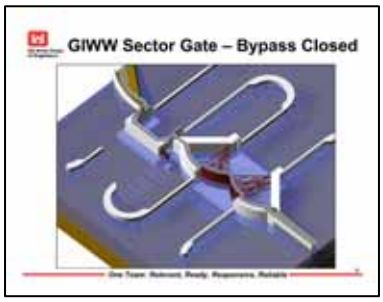


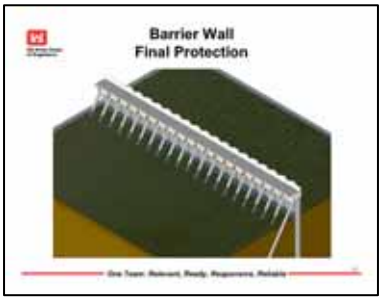
The contract for the Lake Borgne surge barrier is the largest design-build project the Corps has ever done. This project is worth over $695 million. The contract includes advanced measures to be in place by hurricane season 2009. Tier 1 of IER 11 was signed in March 2008 and identified the actions to take place in the Borgne 1 and Pontchartrain 2 areas. The IER 11 Tier 2 – Lake Borgne decision record was signed in October 2008 and we gave the notice to proceed with construction on Nov. 3, 2008. The ground breaking for this area will be Dec. 4, 2008. The proposed risk reduction for the

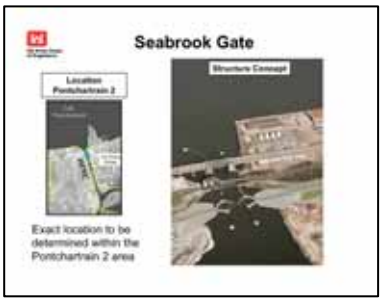
IHNC Pontchartrain 2 area will be written about in a future IER 11 document that should be available in March 2009.

This is an image of the IHNC Lake Borgne surge barrier selected alignment. The barrier system extends from the Mississippi River Gulf Outlet levee system crossing the marsh to a gated structure on the existing Bayou Bienvenue that is 56-feet wide and at -8 feet depth. The barrier continues north across the marsh to the GIWW where two structures are constructed: a sector and barge gate. Both structures will be 160-feet wide and 16-feet deep. The blue area is the alignment of the first signs of construction. Dredging has to be done to get equipment into the area. This [pointing] area is where the dredge material will be placed for beneficial use.









This is a concept of the gates to be constructed on the GIWW. This [pointing] is a sector gate and this [pointing] is a barge gate structure.

This is a concept of what the barrier will look like and the advance measures. It is made from 66-inch diameter concrete spun cast piles. We are expecting them to be 140 to 150-feet long. We will be doing pile test and geotechnical analysis to determine the actual length. The batter piles (angular piles) to brace the walls are 36-inch diameter steel piles estimated to be 270-feet long. The advance measures are made up of pilings and a cap system. This cap system will bring this wall a little over elevation 20. A roadway surface on top of the barrier would be for

operation and maintenance not for public use. This is what the barrier will look like in 2011. We added a wall on the road structure that would bring it up to a 20 to 26-feet storm height to satisfy the one percent storm event design. This is a close up of the 66-inch spun cast piles put together to create the piles for the length needed. We have made about 3,000 of these piles that will need to be put together and we will need 13,000 for the barrier.

This is the conception view of Seabrook. These are several of the alignments being reviewed. Several locations to the south will be looked at and analyzed.

Kevin Wagner, senior project manager

IER 6 extends from the lakefront airport to Paris Road and encompasses projects LPV 105 to 107. IER 7 covers from Paris Road to South Point then is extend south to the GIWW, then to the east side of the Michoud Canal. Highlighted in green is what we are recommending for each of the reaches. IER LPV 105.01 covers east of Diamond Street and extends to the IHNC. The existing alignment has floodwalls going under the Stars and Stripes bridge overpass and follows Haynes Blvd. The three alternatives are listed here and on your handouts. The proposed action is to construct a T-wall south of the Norfolk Southern railroad. We are extending the IHNC structure.

IER 105.02 is an extension that picks up at the end of the 105.01 project and extends to Paris Road. These are some portions of the existing floodwall along Haynes Blvd. This particular reach of I-walls will be replaced with T-walls. Where there are levees we will raise them higher. There are some construction constraints with the railroad and an evacuation route. The Lakefront Airport area picks up where the other alignment ends. The proposed action is to raise the levee a foot

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and raise the breakwater to 13 ½ feet. This would provide almost two lines of risk reduction.

IER 6 covers LPV 106, the Lincoln Beach area which is an I-wall connected to a T-wall near an access gate that is used to provide access at Lincoln Beach. The proposed action is to replace the I-wall with a levee section and to keep the gate for future city plans. We will raise the gate and replace the T-walls. Then we will take out the I-walls and replace them with a new levee section to connect with the 106 reach. We have to reconstruct the breakwater and foreshore protection on the 108 reach but first we have to create access channels along the lakefront to bring in material. The 106.01 project is really 108 that extends to South Point. Access channels are needed to bring materials in to create a higher elevation in the area. The levee elevation is 17 and will be raised to 18.5 with additional stability beams. We are seeking proposals and we hope to award this part of the project Friday to raise the crown to meet the authorized elevation.

This is part of the 108 reach. There is a small section of floodwall called the Collins pipeline floodwall. This is an existing floodwall with a pipeline that crosses over the floodwall. We have to raise the floodwall up. The idea is to construct a new T-wall and offset it 30-feet to the protected side of the existing floodwall. We have to supply interim protection while we construct new features. We will keep the existing floodwall in place while we are under construction. Then we will construct a new floodwall with a 34-foot off set behind the existing floodwall. After the new floodwall is constructed the existing floodwall may be removed.

This is IER 7 from Paris Road to Michoud Canal. LPV 109.02a area reach is from South Point to the CSX Railroad tracks. There is an existing levee there now and we have to raise it to 5-feet near South Point and to 10-feet at the CSX Railroad. The recommended proposed action is to raise the levee using geotextile, wick drains, slurry cutoff walls and deep soil mixing to prevent seepage. Deep soil mixing would be used near the 4 water control structures allowing water into

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the refuge. Due to the narrow foot print we have to use deep soil mixing to improve the ground surface.

The 109.02b reach is the I-10 crossing. The hurricane risk reduction alignment crosses the interstate at that particular location. There is an existing ramp going and coming from Slidell. The idea is to raise the earthen embankment under the ramp. We looked at several options: building a ramp or constructing a levee with a bridge over the top but the recommended proposed action is to construct a T-wall under the bridge

The 109.02c reach is along the same corridor but addresses two other road ways that cross the hurricane risk reduction system. One is at Hwy 11 where we have a floodgate and we have a floodgate at Hwy 190 leading to the Venetian Isles and other areas near Slidell. The alternatives we looked at are a ramp and the construction of a T-wall as well as the construction of a new T-wall and gate with an off set alignment. The recommended proposed action is to keep the existing gate during construction and construct a new gate slightly off set from the existing alignment to provide interim protection while under construction.

The 110 reach is the CSX Railroad gate crossing. We are in this particular location right there [pointing]. After Hurricane Katrina this gate was rebuilt and initially the gate was authorized to elevation 13 ½ feet but after Katrina we built it to elevation 20. Now because we have to provide higher levels of risk reduction we are raising the gate to elevation 30. The idea here is to construct a new gate with a slight off set in this vicinity to provide protection until construction of the new gate is complete.

This is one of our challenging reaches extending from the Michoud Canal to the CSX Railroad gate. This levee was severely damaged after Katrina and we rebuilt it to elevation 19.5. This particular levee has to be raised to between 28 to 29-feet. There are some challenges because we will be working in the Bayou Savauge National Wildlife Refuge areas and want to minimize impacts. The recommend proposed action is to keep the existing levee and to off set the levee enlargement by incorporating the existing levee. To do this we need to do deep Soil mixing to improve ground conditions for the levee enlargements.

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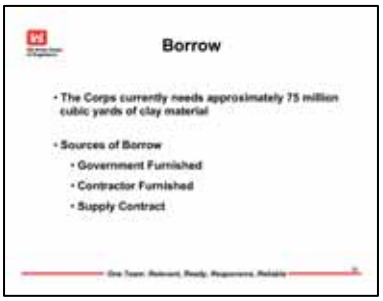
This is our last area along the same area, the 111.02 reach. Pump Station 15 is situated right here [pointing] where the Maxtent Canal alignment joins the GIWW. There are not a whole lot of options. Currently there is a pump station and an existing floodwall there. It is at elevation 23 and we have to construct it to elevation 34. The only option here is to replace the floodwall out there. Now I will turn it over to Soheila Holley.

Soheila Holley, senior project manager of borrow



The borrow team's mission is to provide enough material to Kevin Wagner and other projects. We have good news: we use to report our need for all five parishes was 100 million cubic yards. Thanks to the St. Bernard senior project manager the need has changed because the design reaches have changed from a levee to a floodwall. Now we only need 75 million cubic yards for the entire system. We have investigated over 290 million cubic yards and only 55 million of that is deemed suitable. Then there has been 235 million declined because we avoid wetlands and we are looking for good material, it's what I call "Gucci" material. We have to decline some material that does not meet our standards. There is 750 million cubic yards of material under investigation and we have three methods to get the clay we need. So far our yield is 20 percent and that is why we look at all of the government, supply and contractor furnished methods because we want to meet the 2011 deadline. You're probably curious why do we have a supply contract? We are looking at all methods but usually we use government furnished. We have never been tasked with putting about 350 miles of levees and floodwalls down to meet the June 2011 deadline. There are higher standards and we need to make sure the material is available in advance. To meet the 2011 deadline I have to have all the material by mid-2009. The technical part remains the same whether it is government, contractor, or supply furnished. The material has to meet the same geotech standards and environmental requirements. The only thing different is who does the testing and who excavates the site. Government furnished is the preferred method because the Corps is in control of the investigation, we track the timeline and once it is acquired we know we have it. For government furnished, the Corps gets right-of-entry from the landowner, and we investigate it and have environmental studies done, then it goes through the IER process. Then the Colonel signs the decision record. The Corps does a final design of the pit to make sure there is not a seepage issue, so there is no failure in the pit, no impacts to the surroundings, no seepage, not connecting to a body of water, and checks for the right sand consistency. Once the site is designed it goes to the real estate division. They do a fair market value assessment and negotiate the price. Once acquired the construction contractor takes over. In government furnished, in the case of reach A the method is

determined as government furnished. We can put that in the plans and specs, but the contractor has an option to come up with his own method of borrow and a site. At that point the contractor has to insure the Corps that it meets the criteria, it goes through an IER, and can not impact the construction date.

Contractor furnished is when the landowner approaches the Corps and he/she would do all the testing (it's the same testing as in government furnished), then the contractor provides the data to us, and the technical team reviews it. Then it is placed in a contractor IER. The IER goes out for a public review, comments are collected, and the commander signs the document. After the document is signed the sites will be placed on a courtesy list. The list is available to the contractor if it is deemed as contractor furnished. The construction contractor can go to any of those sites. Once the site is contractor furnished the construction contractor can go to any of the sites on the list. Just like government furnished the construction contractor can choose their own sites that are not on the list as long as it meets the standards. Method of payment is negotiated between the construction contractor and the landowner. The Corps is completely out of it.

The supply contract, one is now under evaluation, is when we put a solicitation out asking folks to come forward with clay. Folks can come out if they have sites that can meet the requirements and quality or quantity. They do the testing similar to contractor furnished and the team reviews the data. Once suitable it goes into a supply contract IER. Then the supply contract is awarded to one or multiple companies depending on what contracting mechanisms are used or what the senior project manager needs. The borrow provider will excavate the material and bring it to the levee alignment or a stock pile area. Then that person gets compensated by the Corps. Government, contractor, or supply furnished has the same standards but they differ because of who does the testing, excavating and payment.

We have to cover all five parishes. We are not just looking for clay from New Orleans East or St. Bernard. This system covers all five parishes and we are looking for sites all over the area. Some sites were not suitable because they were in violation of the wetlands. There are many still under investigation, some approved, and some are not suitable.

This map covers the New Orleans area. These two sites [pointing] are government furnished: Cummings and Maynard. The landowners are blessed and wanted to help the recovery. We did

the testing; it was approved through IER 18 and the real estate department. It is ready to be excavated. For the Stumpf site, we got lucky again. The gentleman at Stumpf wanted to help the effort and to make some money. We needed dirt so it was a win-win situation. That site is still under investigation, it is a big site but it will get smaller. Our yield is 20 percent for suitable material and I anticipate this area to be reduced. Once the investigation is done it will be an IER for review. Eastover is a contract furnished site so the landowner approached the Corps and said I would like to participate. This area [pointing] Eastover 1, 36.6 acres, met our standards and the environmental criteria. IER 19 went out for public review, issues were resolved and the commander signed the document. The site is on an approved courtesy list available only to the people bidding on projects. When people call and ask about that list we do not provide the information because that site is owned by another person. If a levee project or floodwall project and the method of the borrow is contractor furnished then they can go to that site and negotiate a price with the landowner. This whole area [pointing] we are anticipating that is under investigation is Eastover 2, we anticipate 100-acres of borrow may come from that site. We received packages that are still under review. We are still reviewing and looking into a few others. Eastover 1 is still under litigation and I do not have much information on it but it is still on the list. I can not speak about it until we are advised by our attorneys. This [pointing] zooms into the Eastover area enclosed in yellow that is 366-acres of potentially suitable material. In case of contract furnished method, even though it is improved it is still the responsibility of the contractor to provide the material. The area in red is remaining of 60-acres under investigation.

Once the investigation is done it will be put in an IER and any concerns can go to Gib Owen who is in charge of the IERs. We want to do right by you and meet the completion date. This is a tremendous project and we need help from citizens, industry and Corps employees. Any questions you have we will be happy to answer.

Julie Morgan, public affairs

Before we open up to question and answers, I would like to introduce the project mangers and experts in addition to the presenters tonight. We have:

August Martin	Branch chief of levees and armoring
Deanna Walker	Real estate
Gib Owen	Senior environmental manager

Joe Kopec	Real estate
Julie Leblanc	Task Force Hope
Laura Lee Wilkinson	Senior environmental manager
Maj. Tim Kurgan	Public affairs chief
Ruben Mabry	Risk and Reliability

These people I just introduced and the speakers will be available after the meeting. If you do not want to talk in public you can meet with them after the meeting one-on-one. I want to make sure we answer your questions and are satisfied. Evaluations were passed out before the meeting and we would appreciate you filling them out. If you did not sign in please do because we will provide information about upcoming meetings. Please come to microphone, state your name, and limit your comments to 3-5 minutes. We want constructive concerns and comments because we have heard all the positives and negatives before. We appreciate you being here.

Question 1. Lester Zeigler, Eastover: Soheila, you referenced that IER 19 is under litigation, does that pertain to the second half? If it was a government furnished site it has several criterions: no water connections and did not impact surrounding areas fall into the contractors hands.

Response 1. Soheila Holley: In government furnished we test and design the site and look for the sand layer to make sure there are no failures. In the case of contractor furnished sites the design of the pit is the responsibility of the construction contractor and the landowner. We ask the contractor who constructs the levee to provide a plan to make sure they are not stepping out of the footprint approved.

Question 2. Lester Zeigler: Is the design of the pit required?

Response 2. Soheila Holley: We do not require a pit design.

Question 3. Lester Zeigler: Does the contractor have to follow city ordinances?

Response 3. Soheila Holley: To my knowledge they have to comply with local ordinances. The Corps does not backfill but the contractor does have to comply with the local ordinances.

Question 4. Frank Dibetta, St. Bernard Parish resident: One of the problems we have is there is too much water and not enough land. If we do not bring land from other states then we will remove the best soils to build levees and have pits filled with sugar sand. We are loosing some of the best parts we have left to build a levee system that I believe we need to keep.

Response 4. Soheila Holley: We are looking for a lot of material to get in a short time. My team can not afford to decline materials but our data shows the bulk of borrow cost is in transportation. We need over 75 million cubic yards of material very soon to meet the 2011 deadline. I have to have the material available in advance. If we want to meet the 2011 deadline I can not overlook suitable material in close vicinity to the project. I understand what you are talking about. Data shows the bulk of cost in borrow is in transportation. We are pursuing material outside the state as long as it meets the criteria. The supply contract is still under investigation. Cost is a factor and a reason why we keep the sites in close vicinity of the project.

Comment 5. Frank Dibetta: Some areas have no land to loose.

Response 5. Maj. Kurgan: I understand your opinion. During the peak construction season there are going to be 10,000 truck loads of borrow a day. Multiply that by fuel costs.

Comment 6. Frank Dibetta: I understand the fuel costs but we do not have much land.

Response 6. Maj. Kurgan: If I have to get material from out of state it will push the construction timeline out. In turn that reduces the timeline to reduce risk to you. A lot of the MRGO levee material was barged in from Mississippi. It is important and there are other programs we are looking into at bringing more resources back in to rebuild the coastline.

Question 7. Tangee Wall, Eastover: I have attended many meetings and have heard about the contract furnished sites. While we appreciate that the Corps needs the clay to strengthen the levees. The material excavated, is it used in the areas close to the site or does it go to areas where it is needed?

Response 8. Soheila Holley: The bulk of cost for borrow is transportation. If it is a government furnished site that the Corps is in control of the material will be used in the area closest to the site. Once the contractor furnished list is available we do not designate a site [to a project], we give a whole list. The construction contractor can go to any of those sites. I would think it would make since to stick with an approved site in close vicinity.

Question 9. Tangee Wall: When you mentioned certain areas under investigation like the contractor furnished site in Eastover, what does it mean by still under investigation?

Response 9. Soheila Holley: We get submittals regarding the borings and our guys have to review the data of what is organic and what is hazardous or toxic. We get materials looking at the cultural information and make sure there are no impacts to the environment. There is a list of submittals to review. The review on our side is not done. All the checklist items are submitted by the owner and the Corps team has not had time to finalize the review. Once our review is done it will be placed in an IER and you will have an opportunity to respond.

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Question 10. Tangee Wall: Does the Corps have information on any risk when involved with excavation near a residential community?

Response 10. Soheila Holley: Since the Corps does not own the land we can not dictate to the landowner on the pit design. The design is between the construction contractor and landowner.

Question 11. Tangee Wall: Is the Corps aware of any previously?

Response 11. Soheila Holley: I am not aware of any failures. When you deal with a contractor I have a hard time believing that they are not going to look at the sand layers like the Corps does. The Corps does not require it. If they do not design the pit properly then it would be wrong. I do not have any knowledge of the impacts to any government and contractor site to date.

Question 12. Tangee Wall: If it was a government impact what would the name of that be?

Response 12. Soheila Holley: There will not be an impact because we design for it. We design for seepage and for failure. The pit will not be cut in a certain way to impact but we are zeroing the impact. We look at all geo-tech material to make sure there are no impacts to the surrounding area. We are not anticipating any.

Question 13. Tangee Wall: In an expanded area where you have approved a site and there is an expansion of that, do you require any further in depth studies?

Response 13. Soheila Holley: What they submitted for Eastover 1, they have to submit the same information for the remaining. It cannot be grandfathered in because it is a different site. The landowner has to submit the same information for the remaining area and it goes into another IER. There are two sites there as far as my team is aware.

Question 14. Lester LeBett: The completion of this project, is there a possibility of modification? Where does Corps stand if there is any modification to come back? Perhaps future lifts?

Response 14. Kevin Wagner: As far as future lifts that are required to maintain the levees at a particular height, that is the responsibility of the local sponsor. Our intent is to get the hurricane risk reduction system in place by June 2011. We are going to design it to anticipate enough sediment over a period of years. After that it would be up to the Louisiana Coastal Protection and Restoration office, the Southeast Louisiana Flood Protection Authority East or Orleans Levee District for operation and maintenance. We conduct inspections every year and if there is a major issue we notify the sponsor to fix it.

Question 15. Gregory Hamilton: The Borgne 1 project, surge protection is projected to be completed by what date?

Response 15. Ron Elmer: We expect it to be in place by Aug. 20, 2009. The top of the platform is just above 20-foot elevation. Our goal is to have that wall in place but what will be under construction are the gate structures on Bayou Bienvenue and the GIWW. While we are under construction there will be advanced measures in place as temporary walls. There will be a complete barrier system in place, just not to the required hurricane storm damage risk reduction elevation. This is what it will look like in 2011. The wall on top of the platform brings the elevation to the100-year level of risk reduction. This should be done by 2011.

Question 16. Gregory Hamilton: How does the Bayou LaLoutre relate to the overall project?

Response 16. Ron Elmer: The closing of the MRGO is not a hurricane risk reduction project. It is strictly to close off the MRGO. That project is further south. It is a rock dike across the MRGO up to an elevation of 7.

Question 17. Gregory Hamilton: How does it relate to the system around Lake Borgne? Does the closing at MRGO have any impact on the surge protection down the road?

Response 17a. Ron Elmer: It does not affect the surge at all because it only serves to close off the channel.

Response 17b. Maj. Kurgan: The closing of the Bayou LaLoutre will decrease the salt water intrusion and slowly reverse the damage to the wetlands. It is a start to rebuild the wetlands. We are closing the area to stop salt water intrusion, build the wetlands and reduce the surge before it gets to the barrier.

Question 18. Carl Coleman, Eastover: Do to the exceptional number of cubic yards of material needed and tight deadlines has the Corps asked for consideration to use part of the wetlands. The portions that would have the least amount of impacts rather than using land near a person's property?

Response 18. Gib Owen: There are quite a few laws that require us to avoid the wetlands. If Congress gave us permission then we could take some of the wetlands if there was no reasonable way to avoid it.

Question 19. Carl Coleman: When they put the mandate on you with the exceptions wouldn't that have been the time to ask about using the wetlands?

Response 19. Gib Owen: The Corps would not ask for something like that. In Texas the wall being built was authorized by Congress telling them they could avoid certain NEPA laws. It would be an act of Congress.

Question 20. Carl Coleman: Has anyone asked anything similar?

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Response 20. Gib Owen: That would be something the local senators and officials would have to deal with.

Question 21. Carl Coleman: The manner of how you advertise these meetings, you would have more advertisements on TV media. Then you would get more feedback before you generate a report on the people it impacts.

Response 21. Julie Morgan: We do advertise in the Times-Picayune and we send out e-mails and postcards to people who have signed up.

Question 22. Vanessa Gueringer, Lower 9th: What are the advance measures for the Lower 9th ward? When will they be completed? We were told they would be completed by the beginning of hurricane season and now it looks like it will be the end of hurricane season. What does that look like?

Response 22. Ron Elmer: We are scheduled to have the advance measures in place by Aug. 20, 2009. We have slipped a little but that is our goal.

Question 23. Vanessa Gueringer: Recently there was a meeting about the Industrial Canal Lock. When the advance measures happen and the MRGO closes what route will these ships take to the Inner Harbor Navigation Canal? If the lock does go through, and there is dredging along the canal how does that pressure affect the levees?

Response 23. Ron Elmer: If they built the new lock the only way for ships to get in there is through the Mississippi River and into the GIWW. [Inaudible] will not create any pressure [on] the levees.

Question 24. Vanessa Gueringer: What about the storing of the contaminated dredge material on the Bayou Bienvenue?

Response 24a. Ron Elmer: I am not familiar with the project but I understand they will design containment facilities for the dredged material.

Response 24b. Gib Owen: We are looking at one containment area that would have the dredged material down near the lock. That project [the draft Supplemental Environmental Impact Statement] is out for public review.

Comment 25. Vanessa Gueringer: I understand but it is like you give with one hand and take with the other.

Question 26. Dan Arceneaux, St. Bernard Parish: I would like to know about IER 11 Tier 2. It said the decision record was signed Oct. 21, 2008, the notice to proceed was granted Nov. 3, 2008, and the groundbreaking event Dec. 4, 2008. I understand the project and what it intends to

do but how can you say this protection is for St. Bernard parish and the lower 9th when we do not have anything specific or any money to put up for the levee construction or the T-wall on the MRGO?

Response 26. Ron Elmer: As far as I know the project is 100 percent funded and we have the money, it is just the matter of getting the designs done and getting it under construction.

Question 27. Dan Arceneaux: Why do we not have designs ready for that project?

Response 27. Ron Elmer: They have to go through the process and the goal is to have the IHNC Surge Barrier done by June 2011.

Question 28. Dan Arceneaux: We do not think the design is ready yet because nothing has been said in St. Bernard parish about it?

Response 28. Laura Lee Wilkinson: What you are referring to is IER 10 and we did not discuss that project tonight because this meeting is for New Orleans East projects. The next meeting, in St. Bernard Parish is scheduled for Dec. 11 and that will cover IER 8, 9, and 10. We will be updating you on that then. The designs on that would be ready in mid-February. You already know the proposed action is a T-wall along the Chalmette loop and a sector gate that connects to Caernarvon. Designs are being working on now. We will be in St. Bernard in December with updates with the actual design drawings and they will be available then.

Question 29. Dan Arceneaux: We had a meeting scheduled early in the year that was canceled because there was no designs ready. How do you expect to have this done by that fast?

Response 29. Maj. Kurgan: We are doing physical work on how to best design the project. There were another 100 geotechnical Corps samples in October so we would know what is under the levee. We have to know what the virgin soil is so we can design the H-piles, L-piles and know the depth to prevent seepage. Those samples are in the lab now and being studied to determine the best design. It is coming along as rapidly as possible. We have engineers engaged in all the districts to aid in the process. The Corps is a large organization, we have the ability to reach out and get more people on the team. It is a challenging and daunting task. Seabrook will come out a little later than when we are breaking the ground on the Lake Borgne surge barrier. All the sequencing and work is being done to provide risk reduction in 2011.

Question 30. Dan Arceneaux: This is not my first meeting. I would like to see definite signs of when this will be done and constructed because when St. Bernard floods, the lower 9th also floods.

Response 30. Major Kurgan: Those levees are just below 20 feet with good clay and solid material. To reduce risk they will have to go higher and there will be additional risk until the

levees are in place. St. Bernard and the Lake Borgne areas are more vulnerable and that is why you see this surge barrier as the first project pushed through.

Comment 31. Dan Arceneaux: This is not for St. Bernard or New Orleans East it is to flood us again.

Response 31. Maj. Kurgan: When we get more information we will get it out there to you.

Question 32. Trenda Hall, Eastover: The matter from the canals is being excavated to hold more water and help the flow. Is the Corps excavating the material from the canals?

Response 32a. Maj. Kurgan: The New Orleans Sewerage and Water Board is excavating the canals..

Response 32b. Soheila Holley: The Corps is not responsible for that it is the New Orleans Sewerage and Water Board.

Question 33. Mary Perez: I am disturbed that you are not holding contractors doing borrow to the same standards the Corps set out. I am upset that you all set standards for yourselves then you turn your back on everyone else.

Response 33. Soheila Holley: They have to comply to the same methods as the other processes with the soil requirement and the environmental impacts. Now the excavation and design of the pit, we can not dictate to the landowner how to dig and develop their own area.

Question 34. Mary Perez: The Corps has a standard that when you dig a hole it would be environmentally sound and not impact other things. The requirements you hold to protect the environment in the area, are you holding the contractors to the same standards?

Response 34. Soheila Holley: We make sure the material going into the levees meets the same standards and does not impact but as far as the private property owner we can not dictate to them how to develop their property.

Question 35. Mary Perez: By desiring the mud you are creating another issue because the people are money hungry. What can we do make the people who dig the holes obey those rules?

Response 35. Maj. Kurgan: They have to file local permits and follow the laws. They have to follow Occupational Safety and Health Administration and city laws even though they are giving borrow material to the Corps.

Question 36. Mary Perez: So, I do not have to worry about them going through sand layers to get to the mud underneath and drying out the area?

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Response 36. Maj. Kurgan: Any construction project has to follow rules and regulations.

Question 37. Mary Perez: On this area where I reside I notice you have a declaration on this map of the current and pre-Katrina elevations. I am looking around Lake Forest Blvd. and Reed Blvd. Here it says 13.3 to 16.4 before Katrina and presently is 13.3 to 16.7, what does 3 or 4 mean?

Response 37. Maj. Kurgan: It is in feet. We are talking about a 4 inch difference. We are giving the information so you know where we are going, not bragging.

Comment 38. Frank Dibetta: I do not believe that any ships should be in the IHNC. I would like to see on the morning news, a Corps representative appear on the news.

Question 39. Vanessa Gueringer: There was a conference call with the Corps and US Coast Guard before Hurricane Gustav struck promising not to have barges near or in the canal. Imagine my panic, when on television I see vessels breaking loose. Get a reign on the ships and get out of the canal. Enough people have been killed by a barge in the community. On the maps it looks like we have the only non-Federal levees in the system? Have any non-Federal levees been adapted?

Response 39. Maj. Kurgan: There are no non-Federal levees as part of the official system. There are non-Federal levees within the system and around the system. There are other areas with non-Federal levees.

Question 40. Vanessa Gueringer: St. Bernard floods like we do. I heard at one of their public meeting where there was a non-Federal levee adapted into the system.

Response 40. Maj. Kurgan: There was a non-Federal levee repair done after Katrina. We looked at adapting one of the non-Federal levees as an alternative. The Corps of Engineers does not control barges. I can not do anything about what a barge does. Col. Lee wants to make sure there are no barges in the canal during a storm. The industry does not want that either. The US Coast Guard issued the order after Gustav. The Coast Guard is the agency to enforce the order.

Question 41. Vanessa Gueringer: I am sure you are partners and I am asking you to aid in protecting us.

Response 41. Maj. Kurgan: We do and we remind the Coast Guard. During a storm event there is a representative from the Coast Guard with us and we communicate to that person. With this new order hopefully we do not have this situation again.

Question 42. Tangee Wall: Is there any special permit the Corps requires of a contractor when doing an expanded excavation in close proximity to properties, especially when there are

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residents outcry against the proposed project? Does the Corps consider the people in the area against the project?

Response 42. Gib Owen: That is why we are here tonight to hear concerns and comments. We try to engage the public. We do an economic and social economic study as part of the IERs.

Question 43. Tangee Wall: Does the report talk about the structural impact to homes?

Response 43. Gib Owen: In most cases the borrow site is far enough away from a home.

Question 44. Tangee Wall: How do you define what the distance is?

Response 44a. Soheila Holley: They run a technical analysis and check for seepage to make sure they do not hit a sand area. They check to make sure the pit does not fail.

Response 44b. Gib Owen: If he was proposing a pit 5-feet in front of any house that is looked at. There has to be an idea [of what the site would look like for] the IER.

Comment 45. Audience member: In Phase 2, that is what is happening. The borrow site has to be 50-feet away from a home.

Response 45. Gib Owen: The IER is in analysis right now and we will try to have it out in 09.

Question 46. Tangee Wall: There is a large resistance to what is going on in Eastover. Many of these residents are opposed because of the nearness, proximity and expanded scope. We are talking about 100-acres. The proposal is to then create a lake. We do not know how the lake will be created and how it would be done. My thing with the Corps is that even though you are involved indirectly that you must abide by federal regulations. Contractors are meeting the needs and safety of the community that is offering borrow. It should not be a situation of I got soil, look at it, because I think it is good. People in this area are worried about the area, groundwater, traffic, noise, etc.

Response 46. Gib Owen: That is what the environmental analysis is, we look at natural and human environmental impacts. All of these concerns are looked at in the IER.

Question 47. Tangee Wall: I think you need to look a little closer to see what is going on in that area. There are a lot of alternatives. The amount from Eastover is a small amount, I would suggest that you look elsewhere.

Response 47. Gib Owen: That is part of the analysis going on right now.

Question 48. Vanessa Gueringer: They told you this but we have been discussing [the IHNC Lock Replacement Project] for many years. They told us 10-15 years of traffic, devaluing our

homes, and noise. It will cause lack of businesses and we are fighting to get a high school that impacts our neighborhood.

Response 48a. Julie Morgan: The whole area will be impacted.

Response 48b. Gib Owen: The 10-15 years is if the lock is approved and that is a different project. There are going to be impacts across the whole area [while constructing the hurricane system].

Response 48c. Maj. Kurgan: I can not build anything without impacting you and I can not build anything overnight. We do strive to minimize the impacts. Even after the IER is done we will continue to come out because of these impacts. We try to minimize by barging it in. There are always some impacts and we are trying to mitigate the best we can. We are doing what we can to minimize it. We look to reduce impacts on local communities. We do not live in that particular area but we are trying to minimize the impacts to you.

Comment 49. Lester Zeigler: I appreciate your statement. After listening to the contractor, I wish this was a government furnished site. We know the environmental assessment done for our site was an archeology assessment, not a geotech, soil or structural test. The 36-acres approved a year ago we do not oppose, but we are opposed to the additional 100-acres. You have said, when you guys do an assessment you are concerned with the surrounding area and structures. The same assessment done for the first 36-acres was the same done for Phase 2. There was no mention of the surrounding structures in the second. Our property was listed as abandoned property worth $98,000, which is not the case. This proposed lake is from this microphone to the screen and there have not been any mention of bulkheads or, ground water. I hope you will see that our contractor has done the right thing, but you are saying you can't.

Response 49. Maj. Kurgan: When looking at large commodities whether concrete steel or soil you try to get as many alternatives to acquire it. In turn flexibility gives you options, innovation, cost, and timelines which those always impact. The IER process is the same for contractor and government furnished. The way we evaluate the socioeconomic impacts are the same as contractor and government furnished sites. We analyze the material using the same process. The concern goes back to execution and that you have a structurally sound pit with no impacts to the neighborhood.

Question 50. Lester Zeigler: I want to hear about when we excavate this 30-feet pit, where the ground water would go? What about the lining of the pit? There has been no talk on our end. All we hear is you are going to have a lake with a boat in your backyard. I am not interested in having a boat in my yard when I do not have a yard. Can you see that this process is done correctly?

Response 50 Maj. Kurgan: I understand your concern and this goes back to the barges. I have Federal authorities I have to act under. When buying something from a steel factory I do not have authority over the factory, how their workers are taken care of or that they handle their waste correctly. This is us buying a supply so there are other agencies to make sure they do it safely.

Question 50. Lester Zeigler: We know you are interested in the soil and I understand that but if the right thing is not being done to the community then have a heart. You are leaving 200 families with problems because you have the right soil. Trust me if the contractor would tell us his intentions we would be fine, but do not put us in a money pit.

Response 50a. Maj. Kurgan: I encourage you to talk to those guys to find out what they are up to because there are codes they have follow to build them. I will give you my card afterward and I will see if I could find anything.

Response 50b. Soheila Holley: You are interested in getting the soil, but please keep in mind this is for our community.

Comment 51. Lester Zeigler: There is no need for me to sound selfish. I am not opposed to the soil but I am opposed to him leaving my back yard undeveloped.

Response 51. Soheila Holley: This conversation needs to take place with the landowner.

Comment 52. Lester Zeigler: He said there are no plans. He is going to dig a hole and fill it with water and I could have a lake and a boat in my back yard.

Response 52. Maj. Kurgan: If he violates the city codes then he could go to jail.

Comment 53. Audience member: The use of Eastover and other sites that have been approved by the government under the supply contract has to have excavation plans and that has to be addressed. There is a plan and it goes with every construction project we have because we are concerned with OSHA. There are considerable setbacks that you can not touch because of ecological factors. If you have a 10x10 square then it has to be setback to 8x8 which is a considerable setback.

Question 54. Lester Zeigler: Have you seen plans to what is proposed?

Comment 54. Audience member: No, I have not but as a construction contractor and an excavator there is considerable benching 3 to 1 or 4 to 1. It means there is a considerable amount of soil that is never going to be dug out. We have done some investigations not paid for by your landowner. We have to dry the material and the Corps has strict requirements and in order to do

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that we prescribe building structures to keep down noise and dust. That does allow us to operate more efficiently. It is directly related to our bottom line. There is not always a lot of impact.

Question 55. Lester Zeigler: Are you aware of the property lines?

Comment 55. Audience member: I have done a lot, it is tough for everybody. If you look at the number of sites to find approved and the sites to approve you have a better chance to win the lottery.

Comment 56. Lester Zeigler: This is not oil in my property.

Comment 56a. Audience member: What will happen if the site is properly excavated and restored? It does add value to you, but it may not be direct. In a long term it has been proven to increase the value. You may not like boating but a lot of people do.

Comment 57. Tangee Wall: This is a country club community.

Question 58. Lester Zeigler: What has been proposed to maintain the structures of the property?

Comment 58. Audience member: We can not have the street fall in or anything.

Question 59. Lester Zeigler: Is there a plan to this?

Comment 60. Audience member: My back yard is the canal. We are talking from where my property line ends to where the canal starts. The proposal we have seen for phase 2, the lake will be a part of the canal this puts it within 20 feet of my property. I contacted my insurance company if something has happened to my property and they said I would no longer have coverage for land erosion, foundation damage, stucco cracking, interior walls, etc.

Comment 61. Audience member: All of this is in writing and why it has not been provided, I do not know.

Response 61. Gib Owen: We do not see the excavation plan until there is a contract issued.

Comment 62. Audience Member: That property to the landowner is valuable because he would get mitigation bank points. If he does it correctly and creates a wetland his mitigation would be like gold. If he has water to the sidewalk and does not do it properly then he would be an idiot.

Julie Morgan, public affairs

I hate to interrupt this conversation but if there are no other comments for the Corps I thank you for coming and have a good night.

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The Corps has launched a new USACE Web Site

www.mvn.usace.army.mil

US Army Corps of Engineers

Army Corps Public Meeting

Tonight's Topics:

IER 11: Inner Harbor Navigation Canal

IERs 6 & 7: New Orleans East Levees

&

Borrow

November 18, 2008

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

US Army Corps of Engineers

Improving Hurricane Protection on the Inner Harbor Navigation Canal IER 11 Tier 2 Borgne

IER 11 Tier 2: Where we've been

- Awarded largest design-build, civil works construction contract on April 3, 2008 for over $695 million. Contract includes providing advance measures by hurricane season 2009.

- IER 11 Tier 1 Decision Record signed March 14, 2008 for Borgne 1 and Pontchartrain 2.

Borgne 1

Pontchartrain 2

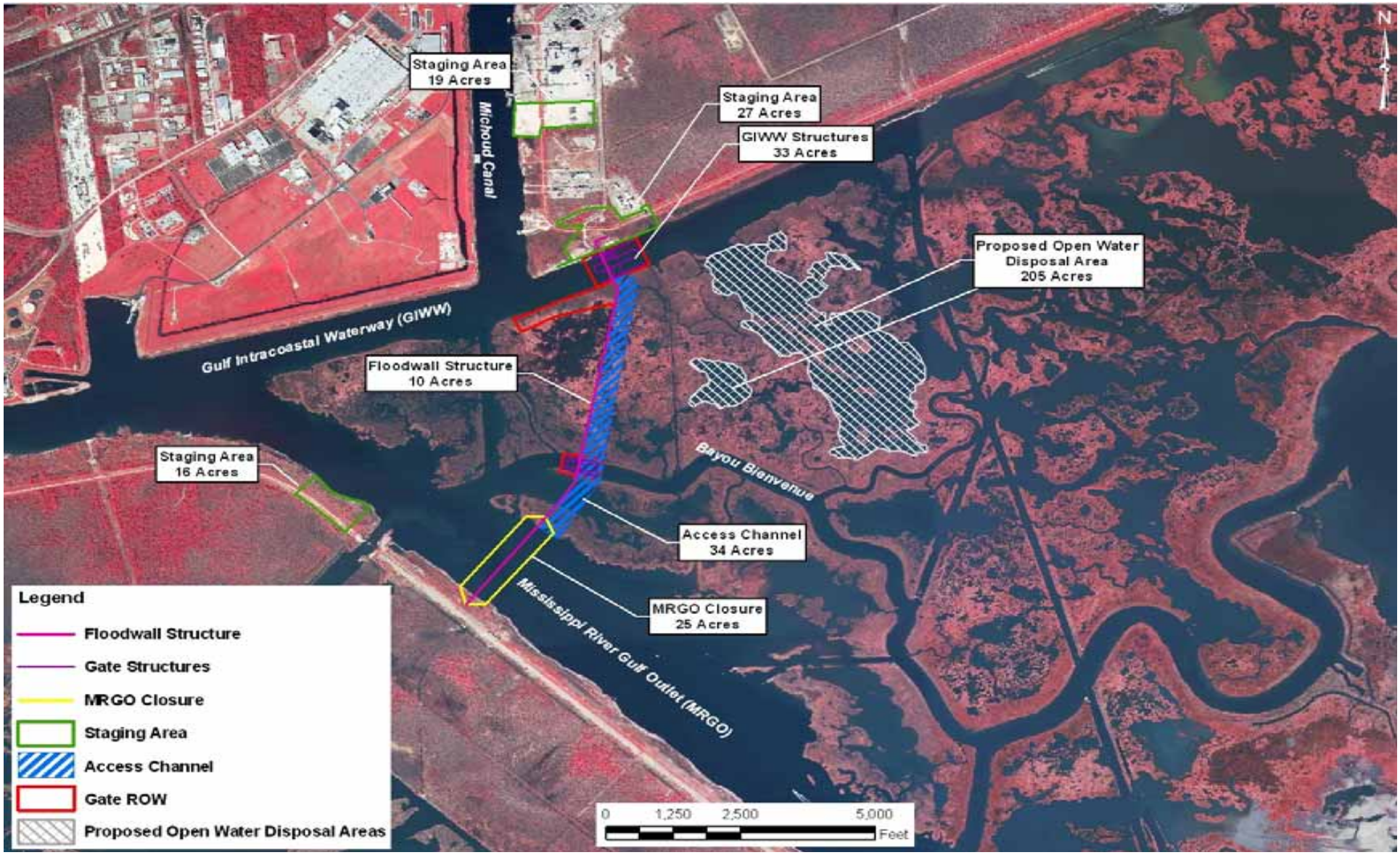
US Army Corps of Engineers

IER 11 Tier 2: Status Update

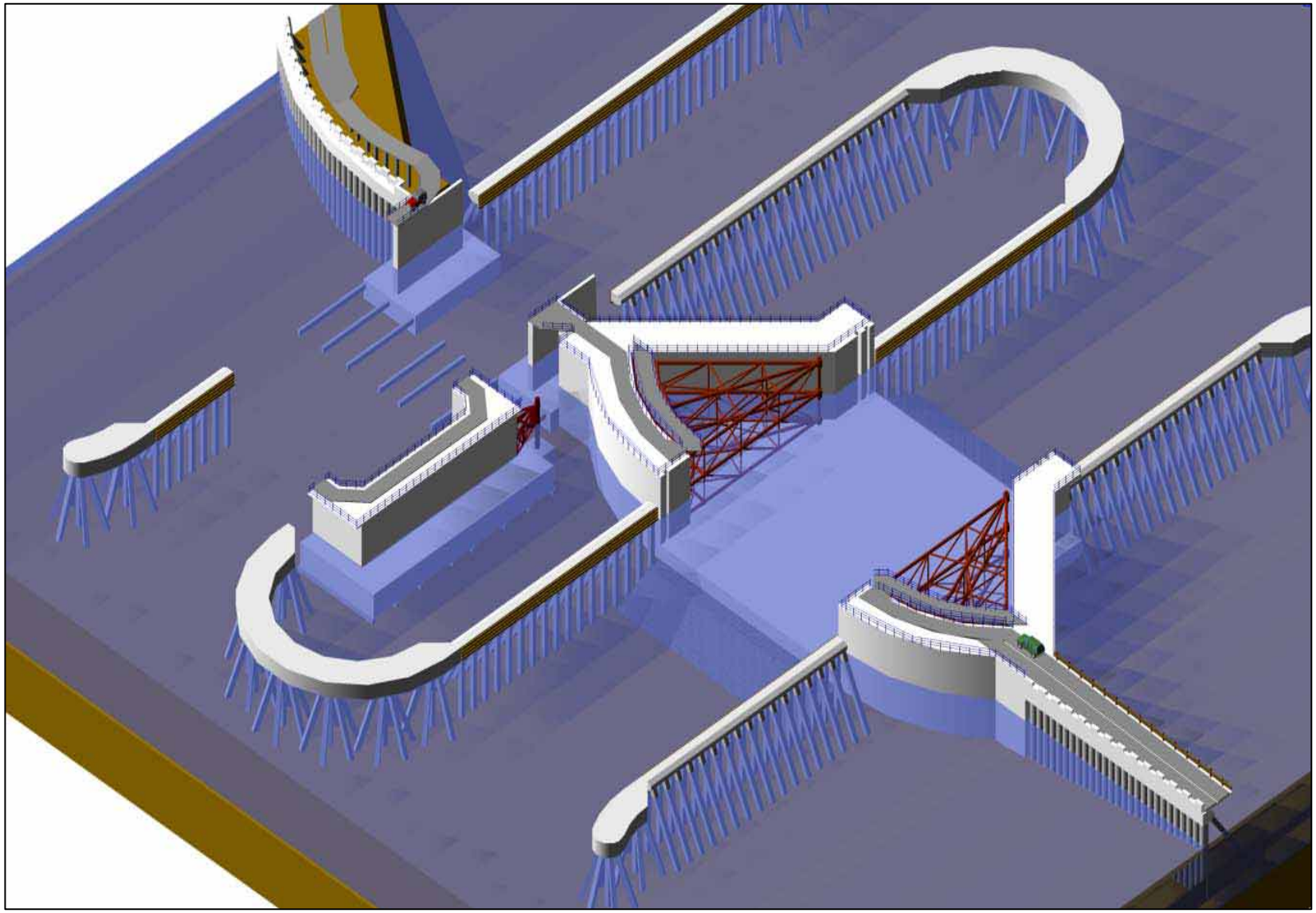
- **IER 11 Tier 2 Borgne:**
  - Tier 2 Decision Record signed on October 21, 2008
  - Notice to proceed to construction was granted on November 3, 2008
  - Ground breaking event on December 4, 2008
- **IER 11 Tier 2 Pontchartrain:**
  - Alignment and design alternatives within “Pontchartrain 2” are being developed.

US Army Corps of Engineers

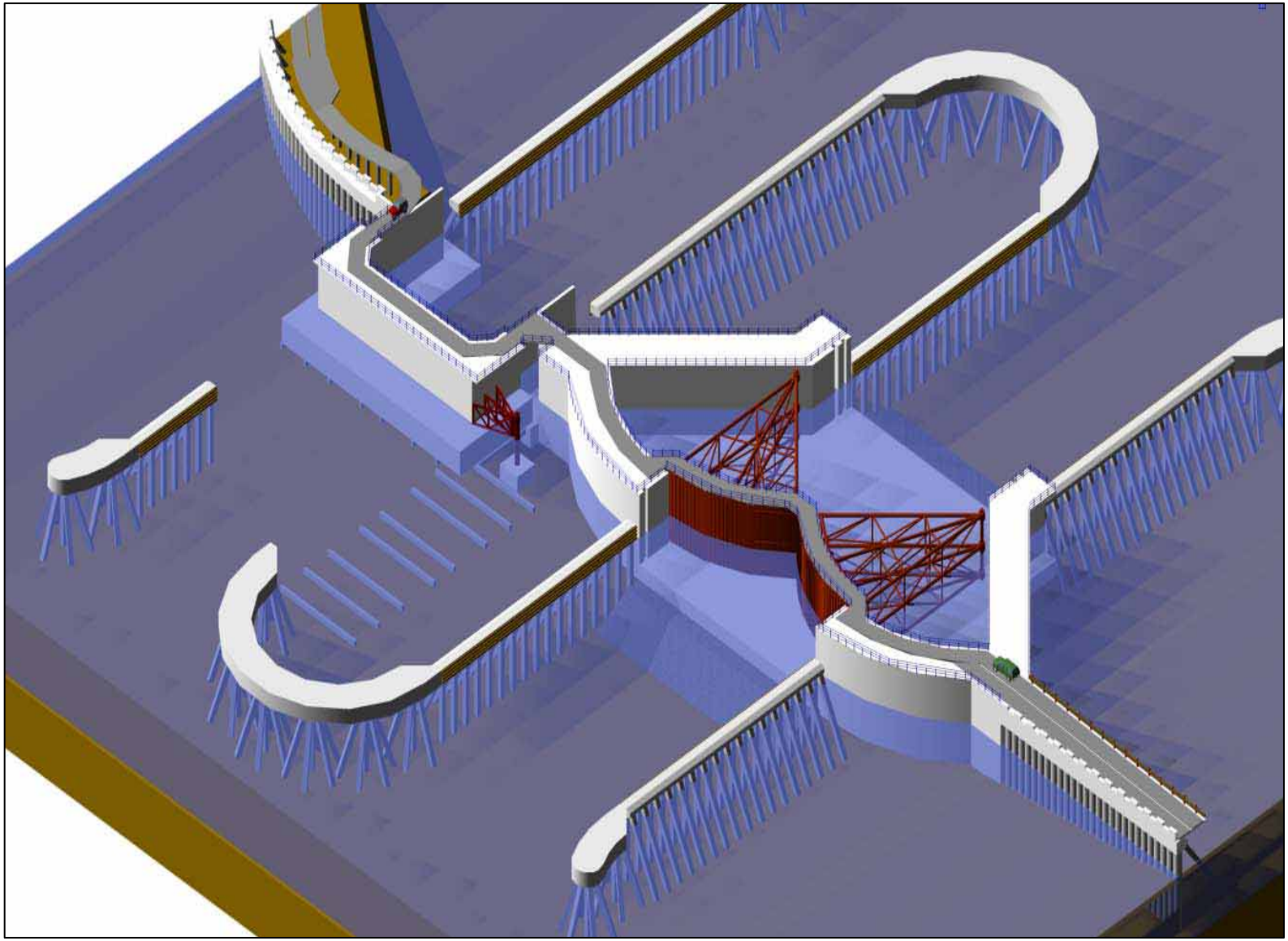
IHNC Lake Borgne Surge Barrier Selected Alignment



GIWW Sector Gate – Bypass Open

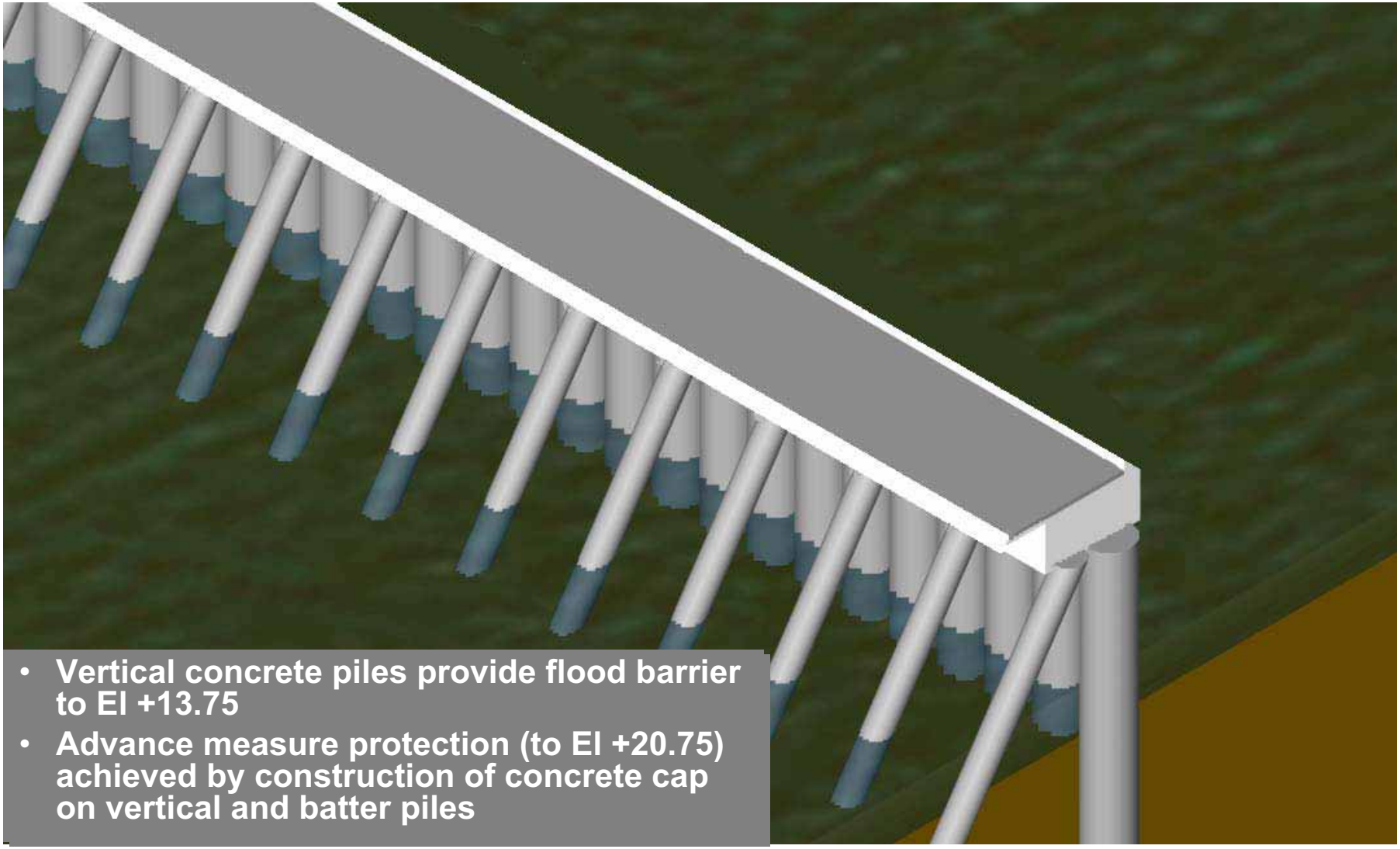


GIWW Sector Gate – Bypass Closed



US Army Corps of Engineers

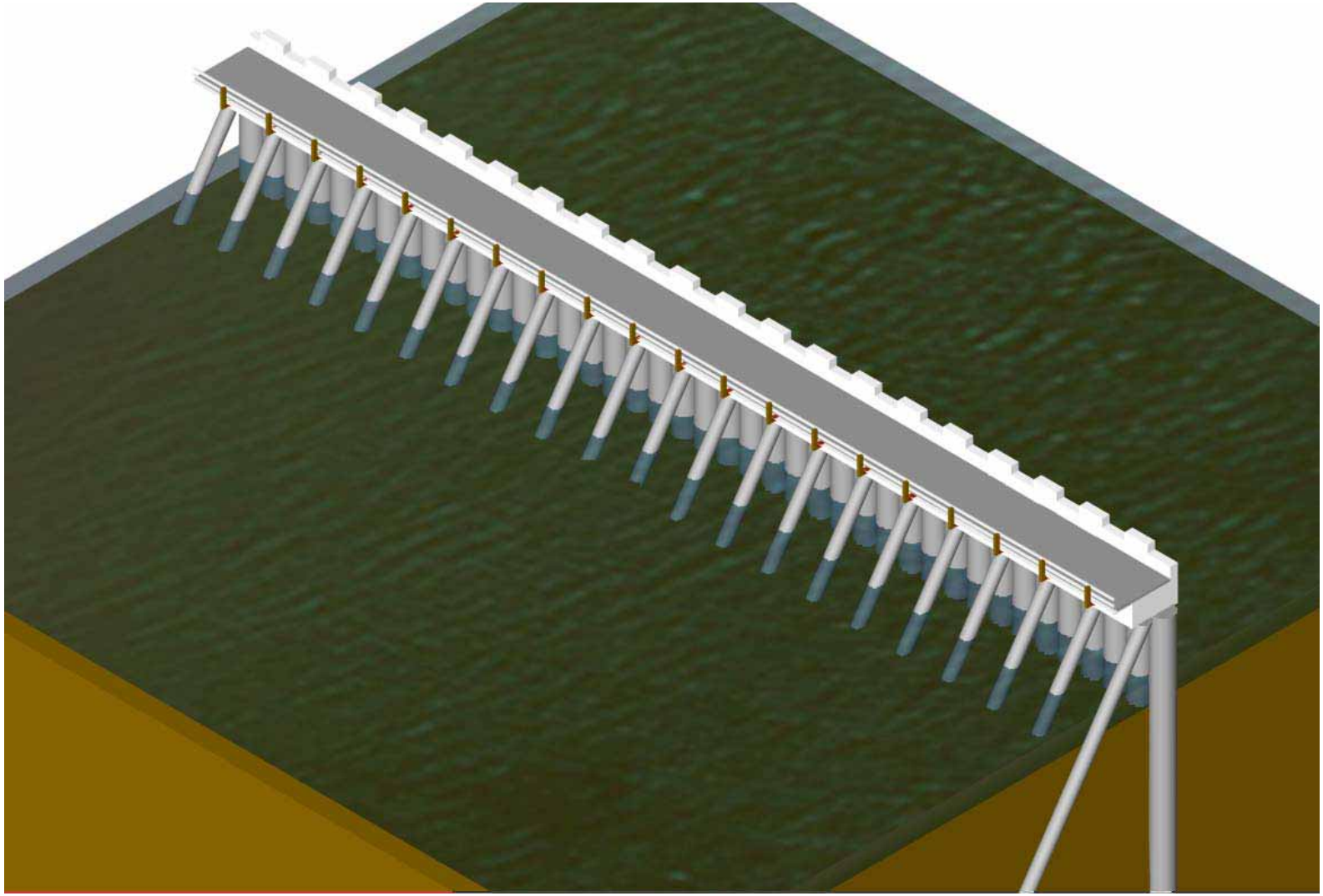
Barrier Wall
Advance Measures Case



- Vertical concrete piles provide flood barrier to El +13.75
- Advance measure protection (to El +20.75) achieved by construction of concrete cap on vertical and batter piles

US Army Corps of Engineers

Barrier Wall
Final Protection



US Army Corps of Engineers

Spun Cast Piles

These piles are 66” in diameter and will be used in the construction of the IHNC Lake Borgne Surge Barrier Project

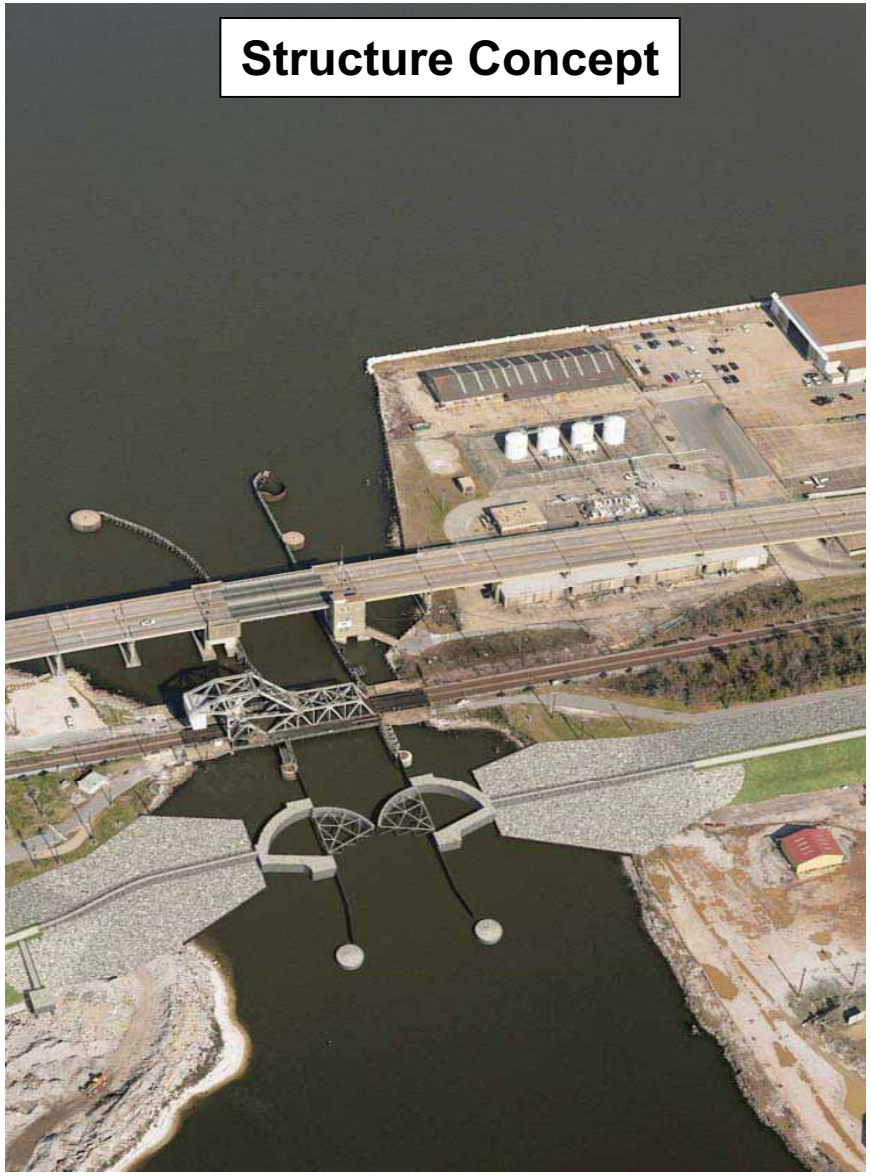
US Army Corps of Engineers

Seabrook Gate

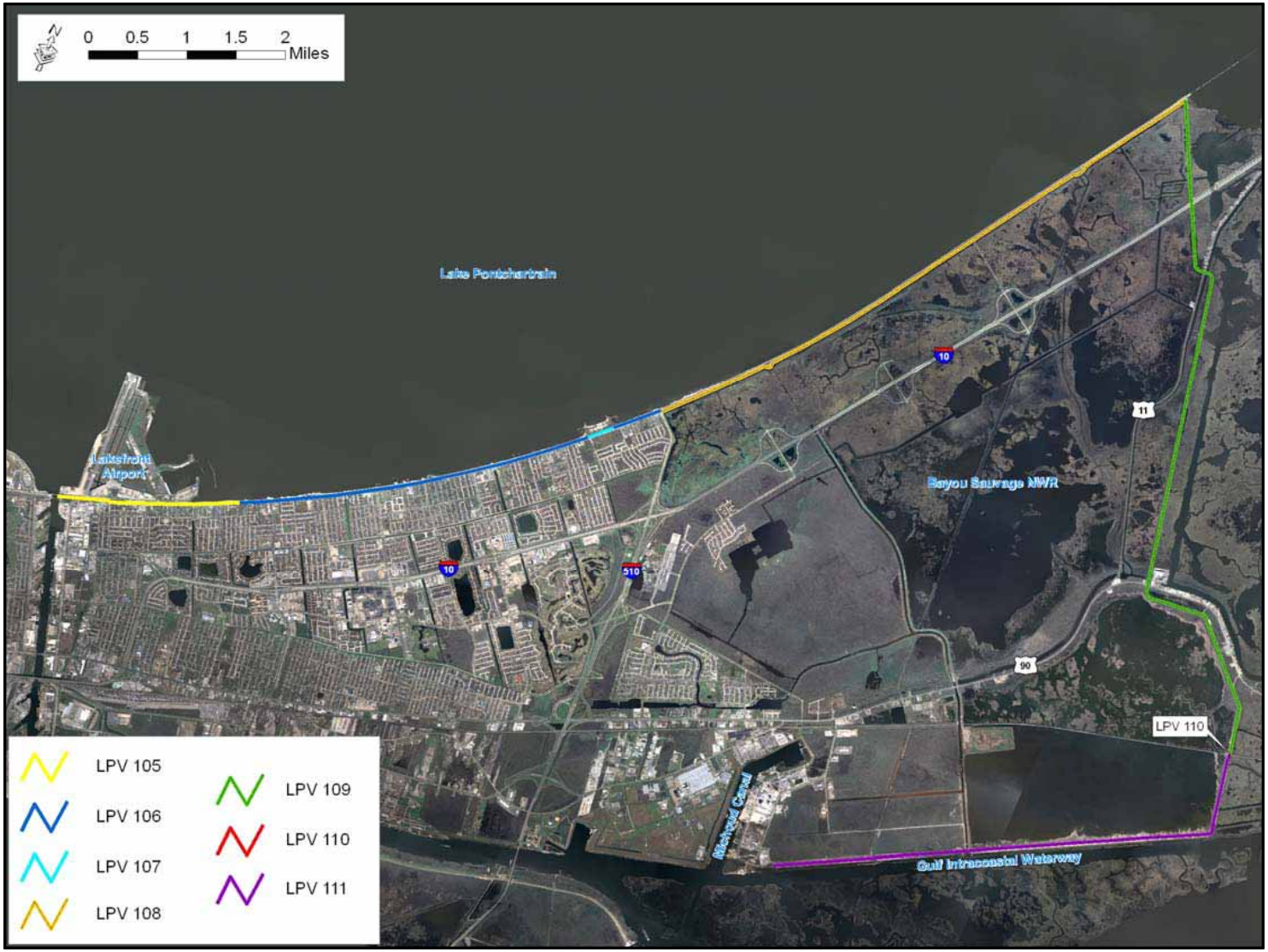
Location Pontchartrain 2

Exact location to be determined within the Pontchartrain 2 area

Structure Concept



New Orleans East Levees
IER 6 and IER 7



IER 6 LPV 105.01 West: Lakefront Airport Alternatives

- Retrofit I-wall to a L-wall along the current I-wall alignment
- Construct T-wall along the current I-wall alignment
- Construct new T-wall south of the Norfolk Southern Railroad

Green text indicates the proposed action

IER 6 LPV 105.02 East: Lakefront Airport Alternatives

- Retrofit I-wall to a L-wall along the current I-wall alignment
- Construct T-wall along the current I-wall alignment
- Construct T-wall and raise 2,100 ft of levee along existing alignment

Green text indicates the proposed action

IER 6 LPV 106:
Citrus to Lakefront Levee Alternatives

- Raise levee* with and w/o retaining wall at Hayne Blvd.
- Raise levee* with seepage cut-off wall
- Raise levee* with Deep Soil Mixing (DSM)
- Construct a T-wall

** Alternatives include raising of breakwater*

Green text indicates the proposed action

IER 6 LPV 107: Lincoln Beach Alternatives

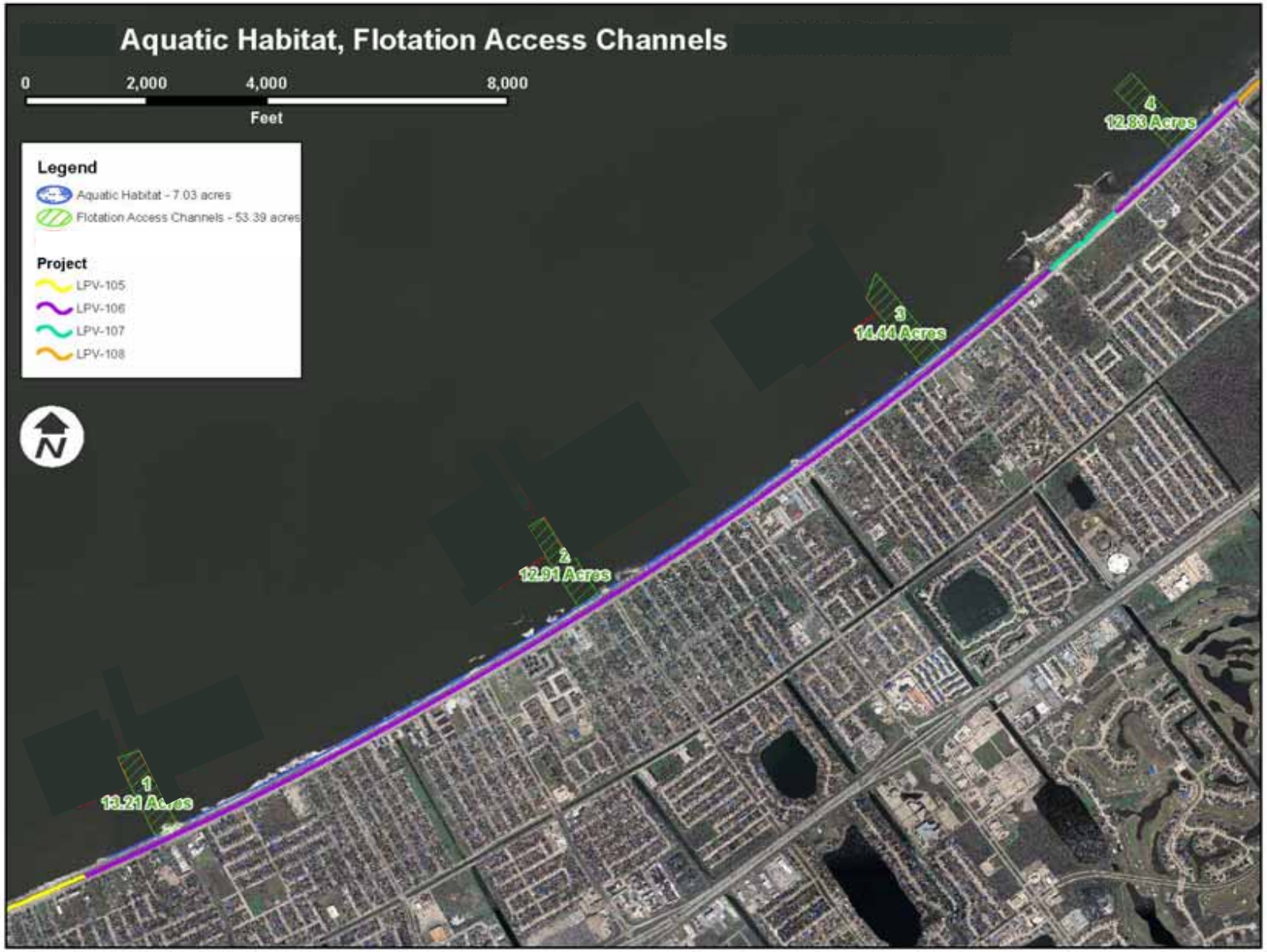
- Modify/retrofit I-wall & gate along existing alignment
- Construct T-wall & gate along existing alignment
- Shift alignment to south and construct T-wall & gate along LPV 106 alignment
- Replace I-wall and gate with levee* & gate

levee construction may involve Deep Soil Mixing (DSM)

Green text indicates the proposed action

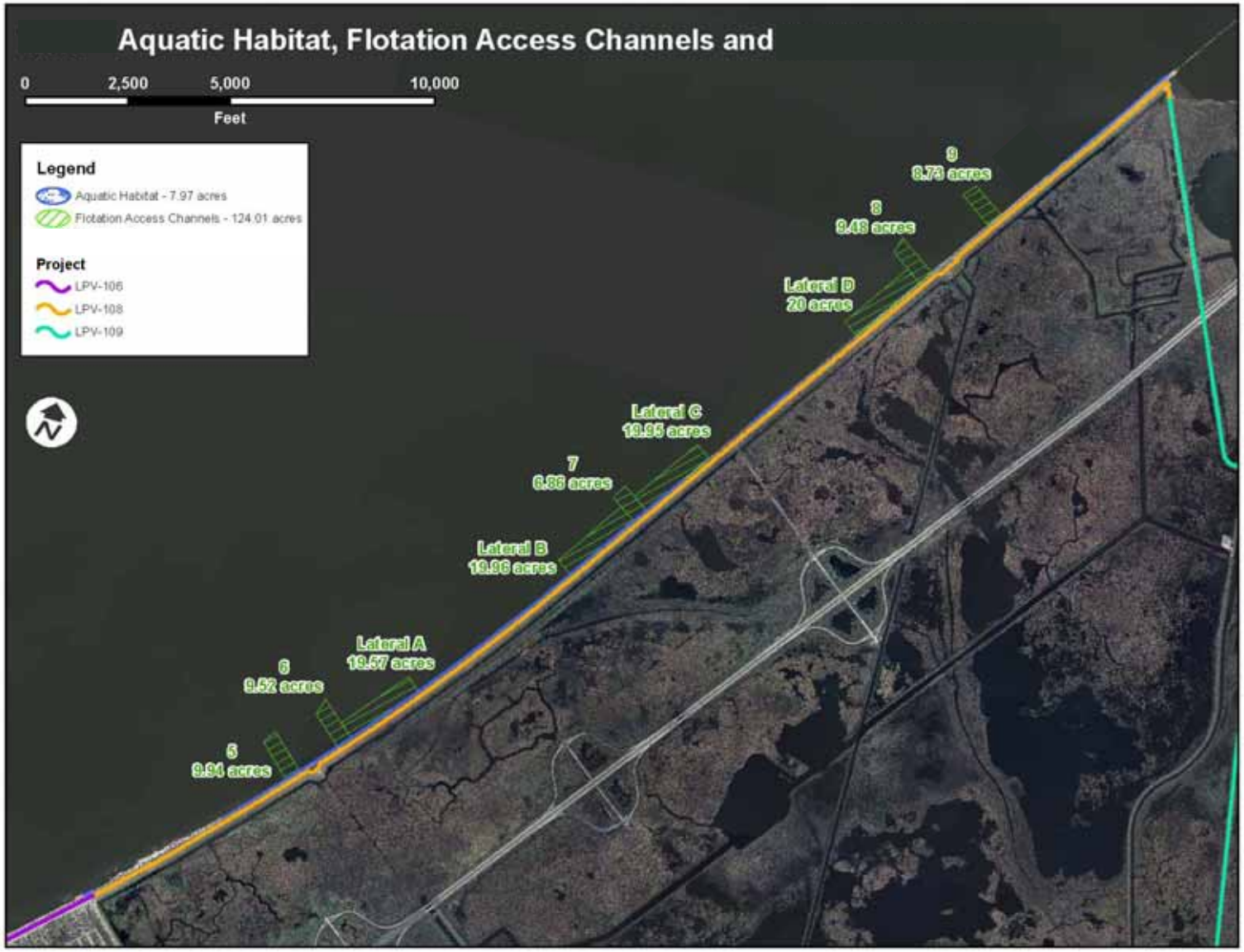
US Army Corps of Engineers

LPV 106.01
Temporary Access Channels



US Army Corps of Engineers

LPV 106.01
Temporary Access Channels



IER 7 LPV 108:
Paris Road to South Point Alternatives

- Raise crown to meet authorized elevation, adding a stability berm for 100-year elevation*

**100-year project includes raising of foreshore protection*

Green text indicates the proposed action

IER 7 LPV 108.01a: Lakefront Levee Alternatives

- Construct T-Wall along LPV 108 alignment
- Construct T-wall with 30 ft shift towards the protected side of existing floodwall

Green text indicates the proposed action

IER 7 LPV 109.02a:
South Point to CSX Gate Alternatives

- Raise levee with stability berms
- Raise levee with lightweight material
- Raise levee with high-strength geotextile, wick drains, slurry cutoff walls with and without partial Deep Soil Mixing
- Raise levees using Deep Soil Mixing

Green text indicates the proposed action

IER 7 LPV 109.02b:
I-10 Crossing Alternatives

- Construct a levee and raise I-10 with a ramp
- Construct a levee and raise I-10 with a bridge
- Construct a T-wall and raise I-10 with a bridge

Green text indicates the proposed action

IER 7 LPV 109.02c: US 11 & US 90 Alternatives

- Replace existing gates with earthen ramp
- Construct T-wall under bridge overpass
- Construct new floodwall and gate with an alignment shift

Green text indicates the recommended proposed action

IER 7 LPV 110:
Modify CSX Railroad Gate Alternatives

- Replace and raise existing gate along existing alignment

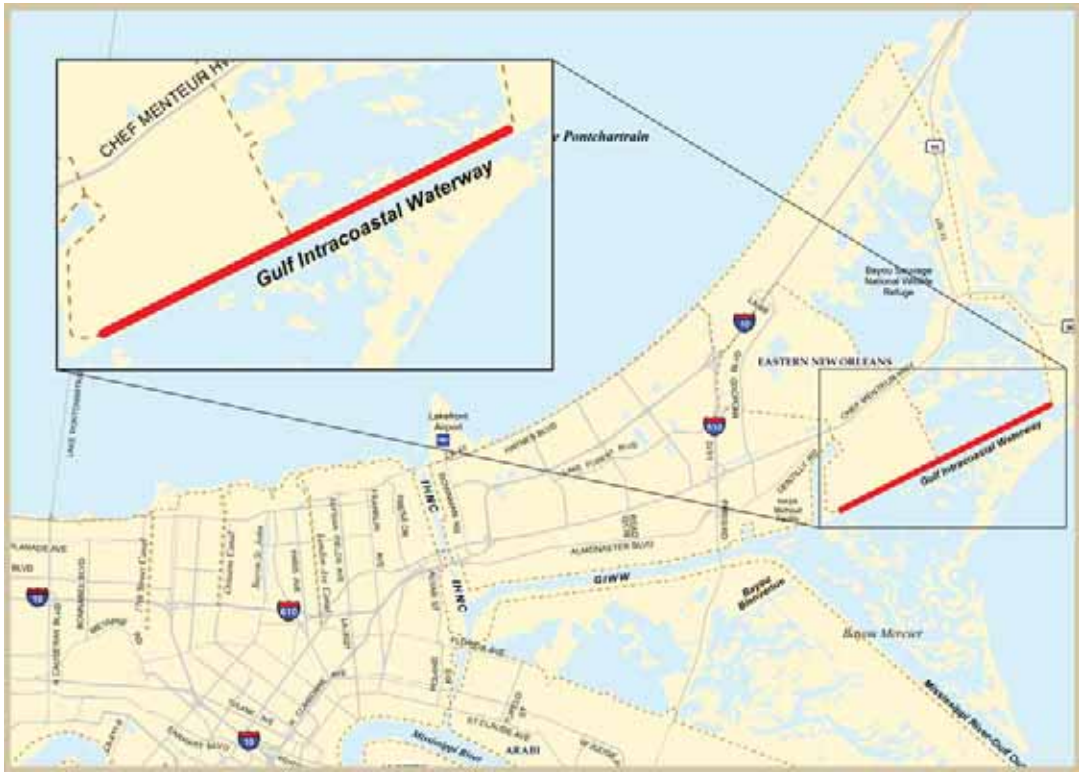
- Construct new T-wall & gate with an alignment shift

Green text indicates the proposed action

IER 7 LPV 111.01:
CSX RR to Michoud Canal Alternatives

US Army Corps of Engineers

- Raise levee with stability berms
- Raise levee with lightweight material (aggregate core)
- Raise levee with high-strength geotextile, wick drains, slurry cutoff walls
- Raise levees using Deep Soil Mixing



- Raise levees with offset to protected side and Deep Soil Mixing, but w/o degrading the existing levee
- Construct T-wall

Green text indicates the proposed action

IER 7 LPV 111.02:
Pump Stations 15 Alternative

- Replace and raise existing floodwall at Pump Station 15

Green text indicates the proposed action

US Army Corps of Engineers

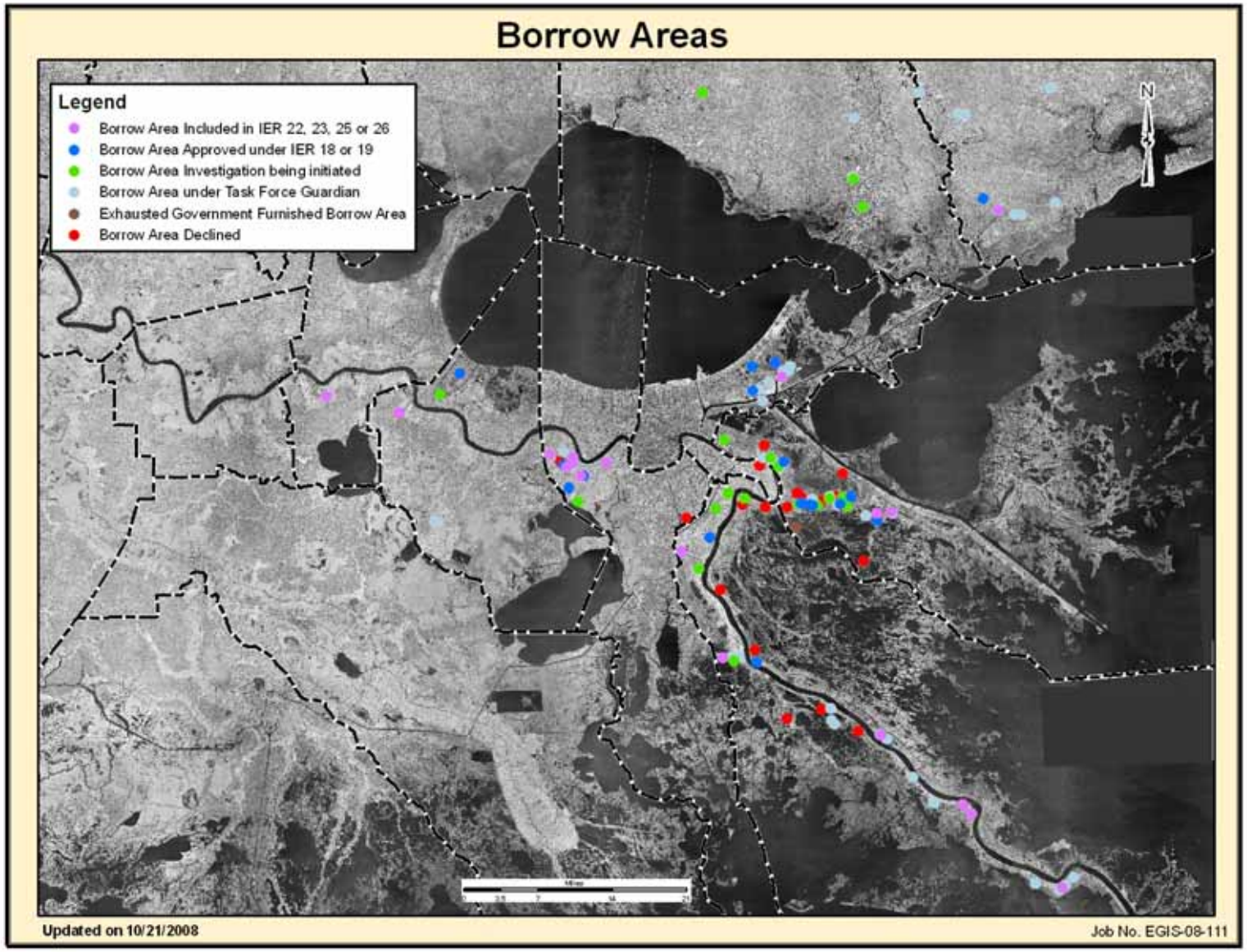
Borrow

- The Corps currently needs approximately 75 million cubic yards of clay material

- Sources of Borrow
  - Government Furnished
  - Contractor Furnished
  - Supply Contract

Investigated Borrow Sites – System Wide

US Army Corps of Engineers

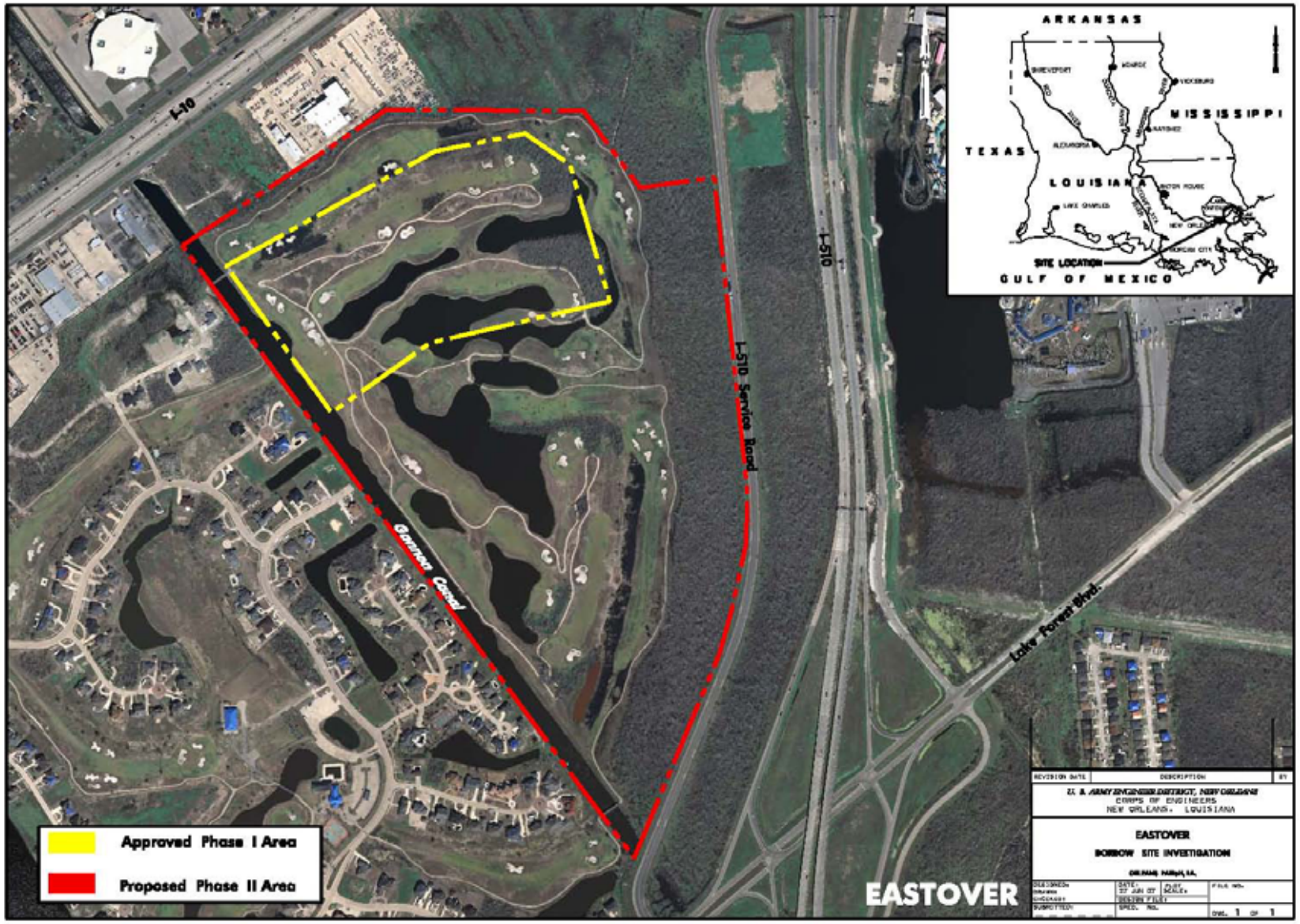


US Army Corps of Engineers

New Orleans East Borrow Sites

US Army Corps of Engineers

Eastover



One Team: Relevant, Ready, Responsive, Reliable

US Army Corps of Engineers

Opportunities for Public Input

- **Monthly Public Meetings throughout New Orleans Metro 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 Protection 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