Public Meeting Summary

US Army Corps of Engineers
New Orleans District

Individual Environmental Report 9
Caernarvon Floodwall & St. Bernard Parish Hurricane and Storm Damage Risk Reduction Projects Update

Location	Lynn Oaks School 1 Lynn Oaks Dr., Braithwaite, LA 70040
Time	Open House 6 p.m. - 6:30 p.m. Presentation 6:30 p.m.
Attendees	Approx. 33
Format	Open House Presentation Discussion
Handouts	• Borrow • Status Map
Facilitator	Nancy Allen, public affairs

Nancy Allen: I want to thank everyone for coming. I know it's the holiday season and everyone has a lot to do. My name is Nancy Allen, Public Affairs Officer for the Hurricane Protection Office and I will be serving as the facilitator for this evening's meeting. Just a few housekeeping items -- if you can turn your blackberries or cell phones or turn them to vibrate. If you would allow us to get through the presentation, we don't have that many slides, and then we will open it up for your questions and comments. There are speaker cards on the back table if you are interested in speaking tonight, if you have a question or a comment you can fill out one of those cards and we will be taking those cards in the order they were received. I do want to recognize Councilman Fred Everhardt, and Councilman Wayne Landry who is here with us this evening, thank you for coming. In just a minute I will introduce our senior project manager Chris Gilmore who will be doing our presentation.

We like to start off all our meetings with this slide. If you remember back a few years ago, we use to describe our system as a hurricane protection system. But in the last few years the Corps has learned a lot about communicating risk

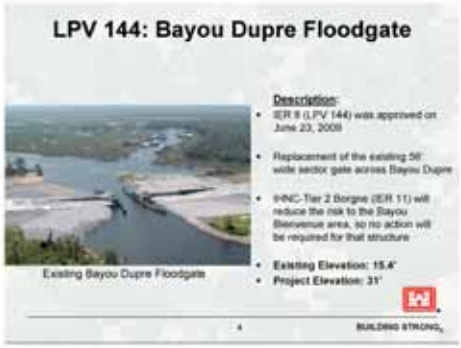
CE contractors. These notes are intended to provide an overview of the
nments, and are not intended to provide a complete or verbatim account
d to be a legal document.

and explaining risk reduction. So we are now constructing what we are calling the New Orleans Hurricane and Storm Damage Risk Reduction System, or HSDRRS or The System. Even after we build this system there will still be some residual risk to all of us. What this slide shows is that everybody shares a responsibility for buying down risks. You start with your initial risk and there are a number o ways you can buy that down through non-structural and zoning building codes and outreach, education, having an evacuation plan, having insurance and then levees, floodwalls, structures and then this shows that we can reduce risk but there is always some residual risks to all of us. We do remind everybody that everybody should have an evacuation plan and heed all local warning when hurricane season comes around again.

With that I'm going to ask Chris Gilmore, the senior project manager for St. Bernard Parish is going to talk to you about IER 9 the Caernarvon Floodwall and I will also give you an update on all of our St. Bernard flood work.

Chris Gilmore: Thank you Nancy. As Nancy said my name is Chris Gilmore and I'm the senior project manager for St. Bernard Parish. A lot of y'all know who I am, I've been down here quite a bit. I see a lot of familiar faces. Because we haven't been here in awhile, I'm going to run down a quick status of where we are now with all of our reaches and then we will focus on IER 9, which is LPV 149, which is just right outside our back door here.

So just to refresh everyone's memory if you refreshing, this is St. Bernard Parish. The INHC Surge Barrier, the St. Bernard Hurricane and Storm Damage Risk Reduction System or The Chalmette Loop Levee System as it used to be called consist of levees running from Bayou Bienvenue down the MRGO to Bayou Dupre from Bayou Dupre down the MRGO continues where take a basic 90 degree turn down towards highway 46 and then the Caernarvon Levee over to the Caernarvon Floodwall tie into the Mississippi Levee. We have designated each reach as LPV, which stands for Lake Pontchartrain Vicinity, which is just the overall project that the levee reaches fall into. We essentially 145 to 149 are numerical designations. We have three IERs in St. Bernard Parish; IER 8, 9 and 10 essentially. IER 8 has been approved. That covered 144 or the Bayou Dupre Control Structure. IER 10 covers everything else but 149 and that include 145, 6, 7, and 8 and that has also been approved so those two are approved and we've had our comment periods in the summer and those IERs have been approved and we are proceeding down the path of what was recommended in those IERs. The last IER we have is IER 9 and we will talk about that in a little more detail.



LPV 144 Bayou Dupre Floodgate...as I said, IER 8 was approved in June 2009 and that included LPV 144 and our plans to replace Bayou Dupre Floodgate and that is going

E contractors. These notes are intended to provide an overview of the
ments, and are not intended to provide a complete or verbatim account
to be a legal document.

to consist of a new gate shifted toward MRGO roughly 130 feet. It will be 56 feet wide just like the existing structure. The existing structure's elevation is 15 up to 15.5. The new structure will be elevation 31 feet so we are essentially doubling the size of that structure. The one thing I do want to note somewhat because if you go back to the map here where I've noted the INHC Surge Barrier the placement of that surge barrier takes the Bayou Bienvenue structure out of the main line protection system. So we are not planning on doing any work to the Bayou Bienvenue gate itself, the existing gate. There will be a new gate and an INHC surge barrier on Bayou Bienvenue, but the existing gate will remain as is.

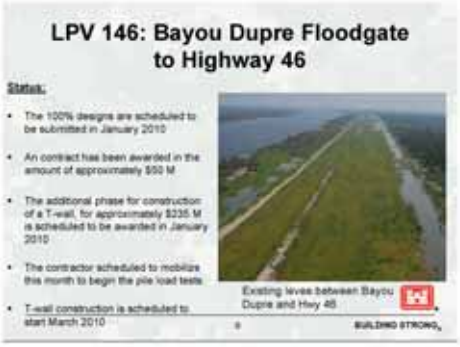
Current status, our specs our complete for the Bayou Dupre Floodgate. We did advertise a contract for construction of that structure and we hope to award that contract sometime next month. We will start building sometime soon thereafter. This is a conceptual view of what that new system is going to look like. You can see the existing sector gate, which is there now, the new sector gate will be moved as I said toward MRGO, twice as tall, and it will eventually tie into, off the map here, to the two adjacent reaches.

LPV 145 is the Bayou Bienvenue to the Bayou Dupre reach, essentially the island as we call it. It was approved in IER10 which was approved in May 2009. It consists primarily of six miles of T-wall to be constructed on top of the existing levee. We will tie into the INHC Surge Barrier, which I showed you on the map, and it will come down and tie into the Bayou Bienvenue structure. We will construct three access points along that reach. We are currently looking at the various types of access points, we are looking at earthen levees and we are looking at floodgates also, so we are looking at those right now based on risk and reliability and construction duration and construction cost and we are leaning toward floodgates in those access points. Current elevation of that levee is about 18.5 to 20 feet it varies a little bit. Once it gets done we will have a T-wall that ranges in elevation from 29 to 32, 32 [Inaudible] to the INHC Surge Barrier. Transition now on 29 will tie into Bayou Dupre.

Current status, our 100 percent design for this reach is

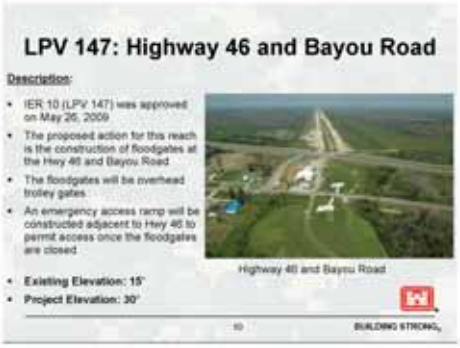
scheduled to be delivered to my office this month, actually next week. We have awarded the contract roughly to the tune of 60 million dollars to do some pre-construction services and some validation things to ensure our designs are correct. We hope to award the actual construction contract or the construction feature of that contract early next year to the tune of almost 300 million dollars. One thing I do want to note is that the construction contractor will build a bridge over Bayou Bienvenue to access it so whoever uses Bayou Bienvenue there may be some issues if you use it via boat. The contractor has started driving the piles, this is a picture that was taken in the past couple of weeks so he is out there on site driving the piles. These are test piles though and like I said, he is validating our design to make sure we have the appropriate pile lengths and [Inaudible] pile lengths in our designs. We right now are currently scheduled to have full construction started in January of 2010.

146, Bayou Dupre to Highway 46, again this was in IER 10 approved in May of 2009 where approximately 8.5 miles of T-wall is being constructed on top of existing levee, very similar to 145. The tie in will essentially stretch from the Bayou Bienvenue structure, the new one, and tie into the Highway 46 where we are going to construct a new floodgate. Again, this will have access points in it as well. Currently elevations are very similar to 145 that exist from 18.5' to 20 that varies a little bit. The new elevation once we get up and complete will be somewhere between 28 and 30 feet.



Current status, our 100 percent design is scheduled to be delivered January, next month. Again, we've awarded a contract here in the neighborhood of 50 million dollars and we hope to award the construction portion of that contract to the tune of 235 million dollars sometime next year with construction actually starting in March of next year.

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



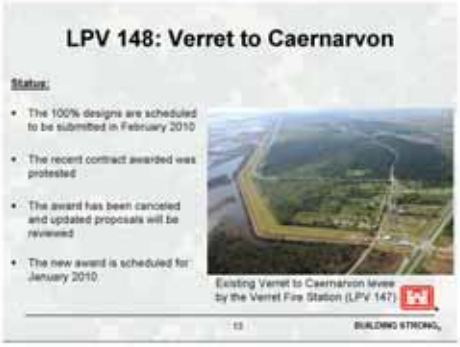
The next reach is Highway 47 and this one was also included in IER 10. The proposed access for this stretch is to construct floodgates across Highway 46 and Bayou Road. This will be overhead trolley gates, which we don't actually have in St. Bernard Parish but they are used quite a bit throughout the system. One thing to note is that we will also construct an emergency access ramp so when these gates are closed anybody outside the system can still get in.

This is a picture of the overhead trolley gates. This is essentially what you will see when you drive down Highway 46, although there will be two of them, because there are two lanes. That's open, that's closed. One hundred percent designs are essentially complete on this. We got the submittal was today I believe or tomorrow but they are essentially complete. Advertisement for that contract will go out on the street pretty soon and we hope to have an award and construction started February or March next year.

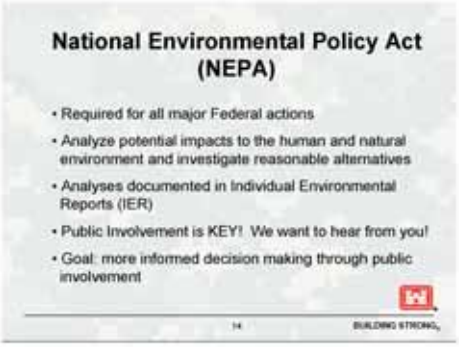
148, Verrett to Caernarvon…again IER 10 May of 2009. Approximately 8.5 miles of T-wall constructed on exiting levee. Essentially this is going to stretch from Highway 46 Bayou Road down south to of the parish where it will tie into LPV 149 or the Caernarvon Floodwall. This does include pump station 8, this does include Caernarvon Drainage Structure. We will also construct the access points along this for animals and people and maintenance vehicles to get back and forth. The interesting thing with this project is we actually broke this into two phases. The first phase was an actually earthen levee raise so we took the pre-Katrina elevations of 14' to 17.5' and raised the entire levee to elevation 20 to match what we did right after Katrina or the other two reaches. The second phase, and that is complete,

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

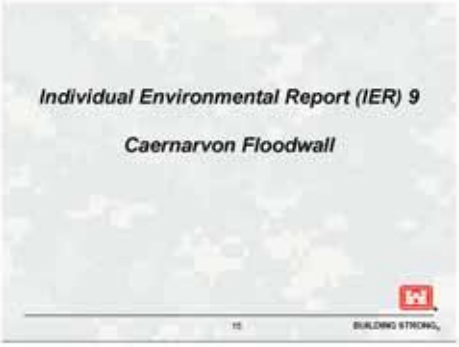
we should have our final inspection pretty soon accept that and then we can start our second phase which will be a T-wall construction effort to bring that levee up to 27 to 32.



Current status is our 100 percent designs are scheduled to be delivered in February. We did have a recent contract award, however we did receive a protest on that award so as such we cancelled that award went back to the people who proposed on the contract. They are submitting new proposals which we should receive very soon, review those and hopefully have a new award in January of next year. So, that is a status of everything but the one that's left remaining is 149.



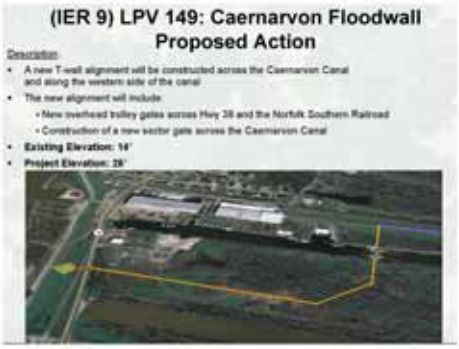
Real quick, the reason that we do IERs is so that we are in compliance with NEPA, which is the National Environmental Policy Act. This is required on all major federal actions. And what we do in an IER is analyze all the potential impacts on the human and natural environment based on what our project is potentially going to be. We look at all kinds of alternatives which everyone here has seen, but the key and the main point is that we need public involvement and we need folks like you to tell us yes we like that, no we don't like that. Our goal is to have more informed decisions so we can make the appropriate decisions and provide a system that the folks of St. Bernard Parish can feel comfortable with can live behind and can trust.



So that brings us to IER 9, which is the Caernarvon Floodwall. As I said just a minute ago, we looked at all kinds of alternatives.

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

On alternative 1A, we tried staying on the existing alignment. Alternative 1B actually moved towards Degracias Lane, which would have required relocating that entire street. We looked at going west of Elevated Boats, Inc. which in and of itself from a construction stand point is quite problematic. We then started looking going across the Caernarvon Canal, we looked at several alternatives over there, in this line as you can see here.

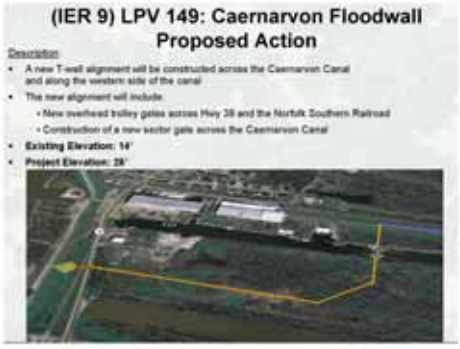


Through our analysis and through our design effort, what we are proposing now is an alternative that crosses the canal, west of EBI, but east of Caernarvon Freshwater Diversion Structure and the Canal. It consists of a second [Inaudible] in the Caernarvon Canal, T-wall run along, two flood gates at the railroad and at Highway 39, just like you have up here, and then tie into the Mississippi River levee. The flood gates will be overhead trolley gates like we are going to compliances being met. Right now we are scheduled to have an award sometime in March of 2010.

Project Description	IER Status	Construction Status*
LPV 144 - Dupre Flood Gate	IER #8 approved on June 23, 2009	Construction contract award January 2010
LPV 145 - Bayou Bienvenue to Bayou Dupre	IER #10 approved on May 26, 2009	T-wall construction to begin January 2010
LPV 146 - Bayou Dupre to Hwy 46	IER #10 approved on May 26, 2009	T-wall construction to begin March 2010
LPV 147 - Hwy 46 and Bayou Road Floodgate	IER #10 approved on May 26, 2009	Construction to begin February 2010
LPV 148 - Verret to Caernarvon	IER #10 approved on May 26, 2009	New construction contract award January 2010
LPV 149- Caernarvon Floodwall	IER #9 Public Review 11/25/09-12/24/09	Construction contract award March 2010**

*Dates are estimated ** Based off of IER 9 Decision Record being signed in mid January

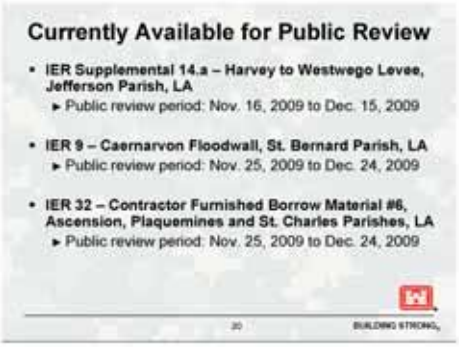
So a real quick summary, LPV 144 Dupre Flood Gate was approved in IER 8 and we are looking to have a construction contract awarded in January 2010. LPV 145, the Bayou Bienvenue to Bayou Dupre reach, was approved in IER 10 and we are looking to have T-wall construction started in early next year. 146, again approved in IER 10, looking to have T-wall construction started in March of next year. 147, IER 10, construction early next year. 148, IER 10 was approved then and we will have at least an award early next year with construction started as soon as we can, possibly after that.



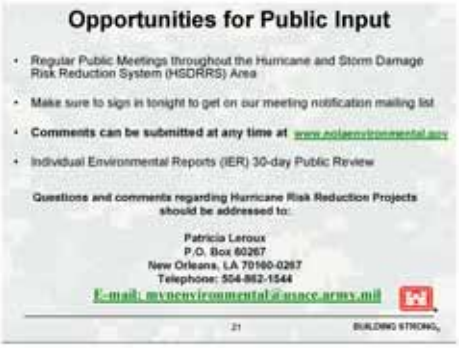
And then 149, Caernarvon Floodwall, public review period ends December 24th with a construction contract

award scheduled for March 2010. One thing I want to point out, if you look at this, the construction status, come next summer if everything goes as scheduled there will be construction all over St. Bernard Parish and that's a good thing.

Nancy Allen: Thanks Chris. As you can see we are going to be very busy here in St. Bernard and across the system in the next few months.



We have several IERs currently available for review. There's IER Supplemental 14.a from Harvey to Westwego Levee. IER 9 that Chris just covered the Caernarvon Floodwall and the IER 32, which is Contractor Furnished Borrow in several different parishes. Those are all going to be available on the nolaenvironmental.gov website and I'll show you that in just a minute.



You have many opportunities for public input. We have regular public meetings throughout the system. If you signed in tonight you will be added to our mailing list so you will get postcards about all the public meetings. You can always submit public comments to nolaenvironmental.gov. And we also have a contact name and number, Patricia Leroux in our environmental section and you can send emails to mvnnenvironmental@usace.army.mil.

We have two web resources. As I mentioned one is nolaenvironmental.gov. The other one is mvn.usace.army.mil or you can just Google Corps of Engineers New Orleans and you will find us and everything on those websites links to each other so you are not going to miss anything. If something goes on one website it will be referenced on the other one.

We also getting into new media, social media, and we now have accounts on Twitter, Facebook and Flickr. Twitter is a way we can put out very short text announcements. Flickr is a photo sharing site and when construction begins we will be taking a lot of photos so you all can check out what is going on and Facebook is a networking site and you can search for Team New Orleans on any of those sites and you can find us.

We are now going to move on to public comment and questions. Speaker cards are available in the back. I have several I'm going to start with and if you want to speak you can either go back there and fill out a card or hold up your hand and I'll bring you a card. We will call on you in the order your card was received. You have a maximum of five minutes to speak and we do have a timer system up here and you will see a yellow blinking light when you have a minute left and you will get a red light and a sound. You can not yield unused portions of your time to another speaker. All comments and questions will become a part of the administrative record, the official record for IER 9. All comments will be considered equally and again, all comments can be submitted through December 24th and there are also postage paid cards in the back. I am going to ask that you come to the mic when I call your name and use the microphone to ask your question. We are videotaping and audio recording and taking notes on this meeting. All of our minutes are available on-line and we do want to make sure we speak one at a time and use the microphone so we can get that on the record.

Before I start I'm going to introduce some other team members that are here with us and I may be calling on to assist with some questions. Dr. John Grieshaber is our Chief of Execution Support for the Hurricane Protection Office. Marcia Meekins, the branch chief for levees and floodwalls, Joe Kopec with our real estate branch, Julie LeBlanc is our senior project manager for Plaquemines, and Laura Lee Wilkinson is with environmental. And my first card is from Blair Rittiner from Plaquemines Parish.

Blair Rittiner: Good evening everyone. My name is Blair Rittiner and I'm from Plaquemines Parish and on behalf of Plaquemines Parish President Nungesser we thank y'all for letting us work as a team to try and accomplish our goals to get this risk reduction in place. Tonight President Nungesser had a previous commitment and was not able to make it, but the Council is in session right now to vote on that westerly alignment that was proposed and tonight they are voting on it. I talked to Mr. Don Beshel who is the councilman for this district and he feels like at this time we have the support to go through with it. I'm waiting on an email as we wait to see if it's final. I thank y'all and have a good evening.

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

Debbie Kelly: My name is Debbie Kelly from Braithwaite in Plaquemines Parish. I'm a representative of an organization Citizens of Plaquemines Eastbank better known as COPE. We are here tonight to go on record that this risk reduction project for St. Bernard is actually a risk multiplier for the citizens of the Eastbank of Plaquemines Parish. The proposed action would have a cumulative negative impact to our homes, our businesses, our community and our lives. We are proud to call St. Bernard our friends, our neighbors and many of us have family members living in this area that will benefit with this risk reduction project. We in no way begrudge St. Bernard their right their long overdue flood protection, however, we must state there will be a high price to pay for that protection and we, your neighbors and friends will be the one to pay. This project is not in our best interest. Many years ago, there was a loud cry by the St. Bernard community that the soon-to-be built Mississippi River Gulf Outlet would one day flood the area by channeling hurricane surge. We know now just how correct that assessment was. Tonight we would like to emphasis the fact that another MRGO-type catastrophe is being created. Once the St. Bernard Risk Reduction Loop Levee and Caernarvon Floodwall is completed, a funnel directed at the northern section of the Eastbank of Plaquemines Parish will be formed. Surge modeling shows an increase in storm surge so high that our new base flood elevations are along the order of 18 to 21 feet. We were told by FEMA that they wanted our base elevation higher than the Mississippi River Levee because of the expectation that the increased flooding to this area. This funnel of water will be created because the northern end of the Eastbank of Plaquemines Parish will now be the path of least resistance for the flood surge to follow. In the last four years our coastal protection has been reduced by 37 % due to a loss of marsh. Our back levee is currently eight feet high. With a 17 foot federal levee south of us, and a wall 26 feet high currently protecting the area just north of us, there will be no other place for the surge to go. We will be the bull’s eye. Currently Plaquemines Parish government is working toward many projects that would help the Eastbank as well as St. Bernard. President Nungesser is diligently working toward marsh recreation becoming a reality within the Breton Sound area knocking down storm surge before it hits our levees will benefit both Plaquemines Parish and St. Bernard Parish. We are also looking into a levee lift of our own. Boring samples are currently being analyzed to determine the greatest height a non-federal levee can go. Once this data is completed, engineers will develop a plan to rebuild our levee to a greater level of protection and to corps standards. Our measures however, take time to develop, implement and finance. Without adequate protection for the Eastbank in place, or at the very least being constructed along beside those in St. Bernard, we will remain in the funnel for storm surge. COPE respectfully request that this risk reduction project coincide with the efforts of Plaquemines Parish. Coastal protection should be looked at as a whole not in a piecemeal-type fashion that is currently being done. With proper planning uniformed coastal protection can be a reality for all of us otherwise our Eastbank community can not survive the devastation to come. Thank you very much.

Lynn Dean: I'm Lynn Dean with Elevated Boats Incorporated and I'm near the very end of the project you talked about where the Caernarvon Canal comes to the Mississippi Levee. I came here to learn what the plan is, but you don't have them finished yet do you?

Chris Gilmore: Our plans will be complete, probably next week, I will get 100 percent designs I believe the day is the 17th of December.

Lynn Dean: You are definitely going to build the levee all the way down river pass the Caernarvon Canal?

Chris Gilmore: That is our proposed action right there. We are going to come across to the west of the Caernarvon Canal

Lynn Dean: Is that the yellow line you are talking about?

Chris Gilmore: Yes sir. This is your facility here, this is the levee that extends down south and turns back towards Verrett this right here. We're going to come across Caernarvon Canal with a gate, behind [Inaudible] and tie into the Mississippi Levee over here.

Lynn Dean: The gate on the canal, how wide is that gate going to be?

Chris Gilmore: The gate is going to be 56 feet wide

Lynn Dean: 56 feet, because I've got sea planes that will be going in and out of there. And what kind of levee are you going to build, is that going to be a dirt levee

Chris Gilmore: That's going to be a T-wall

Lynn Dean: A T-Wall. Exactly what is a T-wall?

Chris Gilmore: I believe we have a cross section, we have a cross section and I'll put it up and show you what it is. That's a representative cross section of a T-wall where you have concrete, you have a base slab pile supported with a [Inaudible] you have a stem sticking up. This is what you will see coming out of the ground. This is your levee. Each pile [Inaudible], steel sheet piles is your cut off, concrete slab with a concrete stem.

Lynn Dean: How thick is that concrete slab?

Chris Gilmore: It varies based on our designs. Right now I would have to go back and look at our designs but it could be in the neighborhood of three feet, four feet thick, but I would have to verify that when we get our design.

Lynn Dean: And that's going to start at the Mississippi River Levee come down there and go across the Caernarvon Canal

Chris Gilmore: Actually what we are going to do when we tie it into the Mississippi River

Levee, that's going to be an earthen section, so we are going to have an earthen section tie it into the Mississippi River Levee and....can we go back to the map...this right here where we tie into the Mississippi River Levee will be like an earthen section so it will be like your typical levee. It will transition into floodgates across the railroad and across Highway 39 then we will transition into the T-wall, concrete steel T-wall all the way around to we get back basically to Bayou Bienvenue.

Lynn Dean: So the biggest part will be a T-wall [Inaudible] gate on the canal side.

Chris Gilmore: Yes sir

Lynn Dean: When will we get [Inaudible]

Chris Gilmore: As soon as I get the plans I will get you what you need. I will give you a call or I'll give your grandson Troy a call. I'll get you what you need.

Lynn Dean: I think this is a popular thing. It will be good for the economics of Plaquemines Parish and St. Bernard. Without this...in fact the last hurricane water came into my plant and made us have a loss of several million dollars and if there's not going to be any protection there and we were going to be left outside like we were before another hurricane like that will force me to leave this. But this is something that's been here now, I've been in operation for 20 or 30 years and we should do that [Inaudible] as soon as possible [Inaudible] be there. That live gate, will you have a person stand by all the time or is that only going to be during the hurricane time?

Chris Gilmore: No sir, that gate will remain open pretty much all the time unless there is a hurricane or storm event coming in, that's when we would close it. It's similar to how Bayou Dupre works. Bayou Dupre does close more often because of tides. This one will be open pretty much year round unless there is a storm event approaching.

Lynn Dean: Will there be anybody there watching the gate 24 hours a day or is that just hurricane time?

Chris Gilmore: Only during hurricane time and I don't know if there will be somebody there 24 hours a day during a hurricane. They may come and close it and then go do their other flood fighting efforts.

Lynn Dean: Are you going to build a road to that gate?

Chris Gilmore: Yes sir

Lynn Dean: On which side of the canal is that going to be on?

Chris Gilmore: The road to get to the gate, to access it so you can open and close it will actually be on your side, your side of the canal.

Lynn Dean: Alright and you will notify when you get all that stuff together so we will know exactly what you are talking about

Chris Gilmore: Sure, yes sir.

Lynn Dean: But that's definitely, that's definitely in your plans to build this

Chris Gilmore: Yes sir, this is our proposed action that we are proposing right now. Now we have to go through the environmental process, the IER report needs to be approved and signed, but we are.... We do have some issues that Blair Rittiner talked about earlier. We are hoping that we can get word tonight and that's a huge step forward for partnering agreement between Lake Borgne Levee District and Plaquemines. When we get that, that's great. That's a huge step for us. Yes, we are presently, this is what we are designing. Designs will be done this month like I said, probably next week and as soon as we get all these pieces and parts place, the IER, the agreement between Plaquemines and Lake Borgne and real estate we are going to advertise a contract and build what you see here.

Lynn Dean: Will you have another meeting about this when you get that done?

Chris Gilmore: We will have construction meetings about construction while we are here. When we are doing construction we will come back out and give status reports and updates and all that.

Lynn Dean: Your schedule at the present time to get the plans there when will you start construction at the Caernarvon section?

Chris Gilmore: We're looking at and hoping early next year. February/March time frame.

Lynn Dean: You will begin construction in February?

Chris Gilmore: Early next year, before summer

Barbara Robin: I'm Barbara Robin and I live on Degracias Lane in Caernarvon and I would like to thank Chris and the Corps for listening to our concerns at one time we thought we were going to loose our homes and our street so thank you Chris, appreciate you working with us. I understand that the [Inaudible] will be blocked off during the construction of the rock.

Chris Gilmore: Yes, while we are building the sector gate that we have here, we will

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

construct a cofferdam which essentially is going to block marine traffic in that canal during construction which is roughly 12 to 14 months at this point.

Barbara Robin: We have several people who fish crabs out of that bayou. Do you have any alternative launch area so anything for these people who get their livelihood?

Chris Gilmore: We don't have anything that we are going to construct but there are numerous public boat launches around Shell Beach, I'm sure down in Hopedale in Plaquemines

Barbara Robin: That's a long ways from Caernarvon

Chris Gilmore: Yes ma'am, I know, but keep in mind it's just temporary and once we get done we will have a pretty robust hurricane protection system

Barbara Robin: And the boat launch will be there after for the people to use after the locks is built [Inaudible] the boat launch in Caernarvon, it will still be there?

Chris Gilmore: There are some issues with that and I can talk to you a little about that offline, but. We are not going to close it ourselves, the corps, the government is not going to close it. There is a dispute about who actually owns it, which you may be aware of, so .. the government is not going to close any boat launches.

Barbara Robin: Ok. And the access to work on that lock, will y'all be using Degracias Lane.

Chris Gilmore: No. Actually what we are going to try and do is get a permit from EBI to use his access road and we are going to build a short access road here so we will not use the Degracias Lane

Catherine Serpas: Catherine Serpas, St. Bernard Parish. First of all I would like to say thank you Chris because I'm starting to feel comfortable, but I would like to tell Debbie that I know what it feels like to be in a funnel. We've been there for 30 or 40 years so I know what it feels like. And Debbie I would like to say you need to fight. You need to get together with your people, and you need to get with your parish president and you need to fight. Because if it wouldn't be for us standing together and standing firm and fighting for what we want we would not have T-walls and I really feel that and I want to y'all for that and for listening to us. But Chris I would like for you to explain to us about the animals and what are we going to use for the animals to cross and what I would like to make a statement. The animals know when to go before we know when to go so I want you to be aware of that when you decide what you are going to do. Thanks you.

Chris Gilmore: As I said, in each of the three regions -- 145, 146 and 148 -- we are going

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

to construct some form of access point, three per reach. We are looking at two different options. One, is an earthen ramp where you basically have a levee section. The other is a floodgate, which we have constructed all over the system. We are looking at it from a risk and reliability stand point, from a construction stand point, from a cost stand point, from an environmental impact stand point, we are looking at all these inputs that are going into our decision. Right now we are looking at right now probably more towards the floodgate side. Now, the reason being is one -- we can construct it quicker, two -- it's actually a whole lot less risky because you don't have to transition from a hard structure to a soft structure which is a T-wall to an earthen levee, which during Katrina was a huge point of failure throughout the entire system so we'll eliminate that risk by going with the floodwall, I'm sorry the floodgate. They will have to be opened and closed, very similar to the gate in the Caernarvon Canal. When a storm approaches, the levee district is going to go out and close all those gates and there is going to be a maintenance issues with, not issue, but maintenance feature with the floodgate. You may not necessarily have [Inaudible] but the less risk outweighs the [Inaudible] one. Does that answer your question, make you feel more comfortable?

[Inaudible]

Chris Gilmore: That's a good question. There's always a risk for failure in everything. We can't design for every storm that's out there, but if you look at the entire system, drive through Plaquemines Parish, St. Bernard, drive through Orleans, there's floodgates every where. We've designed these and built these many times in the past. We are very confident in our design that we are eliminating the risk of failure for the design event.

Troy Dean: Thank you. Troy Dean with EBI. Chris I have a couple of questions about this project. What will happen to the existing gate in the levee.

Chris Gilmore: Right now Troy, what we have the existing gate is this in the center, you have a railroad gate and you have a Highway 39 gate. When we get the new floodwall gate, sector gates in place and construction complete, we will come back in and remove the highway gate, remove the sector gate and remove that section of T-wall that's between the highway and the railroad, those will be removed, those will be demolished. That's just from a safety stand point, so that people pulling out of your place and [Inaudible]. However I do want to mention that the existing floodwall that runs between your place and Degracias will remain in place and that was actually from a request from the folks on Degracias that, no offense here, that they would not have to see your facility and get that

Troy Dean: I understand, but who is responsible for that structure and maintaining the grass or anything at all? Who does it belong to?

Chris Gilmore: Good question. I can't say right now but I will find out and let you know.

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

Troy Dean: The next questions is when you go to build your cofferdam and actually close the canal, what type of notice will the public get and about how much time ahead of time will the public get to know when the canal is actually going to be shut down?

Chris Gilmore: What we are going to do is, well a little different, I would say we would work with the Coast Guard but this isn't really a navigational canal so they are not going to issue a notice to mariners for this so what we can do is on the boat launch put up a sign saying that in 36 to 90 days it's going to be closed. We can definitely put something in the newspaper. I'm sure St. Bernard Parish government will allow us to put something up on the website. We will make sure we disseminate that information to whoever needs it.

Troy Dean: How many days, you don't know yet?

Chris Gilmore: No, once we get the contract awarded and see what his schedule is that is when we will put it out there

Troy Dean: When you spoke about the access for construction, is that going down the lane next to EBI or is that a different route for construction?

Chris Gilmore: For construction, it's actually going to use the Delacroix, we are going to construction a construction access road. Also, there's an air strip that you are well aware of that we are going to use for construction to access this as well

Troy Dean: So, really for maintenance, for inspection would you use the road adjacent to Elevated Boats...

Chris Gilmore: Yes, that's just so you can go out there and look at the structure, flip it and close its gates

Troy Dean: Ok, I have just one comment on that, Elevated Boats has its own protection system and in an event you are going to close your gate we're also going to close our gate so whoever is going to be responsible for operation needs to take that into consideration because if I close my road you are not going to have easy access with a truck or to [Inaudible] of that nature

Chris Gilmore: Right, we are going to have to coordinate with Bob Turner and [Inaudible] at the Levee District

Troy Dean: Thank you.

Nancy Allen: Thank you Troy and thanks for your logistical support this evening in setting up our meeting. It's very helpful. I don't have anymore speaker cards. Do I have any in the

back? Ok, we are going to open up to questions on the floor. Yes sir, I'm just going to ask you to come to this microphone please.

Dan Arceneaux: My name is Dan Arceneaux, I'm Coastal Advisor to St. Bernard Parish Government. I'm going to start off talking about what I heard in Jefferson Parish. Garrett Graves told everybody that the Corps...people even heard about this...told everybody that the Crops people are hard working and they are trying to do everything they can, but the system is so out dated and behind the times that we have to change the system. By saying that now I want to go onto what I want to complain about. The new wall, the new gate you are putting up, how is that going to be raised and lowered?

Chris Gilmore: Which gate are you talking about sir

Dan Arceneaux: The one you are talking about right there

Chris Gilmore: That's a sector gate just like Bayou Bienvenue, Bayou Dupre is now, it swings open, and it swings close

Dan Arceneaux: Swings open and close?

Chris Gilmore: Yes, just like the existing Bayou Dupre structure

Dan Arceneaux: The Bayou Bienvenue gate is going to be pulled up with cables

Chris Gilmore: Yes, I'm talking the existing structure we have now, the existing Bayou Bienvenue structure, the existing Dupre structure are called sector gates and those are the big wings, they look like have circles or quarter circles, that's how this is going to function also

Dan Arceneaux: Are you sure that's not going to change?

Chris Gilmore: Yes sir

Dan Arceneaux: The information I got from the Corps says you were going to put a solid steel wall and have a crane come out and put in place and take it out and it would probably take two or three days to close the gate

Chris Gilmore: Yes sir, we looked at various types of gates and that is one of the gates we looked at, but based on our designs we are doing a sector gate just like Bayou Dupre, Bayou Bienvenue

Dan Arceneaux: Ok, thank you for that. The people in St. Bernard got a right to be frustrated. After four years and four months all we see is what we might get, not what is going on

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

but what you all are thinking about. It's so easy to get a monkey wrench thrown in that you might put it off for another four or five years. Everybody is frustrated, including myself and if y'all can't do any better than what we are doing we've got to figure out a way to get it done. I hate to throw this in your face, but just recently they found a levee in Kenner that had too much debris in it and I believe they started working on that the next day and they are still working on it and they've already got a fortress all along the lake shore. I don't know if you know about it, but people ought to take a ride along Lake Shore in New Orleans and see the fortress they got on both sides of the highway. You've got to all the way to Lake Shore on Franklin Avenue and turn left and follow the bridge and the road go over the Industrial Canal turn left and take a right on Franklin Ave. go the Lakefront and then you really see some good protection. They add to that all the time and we get nothing.

Nancy Allen: [Inaudible]..I just want to reinforce, we haven't shown this map this evening and I think we have it over here. It's the map of the entire system. All of the primary protection, the 100 year program is scheduled to be completed in 2011. In 2011 all the components of the system will be in place to offer 100 year protection within that perimeter. Yes, some are further along, there are a lot of different circumstances, but we on track to have that finished in 2011 so I just want everybody to understand it's a system approach and we are working as hard as we can as we are moving construction in a lot of areas.

Dan Arceneaux: Well, I can't agree with you. I don't see how it's possible for y'all to do what you got to do for us because it won't take much to stop you and put if on the back track again. We are so tired of this I just can't get over it. I've been doing this for 17 years and so far we got zero to protect us.

Chris Gilmore: Mr. Arceneaux, just to remind you, these are the four reaches 144 to 149...144, the Bayou Dupre structure, that contract has been advertised. We are going to award that contract early next year and start construction early next year.

Dan Arceneaux: I hate to....if the contractor finds something that he doesn't agree with then that's going to put us back and two or three years, correct?

Chris Gilmore: You know....possibly

Dan Arceneaux: Well that’s happened at all the other projects

Chris Gilmore: It has happened, but we hope that doesn't happen here and you know what we can do is put together the best designs we have, put together the best design specs and hope that we get a good contract out there and bid it and build it. That's kind of where we are at this point.

Dan Arceneaux: Who works with [Inaudible]

Chris Gilmore: We plan to. We plan to. Now 145 and six, those contracts are awarded to. The contract is out on site on 145 and we are driving those test piles now. We hope to start building that T-wall early next year. 146,the same thing. We've got the contract awarded, contract is on mobilized to site, he says Christmas Eve, I'm a little skeptical about that, it may be after the first of the year, but he's going to start driving his test piles and then we will start construction of that T-wall early next year as well. 148...a little bit behind because we got caught up in a protest, but we are going to have a contract awarded for that early next year as well. We are going to push that contractor as hard as we can to get him under construction as soon as we can to meet that June 11th date. 149, the one we are talking about now, our designs are essentially done, they are going to be delivered next week. As soon as we get that, as soon as we get the Plaquemines Parish agreement, as soon as we get the real estate and environmental, we are going to issue that advertisement and get that contract awarded to. So come next summer, we should have all kinds of construction going on in St. Bernard Parish working on the whole entire perimeter.

Dan Arceneaux: Well, I've got to [Inaudible] happening at Lake Pontchartrain where they are going to put the new wall up there. For two years I've told you people that there's an 80 foot hole right where you are going to put the wall. So they came out with the design and put it in the 80 foot hole and now the contractor says he's not going to guarantee that's going to be done and now that's on the back track, how are you going to improve that, keep that going?

Chris Gilmore: I'm sorry, I can't speak to that project. I can speak to the St. Bernard project I know we can [Inaudible]

Dan Arceneaux: I'm [Inaudible]..The Corps and you all work the same way. If the thing comes up [Inaudible] you have to stop and they got to send it back to Washington and see what they are going to do and we are not going to get anything again. I'm sorry. Thank you and good night.

Male Speaker: If we can go back to the LPV 147, I think it's slide number 13 on the levee data...I'm looking at the levee system and how it encroaches into the wet lands and there's no footing in those areas there. Is [Inaudible] going to be placed there or what to stabilize it because it [Inaudible] slid in my opinion.

Chris Gilmore: Right now, that section is pretty stable. You know Katrina didn't cause much damage to this levee reach so that's why we weren't authorized after Katrina to do any repairs. We've had Gustav and Ike, we've had Hurricane Ivan, so you know, it's pretty stable. Right now there's no plan to do any kind of [Inaudible] or any kind of protection along that stretch.

Troy Dean: I have two follow-up questions. Chris, during the construction will there be any drop in protection that we have right now?

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

Chris Gilmore: No. I will say this. To get the T-wall to fit on top of the existing....actually I just misspoke just now. To get the T-wall to fit on top of the existing levee we will degrade that levee a couple of feet so we just get the base to line up to get the T-wall to fit on top. However, we are not going to degrade it below the authorized design height. When we constructed 145 and six after Hurricane Katrina, we built them to about elevation 20, which is about 2.5 feet over the authorized design height of 17.5. We will maintain that 17.5 throughout construction. Does that make sense?

Troy Dean: Yes, I understand. My next question is with the LPV 149, we are kinda creating a little [Inaudible] effect for the people right next to the canal, Shallow Draft, EBI, and Delacroix--you're talking interior....what are the arrangements for rain water that could ...

Chris Gilmore: We have conducted interior drainage analysis to see what would happen with the 10 year rain event which is I think 11 inches over a day or point five, I'm not sure of the duration, but based on that we are going to install a [Inaudible] drainage feature that will drain any rain water that accumulates in this area. It's going to actually drain to the Jordan Canal, which eventually gets to pump station 8.

Aloma Savastano: I also live in Braithwaite and my question is over Highway 39 where you are going to put the floodgates, how are we going to get out?

Chris Gilmore: I'm glad you asked that question because we are also going to build an emergency access ramp for you to be able to get out also. It will actually come up on top of the MRL and come around that floodwall. So when that gate is closed there will be access for anyone outside the Parish, outside the System to get back in and also for emergency vehicles and response vehicles to get into the Parish if needed.

Aloma Savastano: On top the levee is what you are saying?

Chris Gilmore: Yes ma’am, on top the levee

Aloma Savastano: That's how we get out now we have to actually ride on top that levee. Have you ever ridden on top that levee?

Chris Gilmore: Yes ma’am, and we are going to improve that. It's going to be a paved emergency access road so it will be paved so it can be improved so it can handle one, a fire truck, that is what it is being designed for, that 's why it should accommodate anything else coming in or out.

Aloma Savastano: Are you putting two lanes on it?

Chris Gilmore: No ma'am. One lane.

Aloma Savastano: We had problems in the past with vehicles coming from one direction and we getting out and that was before you had paved and we had to pull over in the rain, sloppy, very very dangerous. Why can't we have like you are doing on the other one, I think it was on 146, where you are just putting a road over the ramp?

Chris Gilmore: The 146 will be a one lane also. It's only a one lane road we are doing there. The designs are for the same thing, a fire truck to be able to get up and over. The problem with MRL is to widen it to make it a two lane highway, to make it a two lane emergency access road, you have to widen that levee and we would be looking at taking Highway 39 out and that can get quite complicated.

Aloma Savastano: Are you plan on putting lighting any kind of lights so we can see?

Chris Gilmore: We will definitely put lights to indicate that the floodgate is closed so you have to take a detour around. We have not talked about lighting for the access road yet.

Aloma Savastano: Would you please talk about it?

Chris Gilmore: Yes ma'am. We will take a look at that.

Jim Defatta**:** My name is Jim Defatta and I would like to thank you all for coming here tonight sharing all this information with us, but I do have a question as a result of what Mr. Gilmore was presenting a short while ago pertaining to that 149 reach. I saw up there something that said to the effect of proposed action and I don't really understand what that is and that is the nature of my question.

Chris Proposed action is, it's not going to be a final action until the IER is done, until the final comment review period is done which is December 24th. Once the decision record is made it becomes the proposed action. So until that decision record is signed it's going to be called a proposed action. The decision record is supposed to be signed early January.

Jim Defatta: So this is just a formality then, it doesn't differ from any of these other reaches?

Chris The only thing it differs is that the other reaches have a signed decision record so now they are they are the recommended action. This one is proposed because the decision record is not signed it is still proposed.

Jim Defatta: Mr. Gilmore I just want to take a moment here to tell everybody how much you guys have worked on this and we appreciate it and we know that a tremendous collaboration

between the Lake Borgne Levee District and all the people who are involved with that as well as the Corps of Engineers and I know that's been a lot of years in the coming, but it is very evident to us that we are finally getting a level of protection that the people and the citizens deserve and I certainly applaud the work and of course the effort to get the money from Congress that you all have been doing. With that we certainly hope that what we see here tonight, uh...I would like to echo what Mr. Dan said, Mr. Dan Arceneaux, he's been around for a few years and he knows that a lot of times these projects we talk about and put them on paper and we plan and design and then it comes time to implement and then, uh, everybody in St. Bernard Parish I'm sure has [Inaudible] this parish as well all totally concerned on whether or not the funding is there and that the funding won't evaporate. It wasn't too very long ago that we learned that monies were being shifted around from LPB to which ever is on the other side of the Mississippi River, I don't know what that vicinity is called over there and you know we constantly remain on guard to where the funds and the money doesn't disappear and these projects get started and then become stalled and 2011 is just another function of Congress and dollars they can't afford to spend. So, if you have anything to comment about that we certainly would like to hear that.

Chris Gilmore: One thing that any federal project needs from Congress is authorization and appropriation, which is basically approval and money. For all that risk reduction work, we have authorization and we have appropriations. We have approval and we have the funding. It is in place and it is ready to go. As I noted on that summer slide we are advertising contracts in the next three or four months for the entire reach. Once the contracts are advertised and awarded that money is dropped in and we are good. Right now we do have the funds and we are proceeding forward on advertising and awarding contracts.

Male Speaker: [Inaudible] will be devastated before congress took action and awarded funds for some of these projects, but I would like to, but I do live in Plaquemines and hopefully the Eastbank of Plaquemines doesn't get inundated before Congress makes some moves to protect those citizens because they will be in a funnel effect and you can run models, have you run models of the impact of the Eastbank of Plaquemines Parish?

Chris Gilmore: Yes sir we have.

Male Speaker: Are those models, are you going to be mitigating some of those levees in Plaquemines?

Chris Gilmore: No sir, our mission model runs have shown that for the one percent [Inaudible] storm, which is our 100 year [Inaudible] that storm surges are increased about a foot, 9/10th of a foot. For the much lesser storms there is a negligible increase if any at all.

Male Speaker: What you say is that you won't have any impact on those levees, basically just a foot?

Chris Gilmore: For the worse case scenario, 100% design form, which we are authorized to design to, that water elevation that we are seeing increased by 9/10 of a foot.

Male Speaker: And that's the worse case storm

Chris Gilmore: That's the worse case we have authorization to design to. There are worse cases than the 100 year, but what we can design to, to what we are authorized for our protection to, we are looking at what I said a point nine foot in water surface elevation.

Male Speaker: To the current levee

Chris Gilmore: To the current water source elevation. The current levees are in the neighborhood of eight feet, nine feet, something like that

Male Speaker: So what you are saying is that these 20 or 30 foot levees the funneling effect on a one percent storm will only impact them by one foot?

Chris Gilmore: Less than a foot, point nine feet, that's what our models are showing

Male Speaker: That's amazing, thank you

Aloma Savastano: Are you sure that the people here, or maybe you are aware that when we had Ike, when we had Gustav, 200 miles away our levees were overtopped by two feet and that wasn't even a storm that hit us so I don't know what you are putting in your model to come up with that kind of number and if that is true, why are you building 26 foot levees if all the impact we are going to have is less than a foot?

Male Speaker: [Inaudible] I just want to be on the record to say working with Chris [Inaudible] y 'all been doing your due diligence by helping us out. I mean if I could get that kind of cooperation on the Corps coastal projects, I think we would get somewhere. And ma'am, just to touch on what you are saying, I can tell you Billy Nungesser, Mr. Blair, Ronnie, we all have been working together with Plaquemines and as soon as we get started we are going to try and jump on y'all side where we can give a little support where we are sister parishes. Our coastline protects both parishes, not to mention it protects New Orleans to, I understand your concerns and I can tell you from our stand point we've been working with Plaquemines, we are going to continue working with Plaquemines and we are going to try our best to protect y'all. But ma'am, I understand the concerns and [Inaudible] we thank y'all, when this is finished said and done, I'll take y'all out to dinner and let's see how far we can go. Thank you.

Nancy Allen: Thank you and I do want to extend Col. Sinkler's apologies for not being here. He's in Dallas at a Corps small business conference and I'm sure he would have loved to be here tonight. Do we have any other questions or comments? Ok, we will stick around and

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

answer your questions afterwards. There was a questionnaire you were give that will help us with our public meeting process if you would fill that out and leave it at the back. There are also postage paid cards again the comment period closes on December 24th and shortly after that will be the final decision record. Thank you for coming.

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

Individual Environmental Report (IER) 9 Caernarvon Floodwall

&

St. Bernard Parish Hurricane and Storm Damage Risk Reduction Project Updates

Chris Gilmore

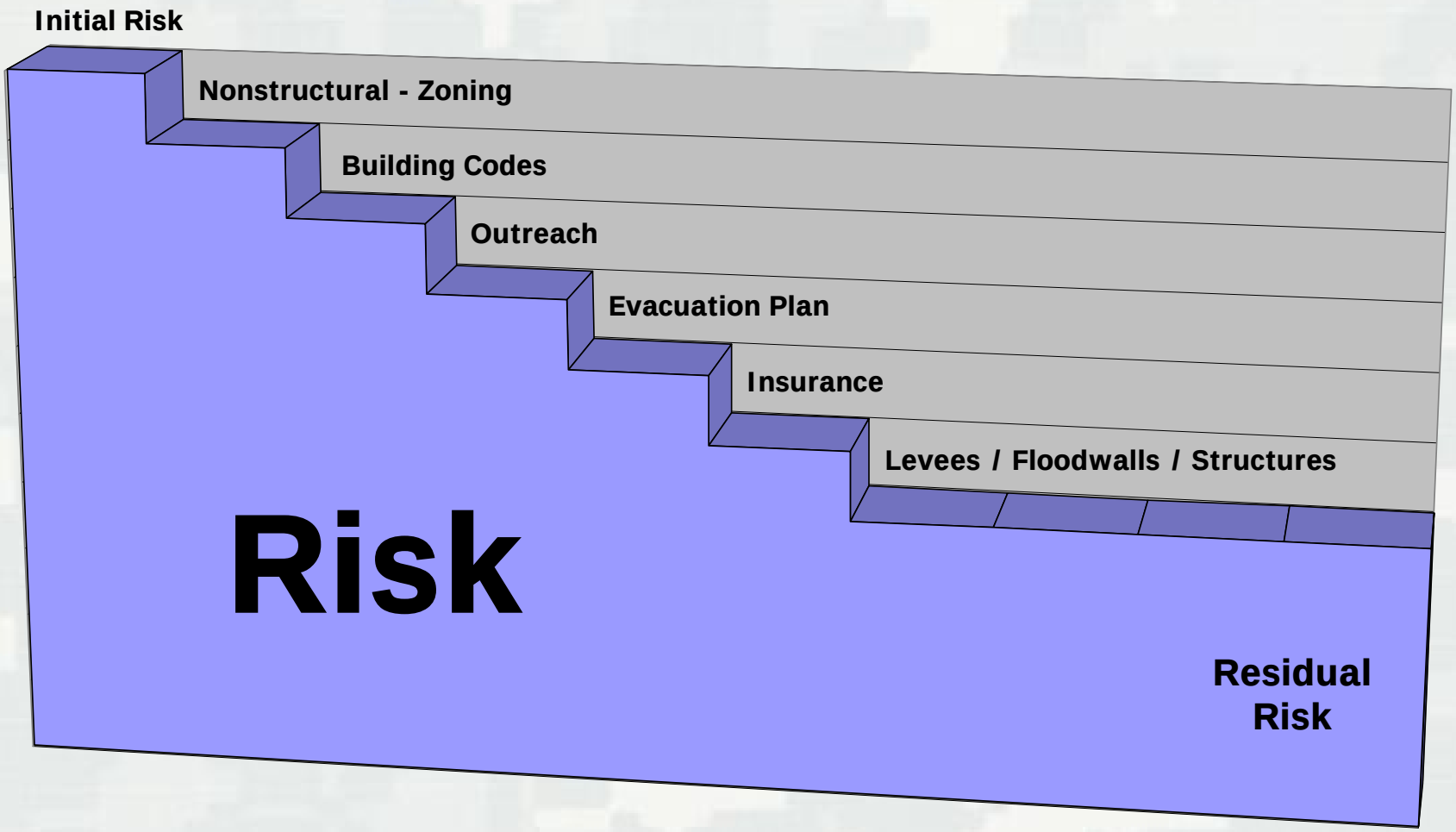
Sr. Project Manager

December 10, 2009

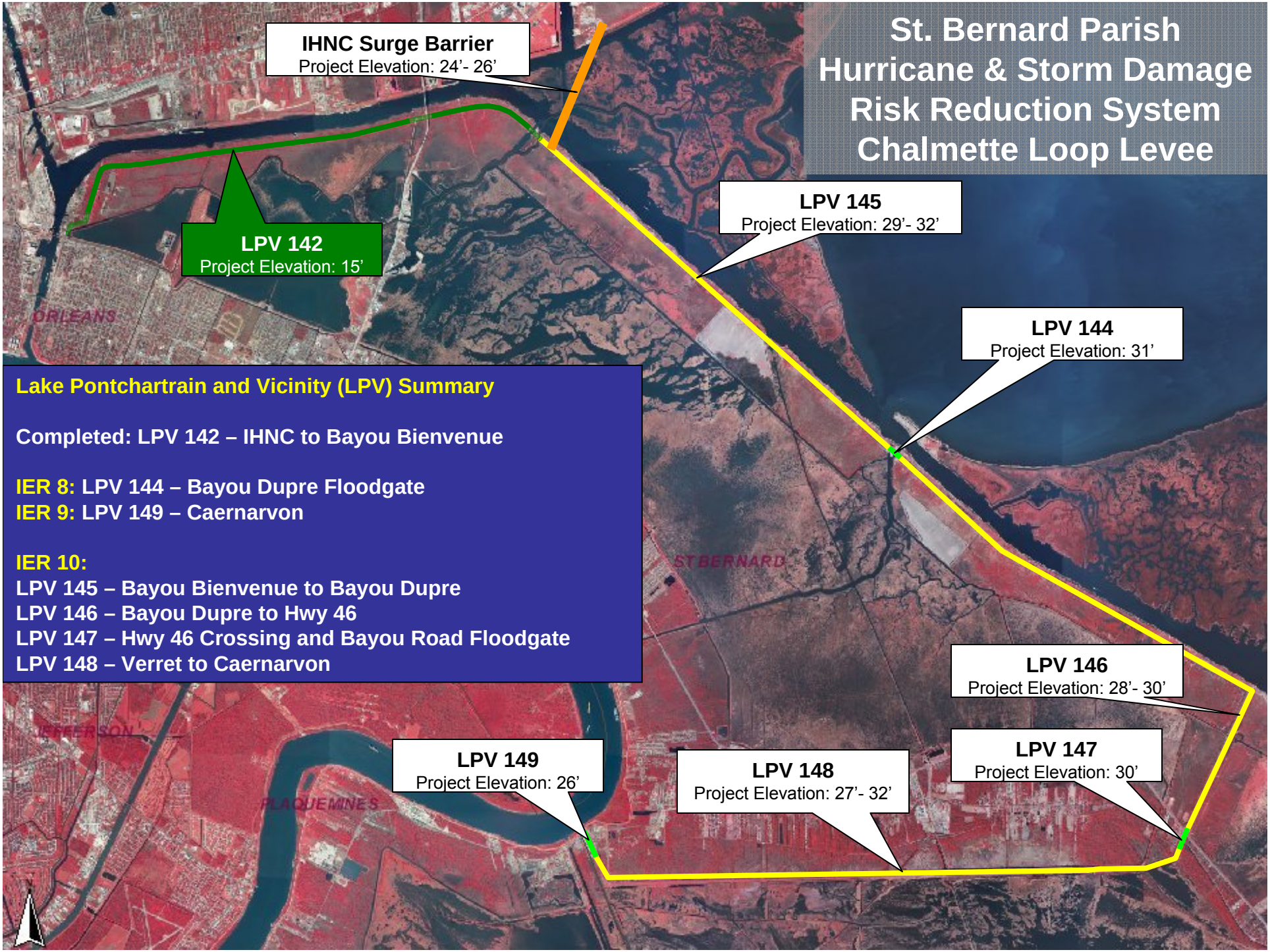
US Army Corps of Engineers

BUILDING STRONG®

Buying Down Risk



St. Bernard Parish Hurricane & Storm Damage Risk Reduction System Chalmette Loop Levee



Lake Pontchartrain and Vicinity (LPV) Summary

Completed: LPV 142 – IHNC to Bayou Bienvenue

IER 8: LPV 144 – Bayou Dupre Floodgate
IER 9: LPV 149 – Caernarvon

IER 10:
LPV 145 – Bayou Bienvenue to Bayou Dupre
LPV 146 – Bayou Dupre to Hwy 46
LPV 147 – Hwy 46 Crossing and Bayou Road Floodgate
LPV 148 – Verret to Caernarvon

LPV 144: Bayou Dupre Floodgate

Existing Bayou Dupre Floodgate

Description:

- IER 8 (LPV 144) was approved on June 23, 2009
- Replacement of the existing 56' wide sector gate across Bayou Dupre
- IHNC-Tier 2 Borgne (IER 11) will reduce the risk to the Bayou Bienvenue area, so no action will be required for that structure
- **Existing Elevation: 15.4'**
- **Project Elevation: 31'**

LPV 144: Bayou Dupre Floodgate

Status:

- Plans and Specifications (P&S) are complete
- Construction contract was advertised on December 4, 2009
- Construction contract is scheduled to be awarded in January 2010

Conceptual view after the new sector gate is built

LPV 145: Bayou Bienvenue Floodgate to Bayou Dupre Floodgate

Description:

- IER 10 (LPV 145) was approved on May 26, 2009
- Approximately 6 miles of T-wall constructed on top of the existing levee
- T-wall will tie into the IHNC Surge Barrier project, just below the Bayou Bienvenue floodgate
- In the south the T-wall will tie into the new Bayou Dupre floodgate
- Access points will be constructed

- **Existing Elevation: 18.5'- 20'**
- **Project Elevation: 29'- 32'**

LPV 145 pile load test

BUILDING STRONG®

LPV 145: Bayou Bienvenue Floodgate to Bayou Dupre Floodgate

Status:

- The 100% design is scheduled to be delivered in December 2009
- A contract has been awarded in the amount of approximately $57 M
- The additional phase for construction of a T-wall for approximately $299 M is scheduled to be awarded in January 2010
- The contractor will construct a temporary access bridge across Bayou Bienvenue
- The contractor has started driving piles for the pile load tests
- T-wall construction is scheduled to start January 2010

LPV 145 pile load test

LPV 146: Bayou Dupre Floodgate to Highway 46

Description:

- IER 10 (LPV 146) was approved on May 26, 2009
- Approximately 8.5 miles T-wall will be constructed on top of the existing levee
- T-wall will tie into the new Bayou Dupre floodgate
- In the south the T-wall will tie into the new floodgate crossing Highway 46
- Three flood gates will be constructed in this reach to allow access through the T-wall

- **Existing Elevation: 18.5'- 20'**
- **Project Elevation: 28'- 30'**

Existing levee between Bayou Dupre and Hwy 46

BUILDING STRONG®

LPV 146: Bayou Dupre Floodgate to Highway 46

Status:

- The 100% designs are scheduled to be submitted in January 2010
- An contract has been awarded in the amount of approximately $50 M
- The additional phase for construction of a T-wall, for approximately $235 M is scheduled to be awarded in January 2010
- The contractor scheduled to mobilize this month to begin the pile load tests
- T-wall construction is scheduled to start March 2010

Existing levee between Bayou Dupre and Hwy 46

BUILDING STRONG®

LPV 147: Highway 46 and Bayou Road

Description:

- IER 10 (LPV 147) was approved on May 26, 2009
- The proposed action for this reach is the construction of floodgates at the Hwy 46 and Bayou Road
- The floodgates will be overhead trolley gates
- An emergency access ramp will be constructed adjacent to Hwy 46 to permit access once the floodgates are closed

Highway 46 and Bayou Road

- **Existing Elevation: 15'**
- **Project Elevation: 30'**

LPV 147: Highway 46 and Bayou Road

Status:

- The 100% designs are scheduled to be complete in December 2009
- Construction of this reach is scheduled for February 2010

Example of an open trolley floodgate

Example of a closed trolley floodgate

LPV 148: Verret to Caernarvon

Description:

- IER 10 (LPV 148) was approved on May 26, 2009
- Approximately 8.5 miles of T-wall will be constructed on top of the existing levee to an elevation
- T-wall will tie into the new Bayou Road floodgate
- In the west the T-wall will tie into the new Caernarvon T-wall near Hwy 39
- Access points will be constructed

- **Phase 1 Pre-Katrina Elevation: 14'- 17.5'**
- **Phase 1 Project Elevation: 20'**
- **Phase 2 Project Elevation: 27'- 32'**

Existing Verret to Caernarvon levee raised to 20'

LPV 148: Verret to Caernarvon

Status:

- The 100% designs are scheduled to be submitted in February 2010
- The recent contract awarded was protested
- The award has been canceled and updated proposals will be reviewed
- The new award is scheduled for January 2010

Existing Verret to Caernarvon levee by the Verret Fire Station (LPV 147)

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

Individual Environmental Report (IER) 9

Caernarvon Floodwall

(IER 9) LPV 149: Caernarvon Floodwall Alignments

(IER 9) LPV 149: Caernarvon Floodwall Proposed Action

Description:

- A new T-wall alignment will be constructed across the Caernarvon Canal and along the western side of the canal
- The new alignment will include:
  - New overhead trolley gates across Hwy 39 and the Norfolk Southern Railroad
  - Construction of a new sector gate across the Caernarvon Canal
- **Existing Elevation: 14'**
- **Project Elevation: 26'**

(IER 9) LPV 149: Caernarvon Floodwall

Status:

- The Individual Environmental Report (IER) 9 is currently out for public review
- IER public review period ends December 24, 2009
- 404 Public Review period ends January 4, 2010
- The 100% design is scheduled to be submitted in December 2009
- The construction contract is scheduled to be awarded in March 2010*

Caernarvon Canal

**based off of the IER 9 Decision Record being signed by mid January 2010*

Project Description	IER Status	Construction Status*
LPV 144 - Dupre Flood Gate	***IER #8 approved on June 23, 2009***	Construction contract award January 2010
LPV 145 - Bayou Bienvenue to Bayou Dupre	***IER #10 approved on May 26, 2009***	T-wall construction to begin January 2010
LPV 146 - Bayou Dupre to Hwy 46	***IER #10 approved on May 26, 2009***	T-wall construction to begin March 2010
LPV 147 - Hwy 46 and Bayou Road Floodgate	***IER #10 approved on May 26, 2009***	Construction to begin February 2010
LPV 148 - Verret to Caernarvon	***IER #10 approved on May 26, 2009***	New construction contract award January 2010
LPV 149- Caernarvon Floodwall	***IER #9 Public Review 11/25/09-12/24/09***	Construction contract award March 2010**

*Dates are estimated ** Based off of IER 9 Decision Record being signed in mid January

Currently Available for Public Review

- **IER Supplemental 14.a – Harvey to Westwego Levee, Jefferson Parish, LA**
  - Public review period: Nov. 16, 2009 to Dec. 15, 2009
- **IER 9 – Caernarvon Floodwall, St. Bernard Parish, LA**
  - Public review period: Nov. 25, 2009 to Dec. 24, 2009
- **IER 32 – Contractor Furnished Borrow Material #6, Ascension, Plaquemines and St. Charles Parishes, LA**
  - Public review period: Nov. 25, 2009 to Dec. 24, 2009

Opportunities for Public Input

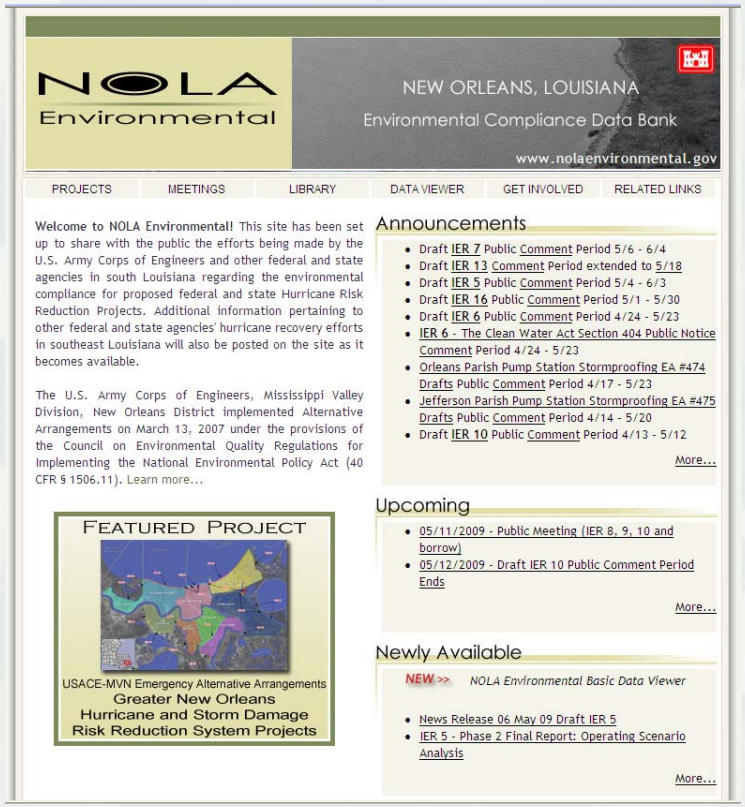
- Regular Public Meetings throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS) Area
- Make sure to sign in tonight to get on our meeting notification mailing list
- **Comments can be submitted at any time at** www.nolaenvironmental.gov
- Individual Environmental Reports (IER) 30-day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

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

Patricia Leroux
P.O. Box 60267
New Orleans, LA 70160-0267
Telephone: 504-862-1544
E-mail: mvnenvironmental@usace.army.mil

Resources

www.nolaenvironmental.gov



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

US Army Corps of Engineers
New Orleans District

Social Web Networking Communities

and what they mean to you

twitter is an online messaging and social networking system that allows people to share their daily life experiences minute-by-minute, hour-by-hour, and/or day-by-day via their computer or mobile phone. Team New Orleans is joining in and taking on the opportunity to tweet with the public and offer reports on developments, additions, changes, and upcoming public meetings and events that will affect local communities. Check it out by going to **twitter.com/teamneworleans**.

Flickr is an online community platform for global photo management and sharing applications via the web. Team New Orleans has become a part of the movement and is using Flickr to visually explain our projects. Check out our photos at **www.flickr.com/photos/37671998@N05**.

flickr

facebook is a global social networking Web site that links people from across the world and is currently ranked as the most popular of its kind. Team New Orleans is following in the trend and is using Facebook to update the public about projects, events, activities and public meetings. Become friends with Team New Orleans by visiting **www.facebook.com**, **search New Orleans District**.