



Public Meeting Recap

**US Army Corps
of Engineers**
New Orleans District

IER 1, 2 and 3 Public Meeting
Thursday, December 6, 2007

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| Location | Ramada New Orleans Airport 110 James Drive East St. Rose, LA 70087 |
| Time | 6:00 p.m. Open House 7:00 p.m. Presentation |
| Attendees | Approximately 18 + 10 staff |
| Format | Open house Presentation Q & A |
| Handouts | <ul style="list-style-type: none"> • PowerPoint printout • Lake Pontchartrain & Vicinity Fact Sheet |
| Facilitator | Welcome – Julie Morgan, USACE Public Affairs Presentation – Carl Anderson, USACE Senior Project Manager |



Julie Morgan, Public Affairs: Welcome. The purpose of this meeting is to get you involved and for you to provide comments and suggestions about the different alternatives that are under consideration in St. Charles Parish. This is your opportunity to let us know what you are thinking [about these projects]. This is about the thirty-seventh meeting we're holding on the east and west bank, and we'll be back to keep you informed. Please sign in so we can keep in touch with you [about future meetings]. Senior Environmental Manager Gib Owen will be informing you about Individual Environmental Reports [IERs], and he will be followed by Carl Anderson, who is a project manager for St. Charles and [Jefferson Parish].

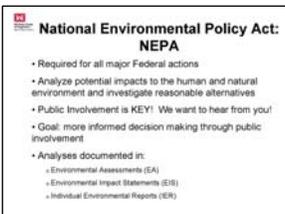
I would like to welcome Parish President VJ St. Pierre, Councilwoman Carolyn Schexnaydre and Councilman Terry Authement who are here.

Here are the ground rules:

Please allow the presenter to complete the whole presentation before asking questions because we may answer your questions during the presentation. Please respect each other's time, and limit your [speaking] time so that others can participate too. There will be project managers available after the meeting. Stuart Waits, Carl Anderson, Brett Herr and Gib Owen are here to help you understand the different projects. You can ask them questions. We have evaluations, so please fill them out so we can make the meetings better for you.

Gib Owen, Environmental Project Manager:

The primary reason for these meetings is the National Environmental Policy Act [NEPA]. Under NEPA we look at the impact projects have on the environment; people and roads, not just bugs and bunnies. It's everything. All federal actions must follow NEPA. Every time federal money is used, we must go through this process. We look at human and natural alternatives that are out there, so if [we are] building something non-structural, we have to look





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at everything that is out there. The key to NEPA is public involvement. In order for a federal agency to make decisions, we need NEPA. It's so we can understand public concern. Making the most informed decisions is the goal of the NEPA process.

NEPA Process and Path Ahead

- The NEPA process began with public scoping meetings for IERs 1, 2 and 3 on April 4, 2007
- From April 2007 through today, current project alternatives were developed, impacts were analyzed, and public input was solicited
- Draft IER 30-Day Public Review Period:
 - IER 1 - January 11, 2008 - February 9, 2008
 - IER 2 - February 1, 2008 - March 3, 2008
 - IER 3 - February 5, 2008 - March 5, 2008

Under the normal process, we would be doing Environmental Impact Statements [EIS] and Environmental Impact Reports [EIR], but that can take five years. We worked out a special set-up for an Individual Environmental Report [IER] to divide an area of St. Charles and Jefferson parishes into three pieces so that we can start construction as soon as they [the reports] are finished. We won't have to wait on those.

NEPA Process and Path Ahead

- Final decision regarding IER recommendations will be made in 2008
 - IER 1 - February 25, 2008
 - IER 2 - March 20, 2008
 - IER 3 - March 17, 2008

IER 1 refers to St. Charles Parish
IER 2 refers to the return wall along the St. Charles Parish and Jefferson Parish border
IER 3 refers to Jefferson Parish Lakefront

Jan 11 begins the public review period for IER 1. These IER meetings are so we can gather comments during the comment period [inaudible]. You can see dates on the Web site. [www.nolaenvironmental.gov]

Based on the 30-day comment period, and barring any lawsuits or litigation, we should finish the environmental process and then District Commander Alvin Lee will decide what to do.

Carl [Anderson] will now [continue with the rest of the presentation].

Carl Anderson, Senior Project Manager:

Lake Pontchartrain and Vicinity Hurricane Protection Project

[The Lake Pontchartrain and Vicinity Hurricane Protection Project] is located in both Jefferson and St. Charles parishes. Stuart Waits is the senior operations manager for the return wall project.

After Katrina we went out and raised the levee to an average of 10.7 feet, this was done by hired labor.

Areas Raised Immediately Post-Katrina
3.5 miles in St. Charles raised to +10.7 ft

What I'm showing in this slide is where we did work. This is Bayou Trepagnier. We armored the back side and added slope paving for scour protection.

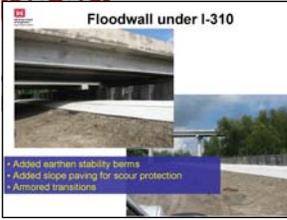
Near-Term Risk Mitigation
Over 11,000 ft of levee, transitions, and structures are being reinforced or armored to increase reliability. The majority of this work has been completed.

Bayou Trepagnier Pump Station

- Added earthen stability berms
- Added slope paving for scour protection
- Armored transitions



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This is I-310. What we did here is we armored, and then sheet piled. We added [slope] paving so it won't scour.

This is right by the railroad. We did same thing; armored, sheet- piled and slope paved.



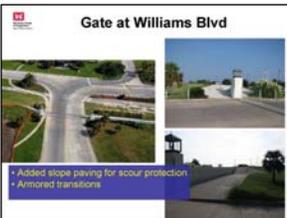
This is the corner of the airport. We drove new sheet pile in this location, and then we armored and added slope paving.



This is at the vintage location. It's a reach that is an I-wall. What we did is we drove additional sheet piling behind the existing wall. They were PZ-35 sheets. They are longer than what was there before. We also added dirt for stability.



This is the gate at Williams Boulevard. This is a gate and we armored and added slope paving.



This is the Elmwood pump station. Here, we replaced the sheet piling with 60 feet of PZ-35 sheet piling. We armored and added slope paving.



[Now I will discuss] levees that were raised to previously authorized elevation levels. We completed, in 6 months, a reach of levee in St. Charles Parish which we brought to authorized design levels. We also did reaches in

Jefferson Parish.

The levees being raised to authorized design levels of 12 ½ feet to 13 ½ feet will be at authorized design next year. We have awarded a contract for drainage structures.



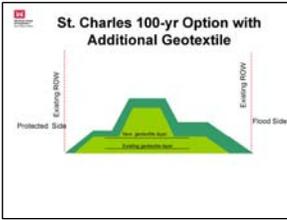
There's an I-wall we're armoring behind and that will be done by March, so the system will be at authorized design height.



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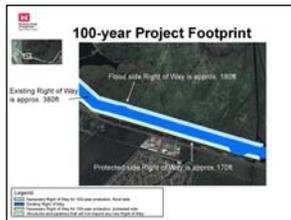
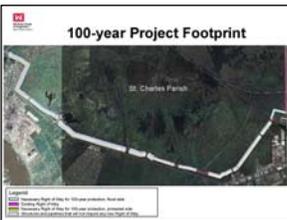
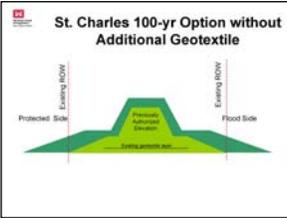
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There are two alternatives in St. Charles for 100-year storm elevation.



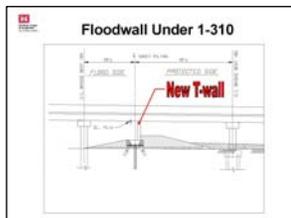
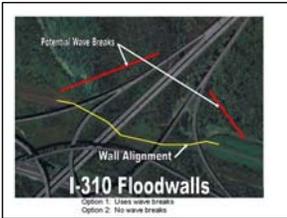
Alternative one takes the existing levee and adds an additional geotextile fabric layer. It reduces the footprint and it reduces the berms.

The other alternative is to add dirt to the existing levee, but [this means that] the footprint gets larger. This is now 380 feet wide, but we'll be adding 300ft; 170ft on one side and 180 ft on other side.



The [inaudible] line is in an existing right of way, if we go with the earlier section, we'd be adding 180ft on the flood side and 170ft on the protected side. So, the whole thing will be 680ft wide. As we get towards the detailed design [stage], we'll try to keep the footprint down. There are still some unknowns.

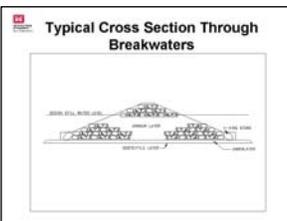
We're still investigating detail designs.



There's a floodwall underneath I-310, so we need to raise it. If we have a wave break we won't need breaks to raise it as high.

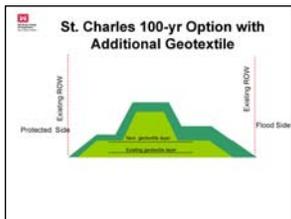
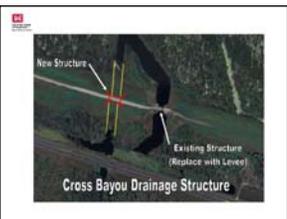
So we'll build a T-wall under the existing T-wall by [inaudible]. We're working with the Department of

Transportation and Development (DOTD). The amount of water coming through [inaudible] would be small.



This is a typical breakwater. The wave breaks here [pointing], so there is a small wave. Whatever you build doesn't have to be as high

[Now I will discuss] structures. There are four drainage structures out there. There is one at Cross Bayou and one in St. Rose. [At Cross Bayou] we're going to replace the existing structure and build a new structure. We're doing the same thing in St. Rose.



[Inaudible]

Look at the flood side elevation slide. These are [inaudible] gates to keep water out.

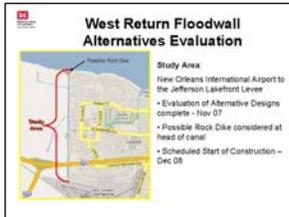


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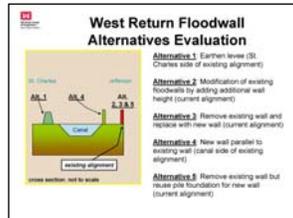
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Here is the Armstrong Airport Levee. The problem here is that there are airplane lights, and we're trying to fit a levee in between the lights and not interfere with the lights. We're looking at different options and we're working with the airport.



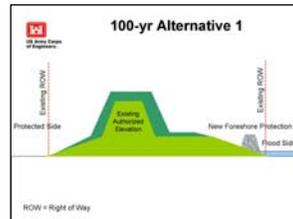
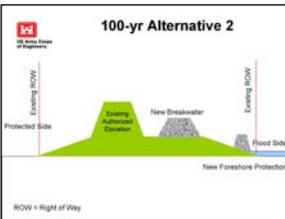
This is the West Return floodwall, and it's about 3.5 miles long. Eighty percent of it is an inverted T-wall. There are sections of it that have just a sheet pile wall. It extends from the airport to Lake Pontchartrain. It ranges from 12 1/2 to 15 feet in height. We've done evaluations on the different alternatives and we're looking at the possibility of putting a rock dyke there



for environmental reasons to keep salt water out. The scheduled start of construction is December 2008.

These are the alternatives. We will either modify the wall or build a new one. Another alternative is to build a new levee or build a wall near the existing wall approximately 35 feet away, which appears to be

most favorable. By doing this you're not messing with existing protection.



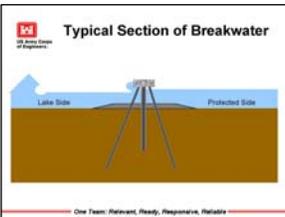
Jefferson Parish Lakefront Levees

We're looking at adding dirt to the existing levee to raise it to a new height and to protect the shoreline. 200ft of the shoreline has been lost since 1947. We need shoreline to stay and we need a wave burner. [Inaudible]



This is the Breakwater Suburban pump station. Concrete piles knock the waves down so it helps the pump station. We're planning to maybe have a break fall at pump station one and four. Two and three already have it.

This is a typical section of breakwater.



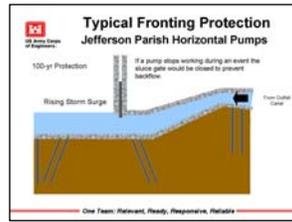
There is fronting protection at each pumping station. There are vertical pumps which are cylinder discharges and there are horizontal pumps. There are 13 pumps [inaudible] 1,000 cubic feet per second.



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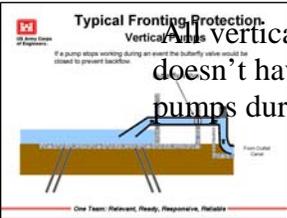
US Army Corps of Engineers

This is a horizontal pump; it pumps air to keep water from moving. What we're planning to do is to build an inverted T-wall with a sluice gate (a water channel that is



controlled at its head by a gate).

During normal weather, it'll just pump. If we have to shut [it down] we can close the gate so there isn't any backflow. We can raise gates and start pumping.



All vertical pumps doesn't have one, but pumps during normal

have a butterfly valve. There's only one pump that we're going to add it. The same thing happens here, it time but if something happens, it can be closed.



There are opportunities for you to provide public input. [Inaudible]

Here is the Web site [www.nolaenvironmental.gov].

Question & Answer period (**Answers provided by Carl Anderson unless noted**)

Q: You mentioned replacing the structure at Cross Bayou, why?

A: We tried to retrofit the structure, but the foundation wasn't adequate, so we need to build a new one to get it higher. We're going from an elevation of 13 feet to an elevation of 17 feet.

Q: What happens with the new levee?

A: We're working with the Levee District. We could give credit for a new structure.

Q: We wouldn't have to go through permitting again?

A: Yes, you'd have to go through permitting.

Q: So, it takes three to five years to get a permit?

A (Gib Owen): That would depend on regularity. [Inaudible] The Corps hasn't designed anything yet. They [contractors] need to get permits in.

Q: So, are we going to use the existing structure or do we need a new pump station?

A: Yes, there will be a new pump in the new location.

Q: So what will your structure serve if we get ours?

A: [inaudible]



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Q: The timing of it is a December start date?

A: No, we [the Corps] will be ready in late 2009.

Q: So we just need engineering on track to get credit?

A: Yes. We almost have all the money lined up.

Q: [I have a question regarding] the T-wall on the parish line canal. You said there are two options; one dirt option and one levee option.

A: These are both alternatives.

A (Stuart Waits): We'd prefer to build levees versus T-walls. One alternative would ask us where to build right, now looking across from the canal.

Q: With the additional features extending 180ft on [one] side, do we need new permits?

A (Owen): [inaudible] It is built into the Individual Environmental Report

Q: At this time do you have any intention to put a levee up in St. Charles?

A (Waits): We are finishing the report and it looks like the engineering will be a T-wall.

Q: It seems like it's only [inaudible] in Jefferson Parish.

Q: So does either canal provide the same protection as the levee that's on Airline Drive?

A: We'd link the Lafonte levee to the other one. It's all wetlands.

Q: You're protecting the same thing on the east and west side of the canals. Is it possible for a storm to push water over?

A (Waits): Right now, the hydraulics division is saying no. Storm surge will raise all the water. You've driven across 1-10 by the time the surge gets in, and all that's under water anyway.

Q: So how many credits would that be? A pump is being designed (inaudible)

A: We'll develop the cost for a drainage structure.

Q: So when can we get a number [cost]?

A: In a couple months.

A (Waits): You'd build your structure and since the levee district is responsible for cost sharing, they'd get a credit for that. The cost share is 70/30 for levees.



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Q: Why wasn't a pump included in the original levee?

A: There were issues with wetlands. [There was a focus on] maintaining the marsh and keeping the flow of water. Once [you build a] pump, you'll [inaudible] and won't have water coming in, just going out.

Q: Will the pumps being proposed change from open system to [inaudible] strain system?

A (Owen): It could, it depends.

A (Waits): The proposed concept is to incorporate a pump station with the natural system.

A (Anderson): The levee district may allow some movement.

A (Owen): Maintaining the natural pump will be good.

Q: So this levee encloses an area while the Mississippi River levee maintains the river? So, why build a levee to enclose an area? When you close it, during a storm we get more rain without incorporating [inaudible] How did that design come up?

A (Owen): There's enough storage capacity to hold storm [surge] until the storm passes, but there were no pumps needed at that time. That could change.

[Inaudible]

Q: How does the spillway hold up with dirt moving out?

A: Right now we believe we have enough in Bonnet Carre to build and are investigating two new large areas.

Q: I've seen diagrams for phase 1 and 2 [work] on the west bank.

A (Waits): That's a different project, that project isn't authorized yet. It has to go through planning to get a bill passed. This Individual Environmental Report is for existing projects which are authorized and appropriated.

Q: Who at the Corps is in charge of Donaldsonville to the Gulf near Highway 90?

A: Frank Duarte.

Q: What is expected completion date of the St. Charles levee system?

A: The goal is 2011 for 100-year storm protection.

Q: What's that elevation?



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A: Ultimately, we're looking at 18ft, but in 2011 we're shooting for 15 to 16ft. That [height] would be 100-year protection.

Q: Are you going to keep working until 2012?

A: Yes, it will be continual work. One contract we have is to get 6 miles of levee to authorized design. We have the authority to do that now, we're doing it. We're here tonight [to discuss projects for] the new 100-year protection design. Once we have that, we'll sign a project authorization and then we can start raising the levee.

Q: Is the funding in place?

A: Yes.

Q: What happens when everything is complete and there is sinking?

A: We're projecting settlement and will plan for future lifts. We're shooting for ultimate elevation. We may over-build to make sure it stays there.

A (Herr): All fixed structures will be at highest elevation.

Q: Who'll be in charge of maintenance?

A: The levee district.

Q: This is federally funded?

A: That's right. The 100-year protection system and floodwalls are federal. Levee work is cost share.

Q: We're saying we need pumps, you're saying natural flow?

A (Waits): That's how you're set up. We don't do internal drainage unless there's another project going on.

A: There's a study similar to SELA (Southeast Louisiana) Flood Control project to look at improving drainage. I don't know who [is conducting the study].

Q: The structures you have by the canal, those are natural?

A: Yes

Q: So why do we need pumps?

A: To get water out if there is overtopping.

Q: How high did [inaudible] go for Katrina?



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A: Six or seven feet, and more than 8 feet by the airport. They were nine to ten feet by the Treasure Chest Casino. The project wasn't complete when Katrina came. The railroad wasn't finished.

Gib Owen: This is the Web site: www.nolaenvironmental.gov. You can sign up and get involved. You can get basic information on the environmental process. We have 9,000 files you can look at. We're trying to keep people up to date. Tonight's presentation will be available soon enough and your comments will get to the right person.

Julie Morgan: Are there any more questions? We appreciate you being here, and we're thankful you came. Check out the Web site. We handed out surveys so please fill them out and leave them in the back of room. Be careful driving home.