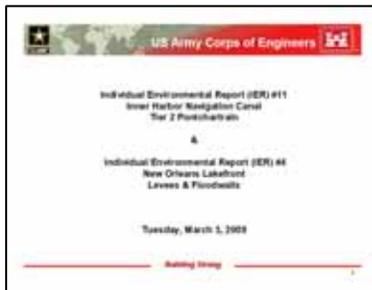


# Public Meeting Summary

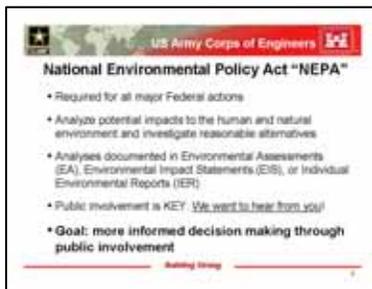
## Individual Environmental Report 4 and 11 Tier 2 Pontchartrain New Orleans Lakefront Levees and Floodwalls, Inner Harbor Navigation Canal Tuesday, March 3, 2009

<b>Location</b>	Lindy Boggs International Conference Center 2045 Lakeshore Dr. New Orleans, LA
<b>Time</b>	Open House 6 p.m. – 7 p.m. Presentation 7 p.m. – 9 p.m.
<b>Attendees</b>	Approx. 59
<b>Format</b>	Open House Presentation Discussion
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• PowerPoint Presentation</li> <li>• Borrow Handout 3.4.09</li> <li>• Status Map</li> </ul>
<b>Facilitator</b>	Jim Taylor, public affairs

Jim Taylor, public affairs



Thank you for coming tonight and special thanks to the University of New Orleans for allowing us to use this facility. Reducing the risk to everyone in New Orleans takes the effort of everyone in this room, in the community and the local, state, and federal partners working together to reach the 100-year level of protection by 2011. Tonight we will start with presentations on two projects critical to the effort. After the presentation the floor will be open to comments, questions and discussions. Please hold questions until the end of presentation because they may be answered and new questions may arise.

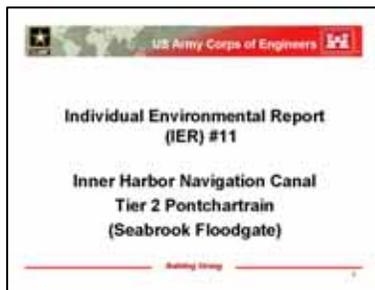


There have been about 100 public meetings in the New Orleans area since 2007. It is important for us to hear from you and for you to get answers to your questions. Receiving information from the public is so important that years ago Congress passed the National Environmental Policy Act requiring government agencies to receive feedback from the public on any major Federal action. NEPA is one of the reasons why we are here tonight, to get your input on the projects affecting your communities.

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# Public Meeting Summary

Eric Stricklin, project manager Inner Harbor Navigation Canal – lake Pontchartrain

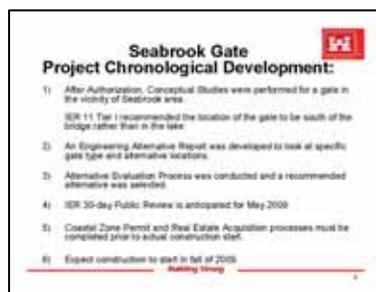


Hello, my name is Eric Stricklin and I am a project manager on the Inner Harbor Navigation Canal project. Thank you for giving us a chance to talk about IER 11 Tier 2 Pontchartrain tonight.



The NEPA progress began in March 2007. Since, Nov. 2007 we have been developing alternatives and analyzing the impacts. Public meetings and will continue throughout the development process. In May we plan to release the Individual Environmental Report draft document for a 30-day public review period. After the 30-day review period the commander will take all the comments and make a decision about the document by signing

and that would confirm the government's plan.



The Seabrook gate was authorized in June 2006. After authorization, studies were done and IER 11 Tier 1 was developed resulting in the recommendation of a gate south of the Ted Hickey Bridge rather than north of the bridge at Lake Pontchartrain. Engineering reports were developed to identify the specific gate type and alternatives. The report produced three alternatives for consideration. The alternative evaluation process involves analyzing risk and reliability for the proposed alternative. The IER 30-day public review is anticipated to start in May 2009. Other milestones to meet are the Coastal Zone Permit and real estate acquisition before construction can begin. We expect construction to begin later this year.



This is Alternative 1. This is the Ted Hickey Bridge and the rail road bridge south of it. The existing protection is an I-wall

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

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through here [pointing], crosses over, comes under the Ted Hickey Bridge and ties in here at Lake Pontchartrain for fronting protection. On the east side there is an I-wall as well [inaudible]. Alternative 1 is the closest to the Ted Hickey Bridge, has the smallest footprint and is most cost effective.



Due to the close proximity to the lake it will minimize the exposure to the community. The Lake Pontchartrain and Vicinity projects that tie into it are reach LPV 104 on the west side and reach LPV 105 on the east side.

Alternative 2 is set back 1,500 feet from the bridge and the turning basin that exists is cut off. This alternative requires more construction in water, which increases the time and cost. Also the existing I-wall protection on each side would be replaced with a T-wall to meet the 100-year criteria requiring more environmental real estate.



The third alternative has similar challenges to Alternative 2. The turning basin is left open and there is a longer construction duration compared to Alternative 1. On the east there will be numerous utility conflicts.

Now I will show a video of the three alternatives in construction sequence.

[CONSTRUCTION SEQUENCE VIDEO]

<<[http://www.mvn.usace.army.mil/PAO/videos/seabrook/seabrook\\_video.asp](http://www.mvn.usace.army.mil/PAO/videos/seabrook/seabrook_video.asp)>>

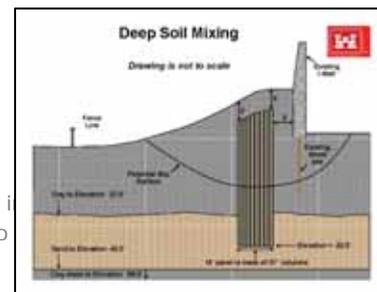
**Question 1.** Audience member: What is time span of construction?

**Response 1.** Eric Stricklin: 14 months.

**Question 2.** Audience member: Will that shut Seabrook off for 14 months?

**Response 2.** Eric Stricklin: No

Those are the alternatives for Seabrook gate. Two other projects I'd like to discuss are the floodwalls west and east of the Industrial Canal.



# Public Meeting Summary

This is the IHNC west side outline where we have Chef Menteur and I-10. Prior to Hurricane Gustav we placed HESCO baskets in this area as a precautionary measure to keep water off of the wall. These walls performed well during Hurricane Katrina. This is the I-wall with the existing sheet pile [pointing], France Road [pointing], and here is the fence line of Gentilly. Essentially the issue is stability; water at the top of wall will generate a lot of force and slide along this frame. While these walls held during Katrina, this area did not meet the design safety requirements established after the storm. The construction contractor will put 31 inch sheet piles side by side and then they will use deep soil mixing to create a solid panel 13 feet wide that will go to elevation minus 32. The [inaudible] panel will be 3 feet below the surface and 3 feet away from existing floodwall. This will be completed every 8 feet. The contract has been awarded as of last week and we expect it to be in place by this hurricane season.



The second project to mention is the east wall on the opposite side of the channel. This is Chef Menteur [pointing] and Ted Hickey Bridge. The east held during Hurricane Katrina but it does not meet the new design criteria so we decided to fix it. Task Force Guardian put in relief wells as a fix after the hurricane. After the new criteria were established, we decided to [inaudible]. This is the existing I-wall [pointing], the sheet pile running down [pointing], and the protected side over here [pointing]. The issue here is stability. As the water rises in the canal pressure increases that would cause seepage. Mother Nature will move the water regardless. The idea is to safely collect the water and remove it. The solution is to install 77 relief wells to collect the water with a screen to take the water into a collective pipe, transfer the water into the discharge line and into the discharge channel.

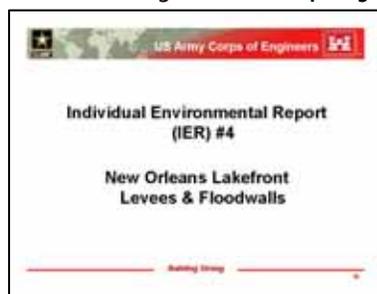
**Question 2.** Audience Member: Are there sand layers on the east and west side?

**Response 2.** Eric Stricklin: Yes, there are.

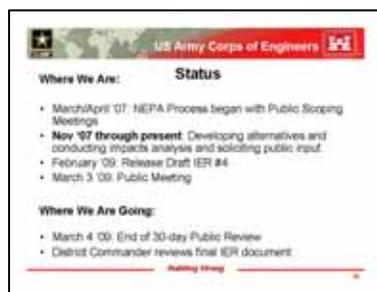
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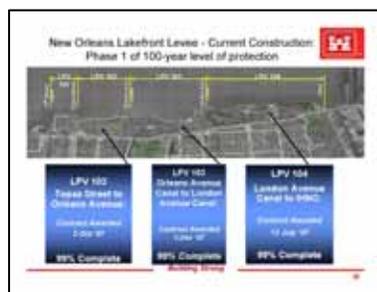
Vic Landry, senior project manager New Orleans lakefront levees and floodwalls



Report 4 which I will discuss.



We started the NEPA process with scoping meetings in March and April 2007. Since Nov. 2007 we have been developing alternatives, conducting impact analysis and soliciting public input that is valuable. In Feb. 09 we released a draft of the IER for 30-day review that ends tomorrow. You have until tomorrow to address any questions or concerns. At the end of the review the commander reviews the draft IER document with all the comments collected and then may chose to sign it.



For all the earthen levee work along Lakeshore Dr., the seawall provides foreshore protection. All the earthen levee parts are 99 percent complete. Before we turn the levees over to the levee district we have to make sure the grass takes root. The contracts to be turned over are LPV 102, 103, and 104.



The work to award now is broken into 5 contracts based on geography. The coastal zone application is to replace all the floodwalls, gates, harden structures and the additional embankment work. [Inaudible] Canal Blvd. and the road there is a ramp, it will transition at utility crossings. [Inaudible].



These are the 5 contracts in Phase 1a and 2 of the prior contracts. There is project 101.02 that covers 17<sup>th</sup> St. Canal to Topaz St. This contract will be awarded in fall 2009 and the construction duration is 18-months but construction schedules can fluctuate. We would like to be more aggressive by stretching time schedules. The contract for reach LPV 103.01A is from Orleans Ave. to London Ave. and is expected to be awarded in the spring,

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it has a construction duration of 12 months. Reach LPV 103.01A2 is from Topaz to London and has a 12-month construction duration to be awarded this spring. From the London Ave. Canal to the IHNC project is reach 104.01A, we would like to award it this summer and it has construction duration of 14-months. Then the LPV 104.02 portion of the project has an 18-month



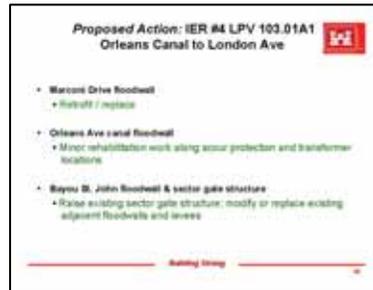
construction duration that will be awarded in the fall. This is a general overview of the projects broken into geographic areas.

This is reach LPV 101.2 Here is the 17<sup>th</sup> Street Canal [pointing].

We drove sheet piles into the earthen levee and it will be capped with a small floodwall. However the earthen levee ties into the old I-wall and the I-walls will be replaced with a new T-wall following the same footprint. We will be replacing two gates at the marina. The existing gate is a U-shape that lessens the impact. Then we will replace the West End gate and transition back into the levee to West End Dr.

We drove sheet piles into the

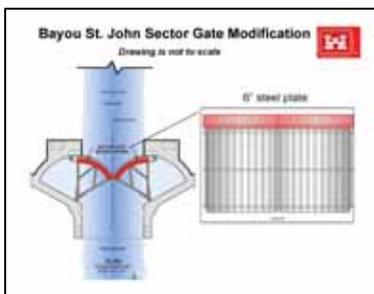
Contract LPV 103.01A1 goes from the Orleans Canal to London Ave. The tie in is improving the



existing floodwalls along Marconi Dr. with T-walls. The earthen levee is complete. At Rail St. we are putting in a new gate.

[Inaudible]. We lessen impacts with a [inaudible] gate there.

Bayou St. John I-walls gets



replaced with T-walls.

The existing control structure will be a sector gate topped with 6 inches of steel. This is all covered in LPV 103. The Bayou St. John [inaudible] the existing sector gate will receive a steel topping.

This is the design and it's not to scale but shows the steel skin plate and cap. The existing gate has to have steel angles.

Everything else over here [inaudible] all the T-walls.

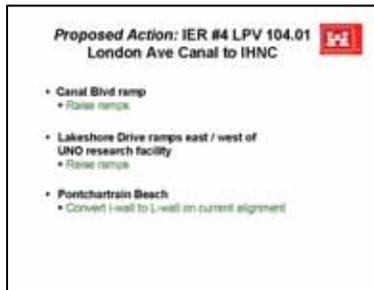


This shows where we will put in T-walls. [Inaudible]. Trees will not be impacted. Staging areas will be

are intended to provide an overview of the ed to provide a complete or verbatim account

# Public Meeting Summary

under the bridges at the approach. Existing trees will be protected. We will not be cutting down trees. We will put in a new floodgate at the existing ramp. [Inaudible].



Contract reach LPV 104.01 goes from London Ave. to the IHNC. The earthen levee is complete and there are new ramps at West Lakeshore Dr. and East Lakeshore Dr. A new floodwall will be placed by Pontchartrain Beach. There will be a new ramp at Franklin Ave. and Leroy Johnson Dr. We have taken out the gate at I-10 in the last few months because it was damaged by Hurricane Katrina. [Inaudible]. The Canal Blvd. ramp will be raised with a road over the levee under the existing bridge. Then there will be Pontchartrain Beach I-wall conversions. The American Standard floodwall will be adding scour protection at the existing I-walls and everything else. The Leroy Johnson ramp will be raised. At Gate L-10 the gate will be removed and replaced with earthen levee.



In LPV 104.02, here [pointing] the Ted Hickey Bridge will get an earthen levee that ties in, [inaudible] goes under the bridge, and ties into the gate at the rail road. All I-walls will be removed and replaced with T-walls. Everything will move over 50 feet and tie in to the new Seabrook Bridge.

This is your opportunity to ask question. Thank you.

Jim Taylor, public affairs

Before we begin the discussion I would like to introduce the experts here to answer your questions. We will stay here as long as it takes to answer all your questions. Besides the two presenters Eric Stricklin and Vic Landry we have: Gib Owen, senior environmental manager; Laura Lee Wilkinson, senior environmental manager for the Hurricane Protection Office; Deanna Walker, from our real estate department; Ron Elmer, the chief of the IHNC surge barrier; Rueben Mabry, her to discuss risk and reliability; August Martin, chief of floodwalls and armoring; Joe Kopec, also from real estate; and Stevan Spencer, executive director of the Orleans Levee District.

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Typically we try to agree on a time frame for each question and comment, usually around 3-minutes. After your 3-minutes if you have more questions you can come up again once everyone has had a chance to comment. In order to record the meeting, please come to the microphone in the aisle. When you get to the 3-minute time I will give a signal. At the microphone please state your name and if you represent an organization.

**Question 4.** Robert Counce, Bayou St. John Conservation Alliance: The IER only mentions simply “will seek permit required.” The Louisiana Department of Wildlife and Fisheries issued a letter of permission to the Corps “as to the added height to the existing gate we do not expect violation, however as long as it does not hinder the ability of the gate to be used.” We feel the Corps does not comply with this unless the gate is dewatered, repaired and is operable. The local levee authority’s potential failure is a problem. This letter states the permit is contingent [inaudible] and the Corps has to comply regardless of history. The gate has not been maintained or operated in years. If you add concrete then you change the engineer design of the system. Pepper and Associates has provided a recommendation that the structure should be inspected and it is impossible for the Corps to mandate an action without knowing the integrity of the gate. What is the cost for the maintenance on the gate after it is turned over to levee district? The Corps held a meeting in Nov. 2007 and made a promise that we would present operation and maintenance costs. We think it is impossible to provide the cost unless the Corps dewater and examines the gate. We have been over this many times. Get on the record and tell us you will give us a gate that works

**Response 4a.** Vic Landry: Part of IER 4 is that we are not allowed to dewater or to repair the structure. If we do it, then that would be in a supplemental IER. Detailed analysis has been done and the minimal weight of steel will not compromise the integrity of the gate. We are not putting a 5-foot concrete cap that would affect the hinges or function of the gate. The gate has been exercised. Orleans Levee District is a facility and it is the local sponsor’s responsibility. This is different than a normal navigation structure like the locks. We do not think the amount of work being done would impact the integrity of the gate and would provide the 100-year level.

**Response 4b.** Stephan Spencer, Orleans Levee District: We did open the structure part way after Katrina to let water out for about 6 to 8 hours. There is a generator on the structure. Operation and maintenance has been done on the structure. The lake has been higher than the bayou and with facilitation of the channel that causes a problem. It’s never been decided who controls the channel to the north.

**Question 5.** Harry Hoskins: What I am interested in is my subdivision. I have walked the levee and I have looked at the utility boxes on West Lakeshore Dr. on the protected side of the levee. The proposed work is armoring and transitions [inaudible] boxes that have no armoring?

**Response 5. Vic Landry:** I believe they have retaining walls.

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**Question 6.** Harry Hoskins: I lost my house thanks to you guys and I was told I can not hold you responsible. If you do not do it right then I would loose house again. What will be done at the weak points where there is no armor?

**Response 6a.** Vic Landry: That work is being completed and a lot of utilities are being removed. My technical points of contact [inaudible].

**Response 6b.** August Martin: When we are working on any contract all utilities are evaluated and all of them that pose a problem are relocated. We do have a relocation team who are working with the utility owner of those boxes to remove them.

**Question 7.** Harry Hoskins: What does the proposed work cover?

**Response 7.** August Martin: When there is a pipe line across the levee that would be armored. The floodwall caused scour around pipelines. What you are talking about as the solution is to have the boxes removed and that is being evaluated.

**Question 8.** Harry Hoskins: There is no proposed work to have it done?

**Response 8.** August Martin: In each reach of work there are numerous utilities and we have taken care of some but not all of the issues.

**Comment 9.** Harry Hoskins: Please include in your scope of work to move the utility boxes.

**Response 9.** August Martin: I can promise you they can look at it.

**Comment 10.** Phil Shall, Bayou St. John Association: The elected officials of the levee district have refused to operate the gates on a regular basis. Right now the gates have operated once or twice and we want them used on a regular basis, as often as possible. Once or twice does not guarantee it will be operated on a regular basis. The Levee District says it is in good shape but it has not been operated fully. We believe there should be a thorough inspection and maintenance done on the gate.

**Question 11.** Mona McMahon: What is the purpose of the steel plate over the sector gate?

**Response 11.** Vic Landry: The Hydraulic engineers look at overtopping scenarios. They determined from wave wash that the 6 inch steel cap is all that is required.

**Comment 12.** Mona McMahon: The sector gate needs to be dewatered, repaired and operated on a regular basis. If another IER needs to be done, then please do it because I would like it to be open to allow fresh water into the bayou.

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**Response 12a.** Vic Landry: Without operating the sector gate there are culverts and valves to allow freshwater to come in and replenish the bayou during droughts or maintenance. Water can be introduced without operating the sector gate itself.

**Response 12b.** Stevan Spencer: There are three valves on the west side. The Sewerage and Water Board drain is on the other end and we let water in through the structure.

**Question 13.** Mona McMahon: Prior to Katrina I was fine but now I am looking for assurance that during a surge the gate will be closed because I do not want to be flooded again.

**Response 13.** Vic Landry: I know it is a historic waterway but the Corps is not responsible for the operation and maintenance of the gate.

**Question 14.** Mona McMahon: Will another IER make you responsible?

**Response 14.** Vic Landry: No, only if Congress authorizes us to be responsible will we be.

**Question 15.** Unidentified Woman: If this is the last meeting, what does the Corps need to hear to be persuaded that residences of Bayou St John that are concerned about this gate. We represent hundreds of people. Can you put this in writing and allow us to be able to respond?

**Response 15a.** Vic Landry: We consider all comments from tonight's meeting and the responses coming in through the mail, e-mail, etc. IER 4 is here to protect the environment, cultural resources and people.

**Response 15b.** Gib Owen: Many comments have come in to the Corps. For us to take over the maintenance of the gates would take congressional authority.

**Question 16.** Unidentified Woman: But you can convey to them it is about peoples lives and homes.

**Response 16.** Gib Owen: We understand and we have gotten over 50 comments on this but we can only go so far as we are authorized. Congress can read these but we do not have the ability to do anything about the gate.

**Question 17.** Unidentified Woman: What can we do?

**Response 17.** Stevan Spencer: The board has met to discuss what can be done. We have cost estimates on studies of how high the water can get in the channel and how much time it takes to close the gate if it's open. [Inaudible].

**Question 18.** Robert Counce: We want a sector gate that when the Corps is finished that is operable. It is a flood protection gate not operated on a regular basis. There is no manual because

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it got blown away during Katrina. We support the new levee authority and see that they want to help us but they do not have any money. It is a flood protection gate, let's make sure it works the way it was designed.

**Response 18.** Vic Landry: We are taking this into consideration.

**Question 19.** Unidentified Woman: It is disheartening to come to a meeting to hear you say your input is wanted and then saying you are not responsible.

**Response 19.** Vic Landry: We are funded and bound by Congressional authority.

**Question 20.** Audience member: How can we get this done?

**Response 20a.** Vic Landry: You would need to go to senators and congress on the hill.

**Response 20b.** Jim Taylor: We'd have to get congress to make changes. Let's get to another topic and come back to this one.

**Question 21.** Unidentified Man: Does the Corps agree it has an obligation that the changes to the gate do not alter the ability of the gate to operate as designed?

**Response 21.** Vic Landry: No sir. We have done detailed structural analysis to make sure it would not be impacted.

**Question 22.** Unidentified Man: Are you only looking at the effect of the structural integrity or the ability of the gate to work as design?

**Response 22.** Vic Landry: [Inaudible]. The material we are putting on top of the gate is 6 to 7 pounds of steel on the gates, it is not a solid concrete gate.

**Question 23.** Unidentified Man: What does the Corps see it is supposed to do to determine [inaudible]?

**Response 23.** Vic Landry: We are not just looking at the structure but at the operation of the gate with 6 inches of steel on top of it.

**Question 24.** Unidentified Man: How does the Corps determine what will affect the gate if it has not looked at the issue? What have you done to come to this conclusion?

**Response 24.** Vic Landry: Dewatering would be included in a future supplemental IER. [Inaudible].

**Question 25.** Unidentified Man: Where can we go to see the analysis of how the gate will be affected?

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**Response 25.** Vic Landry: Make a Freedom of Information Act request through the Office of Council.

**Question 26.** Unidentified Man: Does someone have a copy?

**Response 26.** Gib Owen: The final engineering analysis reports can be posted to [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov) Web site.

**Question 27.** Unidentified Man: What allows you to say you can not do this in the study? Why can't you dewater and inspect the gate?

**Response 27.** Vic Landry: It goes back to authorization and the fact that the Orleans Levee District owns the gate.

**Question 28.** Unidentified Man: We want the Corps to dewater and inspect the gate to make sure the work does not affect the ability of it to function as designed.

**Response 28.** Vic Landry: IER 4 does not cover the dewatering of the gate, but it may be included in a supplement.

**Question 29.** Tom Acres: The environmental issues have not been discussed. What is the effect of the population and on the people?

**Response 29.** Gib Owen: The IER 4 document has a whole section on social impacts and economics.

**Question 30.** Tom Acres: How is this going to affect the local population?

**Response 30.** Gib Owen: We have had well over 100 public meetings. Every time we try to get into the social or economic impacts people are not interested.

**Comment 31.** V.R. Dave: [Inaudible]. The basic requirement in engineer design is it has to work, be safe, and be designed not to cost too much. The language is general and does not tell you what it is. You have to make sure it works and that it is safe. [Inaudible]. You can operate gates remotely and it should be part of the design. [Inaudible]. Mechanics know that. Has sedimentation been considered? The authorization language is general, but what is required is it has to be safe. When we use to do a flood study we used to assume the hurricane and [inaudible] lake side. Why are you not doing it here?

**Question 32.** Harley Winer: I agree with many of his statements that you should come up with a safe design. The uncertainty with making predictions is it is 6-inches plus or minus a couple of feet. The concern I have is putting something on top of something without knowing what is in there? For instance, the 17<sup>th</sup> Street Canal, where a floodwall was built, [inaudible]. You need to

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make sure what is there before putting something on top of it. Make sure it is safe and well designed. Do not apologize or make excuses but find a way to find out what is truly there.

**Response 32.** August Martin: Vic did not say we are not allowed to dewater. To dewater is not part of this environmental document. Reviewing the human and natural environment impacts is part of the process. The comments are correct as far as structure and integrity. We can not do something that will injure the ability of the levee district to operate the structure. [Inaudible]. The work from the 17<sup>th</sup> St. Canal to the IHNC is part of one IER. In the event it is determined to be necessary to dewater the gate then that would have to be part of another IER. [Inaudible]. There is a full engineering review done of our projects with other agencies, we don't design in isolation. In respect to the comments here tonight, the district commander decides if the IER is to be delayed.

**Question 33.** Robin Durant: The work done at Seabrook how is that going to impact the area from Lake Pontchartrain to the IHNC? Is there going to be an amount of time where maritime traffic will be interrupted? If there is, how long of a period is that going to be?

**Response 33.** Eric Stricklin: It is still in design and we have to keep it safe. During the design process we look at the velocity of the water and traveling through it will be inconvenient for a time.

**Question 34.** Robin Durant: The cofferdam across the channel, is that how big it is going to be?

**Response 34.** Eric Stricklin: Once the design is underway that will determine what size the cofferdam will be.

**Question 35.** Robin Durant: What is the time line?

**Response 35.** Eric Stricklin: It will depend on the modeling. We do not know the velocity but if it is 20 feet per second then we have issues. It is high right now but there is a bridge there with a 90 foot lift. Alternative 1 would take almost a year of construction.

**Question 36.** Robin Durant: So maybe 6 to 8 months of interruption to maritime traffic? [Inaudible].

**Response 36.** Eric Stricklin: There would still be impacts but we have to check.

**Question 37.** Unidentified Woman: Three of you have mentioned the word analysis of the sector gate, what has been analyzed? How can you analyze the gate without dewatering the structure?

**Response 37a.** Vic Landry: I have one of the technical guys here.

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**Response 37b.** Kent Hokens: I have been involved in the analysis of the gate. The questions are about structure. The gate is about 15 years old and based on that information we have compared it to other structures. [Inaudible]. What we look at as an engineer is if it will function correctly [inaudible]. The structural analysis looks at loads in the gates and the stresses placed on the steel. It has all been done on computers. I have not seen the Peer Engineer Review.

**Question 38.** Unidentified Woman: Based on the age and compared to other bridges, but you have not moved it?

**Response 38.** Kent Hokens: [Inaudible]. The other thing I want to add is the operability issue and look at additional information of raising the gate and making an assessment. [Inaudible].

**Question 39.** Unidentified Woman: No one made an analysis on this gate?

**Response 39.** Denis (unknown): We have the drawings.

**Question 40.** Unidentified Woman: You have not opened it?

**Response 40.** Denis (unknown): We do not need to build a building to examine it, we know how another building is constructed so we can use a computer to analyze it.

**Question 41.** Unidentified Woman: To check that it is operating?

**Response 41.** Denis (unknown): As long as it is closed it provides flood protection. The weight of the angle [inaudible].

**Comment 42.** Unidentified Woman: The real analysis has not been done on the gate. You haven't gone in and checked the gate [inaudible]?

**Question 43.** Harry Hoskins: I do not see anything in the IER on how the new floodwalls are going to be put in or designed. I do not see the engineering assumptions or anything showing how you check the soils or how much force you need to have the wall. I object to IER 4 and do not believe you have made adequate disclosures. I formally object to IER 4.

**Response 43.** Vic Landry: IER 4 is not a design report but an environmental report.

**Question 44.** Harry Hoskins: This is our shot to tell you how you are doing. You have not given us enough disclosure. I have the objection that it is not adequate. The disclosure is inadequate, you have not done your job.

**Response 44.** Vic Landry: The Engineering Alternatives Report goes into those parameters but that does not go into this environmental document.

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**Comment 45.** Harry Hoskins: Then we as citizens do not have an opportunity to check your work and protect ourselves.

**Response 45.** Gib Owen: Are you challenging the human and natural environments?

**Question 46.** Harry Hoskins: Where do I as a citizen find out what to do as far as design?

**Response 46.** Gib Owen: We are trying to be transparent and there is information on [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov). There are 10,000 documents located on the site. You are not challenging the environmental, you are providing comments on engineering. We are here to talk about environmental not engineering.

**Question 47.** Vic Landry: We go into intense and detailed reviews.

**Response 47.** Harry Hoskins: I do not trust you guys. We have to have opportunity to check what you are doing.

**Question 48.** V. R. Dave: I do not think we are talking about the right thing here. I was part of the Corps and everything was open for comment. This is about the environment, the engineering is in house and they will review it. No citizen has the opportunity to look at the large engineering documents. The points I mentioned need to be part of the environmental. Need to be part of the design. These guys live here. Let us focus on what is important.

**Response 48.** Vic Landry: We have independent and outside review. The other agencies are located far and wide. We are not trying to keep it from the public. We are open and giving everyone the opportunity to come in. We try to be transparent.

**Comment 49.** Harry Hoskins: I want to look at the T-walls. I want to see assumptions and satisfy myself that you are doing it right as part of a way to protect myself.

**Question 50.** Unknown Man: Where are you going to put the floodgate and raise the bridge in aspect to the permanent pump stations?

**Response 50.** Vic Landry: I can't speak to the permanent pump stations project, which is another IER.

**Question 51.** Unidentified Man: You plan to build a gate at the end and put a permanent pump at the end of that drive. Then remove the temporary pump stations?

**Response 51.** Vic Landry: That is another group. I can not speak because I am not part of that design team. I can put you in contact with the project managers.

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**Question 52.** Harley Winer: I think it is inadequate not to have someone here to address the pumps. That is an integral part of the system.

**Response 52.** Vic Landry: It is a system.

**Question 53.** Harley Winer: Why is it a separate project? [Inaudible].

**Response 53.** Gib Owen: Under the alternative arrangements pumps are under IER 5 and the levees under IER 4. We do not know what is going to be built yet.

**Question 54.** Harley Winer: When you say to get most protection [inaudible].

**Response 54.** Gib Owen: [Inaudible].

**Question 55.** Harley Winer: I want to see a [inaudible].

**Response 55.** Vic Landry, Sr.: They do have control structures and pump stations now that provide protection past 2011.

**Question 56.** Mona McMahan: The loosely described authority to dewater Bayou St. John sector gate, if that does not pan out how long does it take to get a supplemental environmental document and what is the process?

**Response 56.** Gib Owen: We have a proposed action tonight. Once this decision is made on the proposed actions and something changes, then we come out with a supplemental. An IER can be written in 4 months but to have a supplemental something has to change in the engineering. If there is a need then we would have to write a new document to do it.

**Question 57.** David Montz: We are on the IHNC everyday. The impacts on navigation were not addressed by Eric and if maritime is impacted it would shut down our business. Then our employees who depend on this job will be unemployed. We need assurance that the navigation is not going to be impacted. We are just now getting back on our feet. Can you give any assurance?

**Response 57.** Eric Stricklin: I can not guarantee one way or another. We have to analyze the impacts. We are closing the MRGO and the modeling will go into it. Until we know the affects of all the closures we can not say what the impact will be. We will try to minimize the impact. We do not want to put anyone out of business. We want to do it in a costly manner. Tomorrow is not the last day to comment on IER 11 Tier 2 Pontchartrain. The formal comment period for Seabrook starts when the IER is released which we expect in May.

**Comment 58.** David Montz: I want to continue being informed.

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**Question 59.** Ivan Gill: A major sand body under the deep soil mixing and a panel sinking down the sand bog, is there a reason for not going past the sand into the clay?

**Response 59.** Eric Stricklin: The issue on the west side is the suitability of the clay. The clay is weak and we want to build up that force. The challenge is different. [Inaudible].

**Question 60.** Ivan Gill: My concern is that the projects are close together so the sand is similar on both sides. Is it possible for public to access the soil boring data?

**Response 60.** Eric Stricklin: We can post that on the [eee.nolaenvironmental.gov](http://eee.nolaenvironmental.gov) Web site. One thing to point out is that relief wells are in place and keeping this from being a seepage issue on the west side.

**Question 61.** Unidentified Woman: The less water that flows through Bayou St. John the more stagnate the water gets. There are intricate points to have water flow for animals. Why we were not told in the beginning about how comments could change the project and initiate a supplemental IER?

**Response 61.** Gib Owen: We work with engineers and based on their information we do not need to dewater the gate to move forward. If engineers have reasons developed and begin raising questions then a supplement document would be needed. To the 1<sup>st</sup> question on the flow, by placing 6 inches on top of the gate it is not affecting the flow of water. [inaudible].

**Question 62.** Unidentified Woman: By putting material on top of the sector gate without examining it, how do you know it will open or close?

**Response 62.** Gib Owen: Our engineers say it is safe to put this on it. Orleans Levee District assures us it will operate.

**Question 63.** Unidentified Woman: Tonight is the last day to comment?

**Response 63.** Gib Owen: Tomorrow at midnight.

**Question 64.** Mona McMahan: [Inaudible] the gate being closed for what reason?

**Response 64.** Gib Owen: The purpose and need is the 100-year level protection.

**Question 65.** Mona McMahan: You have no interest in the environment?

**Response 65.** Gib Owen: [Inaudible] Not under this document.

**Question 66.** Mona McMahan: [Inaudible].

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**Response 66.** Gib Owen: Nothing the Corps does will change the water flow in there. We are not allowed. If congress tells me that I am able to then I will.

**Comment 67.** Mona McMahan: Save money and put it on the right project.

**Response 67.** Stevan Spencer: The history we have seen is the lake is higher and if the inside is too high, it makes it harder to get drained out. [Inaudible]. The structure has been built but the lake has been higher, conditions have changed keeping the gate closed. It is always higher on the outside.

**Comment 68.** Robert Counce: Steve Spencer is accurate that the lake is higher but we have not had hydrology studies done to tell us what level is too high. As the Corps said everything they have done has been on the computer. The fact is there is silt preventing the sector gate from being open. [Inaudible]. The new levee board is responsive and we think they are doing a great job so far. We do not have any evidence the gate is operable and the integrity of the gate is unknown. We do not know what is under the water and looking at the history this is not the weak point in the chain. Spending all the money on flood protection and then it being knocked down would not be good. The only way to prove the added 6 inches would be effective is to dewater, inspect and repair the gate.

**Question 69.** Dorothy Funch: The last couple of weeks we watched the water go down. It looked like something no one took care of until someone tried to get it open. From what I am listening to you would like to see it closed and raise it 6 inches, well then it would be a levee. I understand everything you are saying, but when they built it 15 years ago it was operable but now it is not. You are saying this should actually be a levee and not a gate.

**Response 69.** Stevan Spencer: I was trying to say, the hurricane seasons have gotten worse and tides are higher. Every week we would be closing structures. The weather conditions have changed. This was built and finished in 1994. Prior studies did not take into account the water change.

**Question 70.** Dorothy Funch: Did Katrina water top the gate?

**Response 70.** Stevan Spencer: No

**Question 71.** Dorothy Funch: Then why do we need the extra 6 inches?

**Response 71a.** Stevan Spencer: Insurance rates.

**Response 71b.** Vic Landry: The big picture is the sector gate has not been open in the 25 years and there are culverts that allow the water through. [Inaudible]. Originally they were going to

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dam the bayou and build a levee. Water quality is not a Corps issue but water is not being impacted by the gate being closed

**Question 72.** Dorothy Funch: Why has it not opened or closed? That is what it was built to do? We can build something better that opens and closes.

**Response 72.** Vic Landry: We are here to provide risk reduction and we understand your concerns.

**Comment 73.** Dorothy Funch: It is a beautiful area and I would like to see it stay that way.

**Question 74.** Unidentified Man: I do not think I have ever seen any crab going through a culvert. [Inaudible]. We do not want the Corps to improve ecology. In response to the person's questions about the T-wall, you have done borings, why don't you need to see what is happening underwater?

**Question 75.** Peter Hickman: When the sector gates were built 15 years ago the environment was different. Is the Corps projecting climate changes in the system?

**Response 75.** Gib Owen: The Corps is taken in account sea level rise and changes in the environment. The levees will be built to a 2011 height [that allows people to qualify] for FEMA's national flood insurance program and we'll have repeated lifts as subsidence occurs.

**Question 77.** V.R. Dave: We have a chance to do things right. In 1987, when we had low water levels, [inaudible]. Brainstorming came up with ideas. You have a chance to do it right and this is part of the engineering design. [Inaudible]. All these things are possible and you can do it. I have been able to do it. Everyone here wants you to do it.

**Response 77.** Reuben Mabry: Do you feel we are not doing it right?

**Comment 78.** V.R. Dave: No, I am not saying that [inaudible].

**Response 78.** Reuben Mabry: Years ago we did not have a methodology. Since then we have had input by the Interagency Performance Task Force, experts from around the world. There is a super computer model [inaudible].

**Question 79.** V.R. Dave: What is the difference?

**Response 79.** Reuben Mabry: Certainty.

**Question 80.** V.R. Dave: I trust you.

**Response 80.** Reuben Mabry: [Inaudible]. The engineering department speaks better than I could on surge height. [Inaudible]. These guys came into a room together and I watched as they did the

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1 percent design to give us the system heights. One factor is sea level rise and there are a number of other factors [inaudible]. You're asking what good is 6 inches? [Inaudible] we are going to do [inaudible] the whole length to allow for a safe structure. I do not have any qualms with this structure.

**Comment 81.** V.R. Dave: Everything you have done [inaudible]. In my judgment this is not a complete design. Two important points are not taken care of, operation from a safety point of view and the additional forces should be part of the design. [Inaudible].

**Question 82.** Harley Winer: You elegantly stated sea level rise is taken in to account in the 50 year design. The 6 inches [is all that's needed for the water elevation] over 50 years? The way the structure is right now is adequate? [Inaudible].

**Response 82.** Gib Owen: We have been given authorization for the 2057 elevation.

**Question 83.** Harley Winer: Normally in [inaudible] we never gave 6 inches. [Inaudible]. My point is to add more than 6 inches if you are going to the great expense. Why 6 inches and not higher?

**Response 83.** Gib Owen: [Inaudible]. Since tomorrow night is end of comment period, if you have any comments send them to me or go to the Web site and they will get to me. Mailed comments must be postmarked before tomorrow at midnight.



Jim Taylor

Any last points of discussions can be discussed with the project managers. They will be back at the exhibits if you need to discuss the project further. Thank you and have a good night.

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