



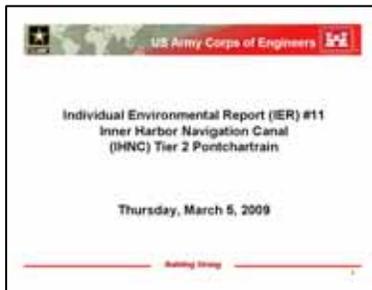
US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

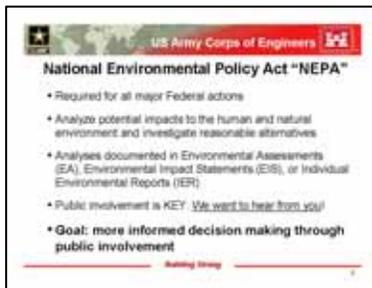
## Individual Environmental Report 11 Tier 2 Pontchartrain Inner Harbor Navigation Canal Navigable Floodgates, Orleans and St. Bernard Parishes Thursday, March 5, 2009

<b>Location</b>	Port of New Orleans 1350 Port of New Orleans Place New Orleans, LA 70160
<b>Time</b>	Open House: 8:00 a.m. – 8:30 a.m. Presentation: 8:30 a.m. – 10: 30 a.m.
<b>Attendees</b>	Approx. 31
<b>Format</b>	Open House Presentation Discussion
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Borrow handout March 2, 2009</li> <li>• Status Maps</li> </ul>
<b>Facilitator</b>	Jim Taylor, public affairs

Jim Taylor, public affairs



Good morning. My name is Jim Taylor and I will be facilitating this meeting this morning. Eric Stricklin is going to cover Individual Environmental Report 11 Tier 2 Pontchartrain today. After the presentation we will open the floor to discussion. Please hold your questions until after the presentation because your question may be answered or you may develop more questions.



We have held over 100 meetings in the last year to gather information from the stakeholders, interest groups and the public. This is a joint effort from everyone in the community to reduce the hurricane and storm damage risk. Public input is critical to the process. It is so important that Congress passed the National Environmental Policy Act that requires the Corps and other government agencies to seek information from the public. The

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.

# Public Meeting Summary

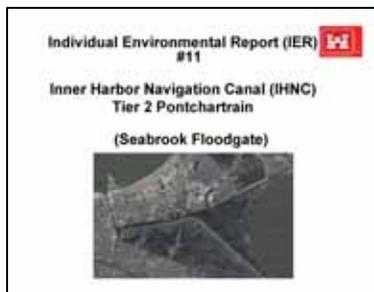
Corps is also required to analyze the potential impacts to the human and natural environments and to investigate reasonable alternatives. The goal is to make a more informed decision through public involvement.

Eric Stricklin, project manager

To begin, I am going to show a conceptual video in two pieces. One is a flyover illustrating the alternatives of all three locations. The following video will be the construction sequence but again it is conceptual.

[Video]

This [pointing] is going up the Inner Harbor Navigation canal. There is the Ted Hickey Bridge [pointing] and alternative 3 [pointing]. This alternative is about 200 feet back from the Ted Hickey Bridge. Alternative 2 is about 1500 feet from the Ted Hickey Bridge. This is alternative 1 which is south of the bridge. There is a 95 foot wide barge gate and the barge is going through it. Now it will roll into the construction sequence. This 80 foot deep scour hold would have to be filled. There is the guide wall and cofferdam.



Thank you for coming this morning. My name is Eric Stricklin, and I am the project manager on the IER 11 Tier 2 Pontchartrain project.



The process began in Mar. 2007 with public scoping meetings. Since Nov. 2007 we have been developing alternatives and analyzing the impacts of each. We are in the public meeting process now and there will be many more to follow once the IER is released. The IER is scheduled to be released in May 2009 for a 30-day public review period. At the end of that period the comments will be incorporated and sent to the commander to review.

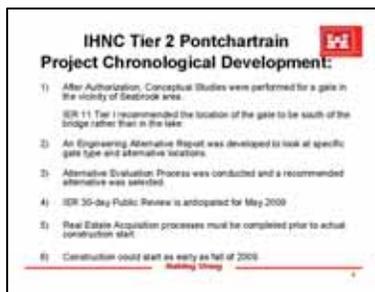


This project was authorized by Congress in June 2006. The 2500 foot outline is shown. This project began with Tier 1 of the IER. That IER was to look at where to place the flood control structure

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.

# Public Meeting Summary

either to the north or the south. Obviously, it was to be put to the south.



Once the project was authorized and IER 11 Tier 1 was approved it was rolled into the Engineering Alternative Report process which is the risk and reliability approach to come up with the alternatives. Three alternatives were developed. Once the alternatives were developed we moved into an internal process called the Alternative Evaluation Process. This looks at all of the alternatives through risk, reliability and environmental impacts.

Once it's complete an action is determined, which is alternative 1 in the draft IER 11 Tier 2 document. Another milestone to meet is the real estate acquisition process which must be completed prior to actual construction. We anticipate starting construction as early as fall 2009.



Now we will go over the alternatives in IER 11 Tier 2 Pontchartrain.



Alternative 1, here [pointing] is the Ted Hickey Bridge and the Gentilly Woods neighborhood. Here [pointing] is the existing protection which is an I-wall that comes across the railroad under the Ted Hickey Bridge to tie into the lakefront protection. This alternative has the smallest footprint, is cost effective, and minimizes exposure to the communities. There are two other projects being done by the Corps, LPV 104 and LPV 105 that tie into our project to complete the line of protection.



Alternative 2 is about 1500 feet back from the Ted Hickey Bridge. One thing to notice is the turning basin would be permanently cut off. Another issue is this alternative requires most of the construction over water which would extend the construction time and drive up cost. In addition, the existing I-walls on the east and west side would have to be changed to T-walls to meet the new criteria creating more impacts to environment and real estate.

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.

# Public Meeting Summary



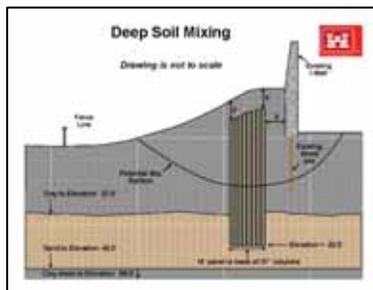
Alternative 3 is 2000 feet back from the Ted Hickey Bridge. It faces similar challenges to Alternative 2. The turning basin stays open but the RV Park and numerous utilities would be impacted. I-walls would have to be replaced with T-walls to complete the line of protection.



Two other projects not related to IER 11 Tier 2 but occurring in the IHNC corridor is the East and West walls.



This [pointing] is the Inner Harbor Navigation Canal, Chef Menteur Highway, Gentilly Woods neighborhood, and the Ted Hickey Bridge. The wall did hold for Katrina. Post-Katrina new guidelines were established. The walls were then analyzed and we found this section did not meet the standard. We are going in with a fix. Prior to Hurricane Gustav there were HESCO baskets installed here as a precaution to keep water off the wall. In the mean time we developed a permanent solution which is deep soil mixing.

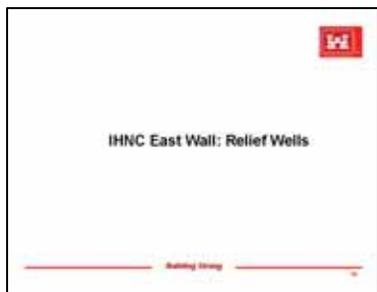


This is a profile shot of the West wall in that area. There is the I-wall with the sheet pile going down. Here is France Road and the fence line to the Gentilly Woods neighborhood. The concern here is with water rising to the top of the wall exerting pressure against the embankment and the wall. It would want to slide along this plane. In order to prevent this we'll do deep soil mixing which will consist of boring 31 inch columns side by side until we have a solid 14 inch panel. While boring the columns we mix cement in to increase the strength of the soil. The panels will run to an elevation of minus 32 and the tops will be three feet short of the existing levees at all times. It begins three feet off the edge of the wall. The construction will be done on the flood side. The contractor will have a crane to reach over to do the borings. During construction one lane of France Road would be closed. We want to leave one lane open to allow

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.

# Public Meeting Summary

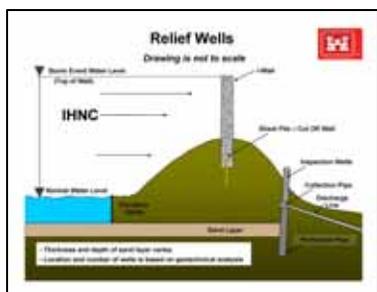
access to the facilities for the businesses. We do have a storm alarm prevention plan to prevent debris and run off from getting into people's yards.



The other project is on the east side.



This is the east side. The concern here is seepage unlike the other side. These walls did hold during Katrina but like the other side it did not meet new criteria post-Katrina. Immediately following Katrina, Task Force Guardian installed relief wells. Then the new criteria was developed which is to put in additional wells. We are placing 77 additional wells in this reach.



Here is the profile of the wall. There is the I-wall with the sheet pile coming down. This [pointing] is the canal side, the protected side, with a sand layer coming through. As the water rises in the canal, the fore pressures are increased on the sand layer and the water seeps through. Unchecked Mother Nature will move this water. The idea is to control this and to not allow Mother Nature to move the water and take the embankment. We will have relief

wells at elevation minus 40. There will be a screen at the bottom to prevent sand from entering but collects the water. The water is then placed in a collector pipe and taken down the channel. One thing I want to point out about both these projects is the west side contract has been awarded. Construction is set to begin sometime this month and we plan to have it in place by hurricane season. The relief well contract has been advertised and we hope to award it next week. We anticipate this being completed by hurricane season.

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.

# Public Meeting Summary



This is the brief status of the Lake Borgne barrier, on the east side of the GIWW. One thing I would like to point out is the MRGO is being filled in and is on schedule.

Jim Taylor, public affairs

Before the discussion begins there are a few ground rules. Please come down and use this microphone to make your comments. Let's keep the comments to 5 minutes. We will keep going until everyone has had a chance to speak. Please state your name and organization, so we can capture it in the meeting record. We do have other experts here this morning, they are:

Ron Elmer	Senior project manager for the Inner Harbor Navigation Canal Surge Barrier
Gib Owen	Senior environmental manager
Laura Lee Wilkinson	HPO, Senior environmental manager
Joe Kopec	Real estate

**Comment 1.** Scott Schenek: I have the lease on the RV Park and the 10 acres north of that. We would be severely impacted by any of the gate locations other than alternative 1. The only reason to have this gate anywhere but the Ted Hickey Bridge is to maintain the turning basin. Losing the turning basin is the only disadvantage. I do not see any reason to have any other alternative than number 1. A minor problem I have had is when the Corps placed the HESCO baskets on the West Wall because it impacts a business like mine. We have over 16 units every day in the RV Park. People who spend money on a toy and come on vacation do not want to deal with potholes and construction. There are businesses in the area that are not construction based. It is not the way it was 10 years ago. This is a rolling industry park and it has to be tourist friendly. The HESCO baskets affected our business. Whatever you can do to mitigate this problem, even with a temporary road would be a low cost compared to the damage it does to people down stream. Thank you for keeping me informed.

**Comment 2.** Troy Cooper, Whole Cement: The best alternative for us would be number 1 because we have an ocean going barge coming in and we need to use the turning basin. We have

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.

# Public Meeting Summary

18 wheelers coming out of the facility near the West Wall project. If there is anything you can do to assist on the road being clear that would help.

**Question 3.** Unidentified man: What is the water depth of the structures after construction?

**Response 3.** Eric Stricklin: There is a sill elevation of minus 16.

**Question 4.** Jeff Montz, Seabrook Marine and Harbor: Most of our business comes through the Seabrook and Ted Hickey bridges. The closures would essentially shut down our business. Alternative 2 would work best because we would have the opportunity to have one side open and it would not hinder us. I would concur with the road conditions and how they are sometimes impassable. Our major concern is the access for vessels to come through Lake Pontchartrain and the Industrial Canal.

**Response 4.** Eric Stricklin: We have no intention of using the HESCO baskets again because the deep soil mixing will be done. During construction we have told the contractor to move their equipment off the road for two way access.

**Question 5.** Unidentified man: Alternative 1 with the construction of the gate itself, how do you plan to address the marine accessibility during construction?

**Response 5a.** Eric Stricklin: The idea is to allow recreational crafts through there. The size of the craft would depend on a few things. There is navigation, physical, and environmental modeling ongoing. The environmental modeling examines the velocity which is essential. In the video the cofferdam was a conception and the worse case scenario is the size. During design, one consideration is how to allow the vessels to pass through. We will consider it during the design phase.

**Response 5b.** Ron Elmer: We depend on the results of the modeling efforts to determine what we can and can not do for the impacts to navigation. We are striving to maintain navigation during construction. We need to get the data from the modeling to determine how we can do it.

**Question 6.** Unidentified man: How does that relate to the time frame of the project starting itself?

**Response 6.** Ron Elmer: We are hoping that it does not impact the construction schedule but we have to wait and see what type of impacts develop in the modeling effort.

**Question 7.** Unidentified man: That information would be available when?

**Response 7.** Eric Stricklin: We are a couple of months off on getting that information. The results will be incorporated into the draft IER and through the design phase we will try to

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.

# Public Meeting Summary

account for the results. The numerical model should be complete soon but the physical model would need further assessment.

**Question 8.** Greg Hamilton: What is the projected start and completion dates of construction?

**Response 8.** Eric Stricklin: We hope to start in the fall of this year. Alternative 1 has a 21 month construction period based on the designs. Alternative 2 would take 30 months and alternative 3 would take 26 months.

**Question 9.** Unidentified man, Pontchartrain Landing: One of the chief concerns I would have during construction would be noise. I notice you talked about construction 24/7. Are there plans for the noise?

**Response 9.** Eric Stricklin: We will adhere to the local noise ordinances. Any variance to make up the lost in time would have to go through the proper channels in the city. At this time we are not going to be working 24-7.

**Question 10.** Daryl Malek-Wiley, Sierra Club: I think alternative 1 has the least environment impact. Are the gates going to be open unless there is a storm? Has there been any analysis on when they close to the gate, how to lessen the hypoxic zone that is in the lake at Seabrook?

**Response 10a.** Gib Owen: We do not believe there will be a hypoxic zone with the MRGO closure. There is a potential for the gate to be operated a few times to regulate flows.

**Response 10b.** Laura Lee Wilkinson: I would add that with the filling of the scouring hole will provide some environmental benefits.

**Question 11.** Reid Pierce: We have the 11 acre site on the east side of alternative 1. We suffered \$2 million of flood damage from Katrina. We are in favor of alternative 1. We do have some concerns with business interruption because we have barge traffic. We are interested in the distance from the support structure to the bank. That is an off loading site for raw material when we bring it in. We bring in about 30 190 foot barges. Someone mentioned traffic and we have significant outgoing truck traffic. We do have concerns about that. What is the structure impact on the current?

**Response 11.** Eric Stricklin: The guide wall is about 75 feet but we will get you the right number.

**Question 12.** Reid Pierce: How close would you allow a barge between the guide wall and the bank?

**Response 12.** Ron Elmer: All those things would have to be considered in the modeling effort. Even the length of the guide wall system would be determined in our navigation modeling. We

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.

# Public Meeting Summary

do not have any definitive answers because it is a conception design. As we get into design those parameters would be identified. The Coast Guard will be involved as far as navigation goes. You will be kept informed on the progress and we will listen to your needs to try to accommodate.

**Question 13.** Unidentified man: What is the level of surge handled by the alternatives?

**Response 13a.** Eric Stricklin: The gates will be at elevation 18 feet.

**Response 13b.** Ron Elmer: It's designed for a 1 percent storm. For the 1 percent storm modeling shows the elevation at this location has to be 18 feet.

**Question 14.** Unidentified man: In terms of height of the surge, what does that mean?

**Response 14.** Ron Elmer: The 1 percent storm surge at the Seabrook Bridge is 10 feet.

**Question 15.** Unidentified man: The design is to handle a 10 foot surge. If we get surge above 10 feet would the structure be able to withstand it?

**Response 15.** Ron Elmer: It would withstand it but there would be overtopping.

**Question 16.** Unidentified man: Alternative 1 seems to be the best alternative. It seems like it gives the best protection. Am I missing anything here?

**Response 16.** Eric Stricklin: It reduces the exposure.

**Question 17.** Unidentified man: What are the reasons we would go to a lesser protection?

**Response 17.** Ron Elmer: In the IER for public review alternative 1 is the proposed action. We were required to look at all alternatives by law. We are proposing alternative 1 to be built. Everyone has pros and cons on how the structure will impact them business or personal wise. We are here to get peoples idea and concerns.

**Question 18.** Johnny Housey, Orleans Materials: My concern is the west floodwall and shutting down traffic. There are 15 to 20 truck loads of steel coming and going. If we shut down to one road way it would be a strain on our business. It looks like you are clearing out the east side of France Road? It looks like you have an area that you have leveling out.

**Response 18.** Ron Elmer: That is restoration to the area based on the impacts from the HESCO baskets. We will require that access is maintained. It may be hampered or impacted to some degree. The construction will be in one spot and move along the wall. It would be a moving situation.

**Question 19.** Johnny Housey: What is the time frame on the construction?

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.

# Public Meeting Summary

**Response 19.** Eric Stricklin: We hope to have it complete by June.

**Question 20.** Lisa Richardson, Port of New Orleans: Could you address the affects of the current coming through the gate.

**Response 20a.** Eric Stricklin: That is still being modeled to determine the velocities. The MRGO being closed has an impacted on the velocity and the Lake Borgne barrier is being incorporated in the model. Anything now would be speculation.

**Response 20b.** Ron Elmer: We are not narrowing it too much. It is the same width as the existing opening at the bridge. We are bringing the bottom up from what it currently there. The modeling will tell us what the velocity impacts are during and after construction. We will take them into account and design to minimize the impacts. Once we get the modeling we will do our best to make sure the impact does not effect navigation.

**Question 21.** Unidentified man: Are you modeling for all three alternatives?

**Response 21.** Ron Elmer: Only for the proposed alternative.

**Question 22.** Scott Schenek: Why did you throw out the gate on the outside of the Seabrook Bridge?

**Response 22.** Laura Lee Wilkinson: That was in the Tier 1 document. After measuring the impacts of the lake verses it having to be in the confines of the canal it weighed out that the box 25 feet south had fewer impacts. It was also easier to construct. Pontchartrain 1 and 2 were analyzed. The decision was made after looking at the comments and impacts and this box 2500 feet south of the Seabrook was chosen.

**Question 23.** Clay Miller, Port of New Orleans: What is the duration plan for the closure during a storm event?

**Response 23a.** Ron Elmer: It's not based on time but on water surface elevation, as it builds up with surge. Right now they are looking at closing the barrier in Lake Borgne when it reaches elevation plus 3. The operations parameters are being analyzed. We are working with the state and Coast Guard to develop the operational plan. There will be navigation interest to have it open which will have to be worked out. The way the system works is you will get the build up before it gets in the lake. There will be a lower elevation on the lake than on Lake Borgne, the GIWW or IHNC. The operation plan may develop where you close Lake Borgne but leave Seabrook open for a time.

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.

# Public Meeting Summary

**Response 23b.** Eric Stricklin: There are two other contributing factors. One would be the bridge closing at some point and boats not being able to get through there. Another is the forecast for the developing incoming storm.

**Question 24.** Clay Miller: In a situation like Katrina, how long did it take the lake to drop? One of my concerns is the two drainage outfall canals that empty into the canal.

**Response 24.** Ron Elmer. Not sure. There are several different pumping stations that pump into the closed off area. All of that has been taken into consideration in the design of how high the surge can get when it gets into the canal once the barrier is closed. We expect the pumping stations to be pumping at 100 percent. We are assuming the water pumped in to be based on a 100-year rainfall event. Right now we are assuming it will get to elevation 8 or 8 ½. The lowest walls are at 12. We had water to almost elevation 12 on the walls during Gustav and it held. We know it is stable and able to handle the surge. We are getting ready to do permanent fixes on the area that did not meet our design criteria. More than likely most the pump stations would not be acting at 100 percent.

**Question 25.** Cathy Dunn, Port of New Orleans: The construction for this project you talk about tying into the existing levee system. Is it going to affect the elevation at the floodgates by the railroad tracks?

**Response 25.** Eric Stricklin: The elevation on the lakefront is elevation 16.

**Question 26.** Cathy Dunn: Is the base elevation between the new structure and the lake going to change.

**Response 26a.** Ron Elmer: Those are under another project and all those gates will be replaced.

**Response 26b.** Vic Landry: All the old gates are being replaced.

**Question 27.** Cathy Dunn: We will still be closing the gates before anything else should change.

**Response 27.** Vic Landry: The gates I am talking about are controlled by the Orleans Levee District.

**Question 28.** Unidentified man: From what has been explained, you are still going to flood the areas inside the levees and every business in there.

**Response 28a.** Ron Elmer: You are on the flood side of the existing protection. It would be 8 ½ feet.

**Response 28b.** Eric Stricklin: It is no different than now. It would keep surge out.

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.

# Public Meeting Summary

**Question 29.** Unidentified man: How long does it take to close the gate?

**Response 29.** Ron Elmer: It's in a matter of minutes.

**Question 30.** Unidentified man: What about power, if there is a loss of power is there a way to operate it manually.

**Response 30.** Eric Stricklin: There will be a safe house with diesel generators if we should loose power.

**Question 31.** Unidentified man: So, there is no ability to manually close the gates?

**Response 31.** Ron Elmer: If something goes wrong these gates can be closed with tractors. We have backup systems and we should not have to go to those lengths.

**Question 32.** Unidentified man: Will there always be equipment available to do that?

**Response 32.** Ron Elmer: The Corps has access to machinery that we could get there in no time. Now, it will be turned over to the Orleans Levee District to operate and maintain the structure.

**Question 33.** Reid Pierce: After work is complete on the western I-wall, are there plans to repair the damage on France Road from the HESCO baskets and the construction?

**Response 33a.** Eric Stricklin: If the contractor tears up the road then we will get it fixed but with the HESCO baskets, no.

**Response 33b.** Ron Elmer: Prior to construction the road is surveyed and it has to be returned to pre-construction or better condition as part of the contract.

**Question 34.** Scott Schenek: On the West Wall with the deep soil mixing, you said the contract was awarded, who is the contractor?

**Response 34.** Eric Stricklin: Cycle Construction.

**Question 35.** Unidentified man: Are there any plans to add pumps like at the 17<sup>th</sup> Street Canal?

**Response 35.** Eric Stricklin: At this time no.

**Question 36.** Unidentified man: My biggest concern is France Road being closed during the summer. It would be horrible for all the businesses.

**Response 36a.** Ron Elmer: We plan to be finished by June.

**Response 36b.** Eric Stricklin: There is one area being worked on and then it would move down.

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.

# Public Meeting Summary

**Question 37.** Unidentified man: In between June and now is a problem. There is so much traffic on that road and there needs to be two lanes of traffic at all times. When there is a tractor trailer passing an RV it is ugly. There is no way to work in an alternative road to work around it. In between the rail tracks and the drainage ditch is much wider than the road?

**Response 37.** Eric Stricklin: The drainage would be impacted.

**Comment 38.** Unidentified man: No, there is a 100 feet between the drainage ditch and the rail road tracks.

**Response 38.** Eric Stricklin: Not at this time

**Question 39.** Unidentified man: What would it take to get this done?

**Response 39.** Gib Owen: It would take longer to construct and there would be more utility and environmental impacts.

Jim Taylor, public affairs



There are still opportunities to provide input.

Comment can be made on [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov) or by contacting Gib Owen. Comments and ideas are always welcome.

Thank you and have a great day.

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.