

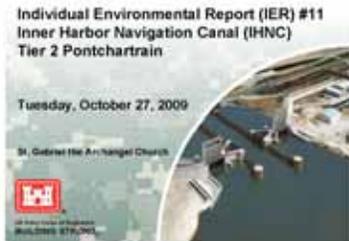


US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Individual Environmental Report 11 Tier 2 Pontchartrain public meeting Inner Harbor Navigation Canal – Lake Pontchartrain Tuesday, Oct. 27, 2009

Location	St. Gabriel Catholic Church 4700 Pineda St. New Orleans, LA 70126
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx 27
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Presentation • Approval Process Brochure • 2009 Status map
Facilitator	Nancy Allen



Monsignor Douglas Doussan, St. Gabriel Church: Welcome to our church, the church is open. We'd like to thank the Corps for coming to give their presentation and hope you will give us hope, that's what we're looking for.

Nancy Allen, public affairs: Thanks again for being here. Our goal is to provide you an update on the environmental document called Individual Environmental Report 11 Tier 2 Pontchartrain. That's what we call the Seabrook project. I'm going to introduce you to the Commander of the Hurricane Protection Office, Col. Robert Sinkler

Col. Sinkler: We've only got about 28 people here tonight and I would like to go around the room to introduce yourselves so you know who is here. After the presentation we'll break for questions. And we are also here to answer questions about the Industrial Canal walls in the area. We can answer those questions or anything else you want to address.

Ken Holder	USACE, public affairs
Johnel Patterson	Citizen
Richard Hartman	Citizen
Miles Croom	Citizen
Clay Miller	Port of New Orleans
Dwight Montz	Seabrook Marine
Norm Holden	Citizen

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Johnny Moran	Citizen
Sister Maura O'Donovan	St. Gabriel Church
Stan Shultz	Citizen
Calvin Lopes	Citizen
Deanna Walker	USACE, real estate
Joe Kopec	USACE, real estate
Eric Stricklin	USACE, project management
Ron Elmer	USACE, IHNC branch chief
Maarten Kluyver	USACE, hydraulics-contractor
Norma Robertson	Citizen
George Robertson	Citizen
Laura Lee Wilkinson	USACE, environmental
Ann Howard	Gulf South Research Corp.
Victor Gordon	All Congregations Together
Susan Branch	
Juan Cousin	Citizen
Jessie Gulyot	Citizen
W. Still	Citizen
WA Still	Citizen
Stephen Smith	Citizen
Brett Carreras	Citizen
Cheryn Robles	USACE, public affairs-contractor
Lionel Zapata	USACE, project management-contractor
Lee Walker	USACE, environmental-contractor
CPT Nicholas Cali	USACE, project management
Tom O-Hara	USACE
Sarah McLaughlin	USACE, public affairs-contractor

Col. Sinkler: So about half us in the room tonight are from the Corps. We'll work hard to get your questions answered and you will probably have questions not related to what we are going to talk about. A few weeks ago we meet with the Port of New Orleans to discuss this project and at that time we determined that we may need a public meeting earlier than what we had scheduled. So we scheduled this meeting prior to the formal public comment period that is the genesis of this meeting.

Nancy Allen: Thanks, we'd also like to let you know that this meeting is being recorded and the notes will be on the www.nolaenvironmental.gov Web site. I'll show you the Web site at the end of the presentation.

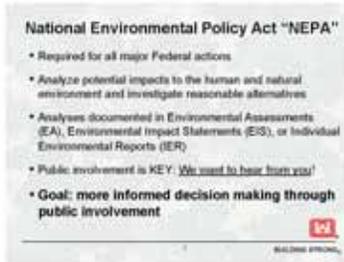


So this map shows the Greater New Orleans Hurricane and Storm Damage Risk Reduction System. When we talk about the system and this project we are talking about levees, floodwalls and surge barriers that are all being designed to reduce risk for a storm surge event that has a 1 percent chance of occurring each year. There are copies of this map in the back of the room and we can take

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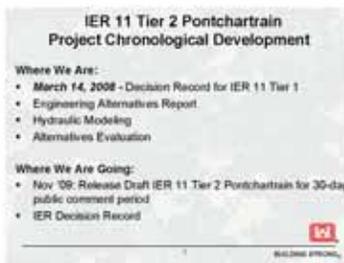
question about other projects after this presentation.



We're here tonight because of the National Environmental Policy Act. This is required for all federal projects. The environmental document we're talking about tonight is required by NEPA and our goal is to inform and get feedback throughout the public involvement process.



This Buying Down Risk slide shows that everybody contributes to reducing risk. There is risk and then you have personal evacuation plans, insurance, and zoning which can buy down risk. Then there are structural risk reduction measures like construction of levees and floodwalls. All of those things are a part of reducing risk. We can never get rid of risk completely but we can reduce it and we all play a part in reducing risk.



Eric Stricklin, project manager: Thanks again for coming tonight. The environmental process began some time ago with a Tier 1 environmental document which looked at whether the walls along the Industrial Canal should be replaced or if we should put up surge barriers. We decided that risk would be better reduced by putting up barriers. In March 2008 the first environmental document called Individual Environmental Report 11 was signed. [It talked about construction of structures in the project

areas called Lake Borgne and Lake Pontchartrain]. Later we developed a Tier 2 environmental document that focused on the surge barrier at Lake Borgne. Tonight we're here to talk about the Tier 2 [document which focuses on the Lake Pontchartrain area, you know this project as the] Seabrook gate, it will be our focus tonight. We started developing engineering alternatives and came up with a total of 5 alignments for consideration. Then we did simulations where we ran [hydraulic modeling, in the modeling] we noticed some [unacceptable] velocity changes so we went back to get better alternatives. Then we evaluated those alternatives and we evaluated their impacts. We considered [several factors including] the environmental impacts, the cost of operations and maintenance and that led to the proposed action. The IER 11 Tier 2 Pontchartrain document should be out for public review in Nov. 2009 for 30-day review but you don't have to wait for that to begin commenting, you can comment early.



These are the five alternatives developed from the Engineering Alternatives Report. The proposed action is Alternative 1, it's the alternative closest to the Senator Ted Hickey Bridge. It has the smallest footprint and will reduce risk to the community better. For lateral protection, we have the Lake Pontchartrain and Vicinity projects LPV 104 and 105. Contract LPV 105

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covers the walls on the Industrial Canal that the new bridge would tie in to. Construction of the gate will take about 25 months. Alternative 3, is south of the current bridge. It cuts off the basin and would require more construction over water which complicates the project and then the existing walls would have to be replaced which drives up the cost and schedule. It would also have significant real estate and environmental impacts, it would take 39 months to construct.

Alternative 4 is at the bottom of the basin about 2,000 ft from the existing bridge. It would leave the basin open but has challenges. The RV park would be impacted while the tie-in points are under construction and as with Alternative 3 the lakefront protection would require construction of new I-walls. That would create an increase in operations and maintenance costs and there are environmental concerns to consider. This alternative would take 40 months to construct.

Alternative 5 would be 55 ft north of the existing bridge. This alternative, as with Alternative 3, would require construction over water. The northern option, while navigation could be maintained, would leave the city exposed for an additional hurricane season. It would take 43 months to construct.



This is a conceptual rendering of our proposed action. It gives an idea of what the project would look like. It would be a 95 ft sector gate and non navigable vertical lift gate. The structure would have a top elevation of 18 ft and a sill depth to minus 16 ft and 20 ft. Other features are the tie-ins which would be a concrete T-wall on the lakefront and then guide-walls for navigation. There would also be a back up generator for equipment and a permanent storage facility on the west and the east side to control the gate. We would locate a facility there so the operator can visually inspect the

opening. Finally, during construction we'd use a staging area. One of the benefits of being on a navigable waterway is that we would be able to barge in a significant amount of the materials and when we needed to we could and Jourdan Road [to transport materials]. We'll need to construct a cofferdam for 6 to 12 months. We expect to start construction in Feb. 2010 and have the risk reduction in place by Jun. 2011. The only time we would need to close the gate would be for a hurricane event. With that, we'll go in to a video about the project and then Ron Elmer will give a status update on the Lake Borgne Surge Barrier.

Conceptual video of construction:

<<http://www.mvn.usace.army.mil/pao/videos/pao_videos.asp>>

Ron Elmer, branch chief: Hi, I'm the branch chief for the Inner Harbor Navigation Canal program which includes the Seabrook structure and the Lake Borgne Surge Barrier. Our office is also responsible for the floodwalls along the Industrial Canal. An update on the surge barrier, this picture shows what the barrier itself looks like. Just last Wednesday we drove the last of the 66" concrete piles, there were 1,271 piles. They are 144 ft and a driven 110 ft into the ground. We've finished those piles. The batter piles, and there will be 647 batter piles, we've installed 219 of them. We're



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moving at a pretty good pace to get these installed, the picture here is of the vertical lift gate on Bayou Bienvenue. In the right corner is the barge gate and a sector gate structure that will be 100 ft wide on the Gulf Intracoastal Waterway.



This map shows the structure's 10,000 ft length. We're in the middle of constructing the cofferdam where the gate will be built then we'll dewater it in the next day or two to start building the monoliths on the sill. We anticipate completing this structure when the barge is ready next May. When we have it completed we will build a cofferdam next to it where we'll start building the sector gate. The Bayou Bienvenue gate will have foundation piles in Feb. We're ahead of schedule, come next hurricane

season we'll have all the road deck and the caps on tops of the piles and the parapet wall in place. The only piece left to complete to give you 1 percent risk reduction will be the gate here [pointing] and at Bayou Bienvenue.



This is an aerial shot of our construction, it's been going 24 hours a day. We do two 10-hour shifts of construction and then 4 hours for maintenance. At the peak of construction we had 167 vessels out there. We had the three largest cranes in the world out there. Since the last vertical pile was driven the cranes will leave the site and then we have the vertical lift piles. We're a couple months ahead of the schedule because we've been fortunate with the weather. By next year most of the facility will be up except where the navigable gates are.



Nancy Allen: We have several ways you can provide input on our projects. If you signed in tonight we'll add you to our mailing list and you can comment on the Web site www.nolaenvironmental.gov. You can also submit your comments to Joan Exnicios. Also, we gave you a questionnaire tonight, will you please turn those in before you leave.



We have a number of upcoming public meetings. There will be another meeting similar to this at Holy Angels Church on Oct. 27 and then on Dec. 3 we'll have another meeting about this project.

Some of the resources we have available are Web sites www.nolaenvironmental.gov and www.mvn.usace.army.mil and we also have Flickr, Facebook and Twitter.

We're now going to move on to our question and answer session. Our ground rules for tonight are please step up to the microphone to ask your question, please speak one at a time so we can capture what you say into the record. Please keep your comments to 3 to 5 minutes. You're welcome to go back up to the microphone and we will be here after the open question and answer session



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to ask any additional questions. Some of the resources we have to answer your questions tonight are:

Laura Lee Wilkinson	USACE, environmental
Deanna Walker	USACE, real estate
Joe Kopec	USACE, real estate

We also have the rest of the Seabrook team here for you.

Question 1. Monsignor Douglas Doussan: How many residents are here tonight, please raise your hands. I count 11. That's not an amazing turnout, we have a large number [of residents] in Gentilly Woods. Were you expecting a large turnout?

Response 1. Nancy Allen: We place notices about our meetings in newspapers, mail postcards, run notices on www.Nola.com, and we contact stakeholders and elected officials. We also distribute postcards around the area to get the word out. Some meetings are very well attended but everyone is important to us.

Question 2. Monsignor Douglas Doussan: You have more professionals [here than residents], why is that?

Response 2. Nancy Allen: There is no formula for success. It's important for us to be here and we want to hear everyone. We invite everyone to ask us questions.

Question 3. Wayne, Seabrook Marine: We are on France rd. We know what residents went through [during Hurricane Katrina] but how can we keep the canal open [during construction]?

Response 3. Eric Stricklin: The way the design is worked out, we're going to need a cofferdam for 6 months. A cofferdam is a ring of steel that's placed in the water around the work area. A cofferdam allows you to work in the dry and perform construction. It's a circular dam. Unfortunately right now we're going to have to close [the waterway] for 6 to 12 months. We will be picking the brains of the construction contractor to try to find ways to mitigate that impact. We're also doing an Early Contractor Involvement contract which means we bring the construction contractor on earlier in the design process to do design review and find ways to improve the design so we can minimize the impacts of construction.

Comment 4. Wayne, Seabrook Marine: If you close the canal again you will put Seabrook Marine out of business. We're a marine business. We sent letters out saying that we use that canal a lot, everyday. Something has to be done, I'll sit down to listen to your contractors. I don't think residents [inaudible] so please keep me informed.



Question 5. Monsignor Douglas Doussan: Have you chosen one of these 5 options?

Response 5. Eric Stricklin: These are the alternatives that have been developed. This is the proposed action. We have to have a

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public meeting and collect comments on the proposed action. Then those comments are compiled and given to the Commander. We have a proposed action but no, it's not final yet.

Question 6. Monsignor Douglas Doussan: So the purpose of this storm surge barrier is to prevent Lake Pontchartrain water from getting into the canal?

Response 6. Eric Stricklin: That's right, the gate would be closed before the hurricane reached us.

Question 7. Monsignor Douglas Doussan: Do [the gates] slide in there?

Response 7. Eric Stricklin: There is a hinge and they rotate out, they come together like this. It goes to the back and the lift gates will be dropped.

Response 7a. Nancy Allen: We have another conceptual video that explains how it works.

Conceptual video of construction:

<<http://www.mvn.usace.army.mil/pao/videos/pao_videos.asp>>

Response 7b. Eric Stricklin: The structure will be 18 feet above sea level when it is completed.

Response 7c. Ron Elmer: Normally Lake Pontchartrain is at plus 1 ft above sea level. It will go up with tides but normally the gate would be 17 ft above the normal lake level.

Comment 8. Monsignor Douglas Doussan: That's really high, I had no idea it would be that high.

Question 9. Johnel Patterson: I live across the wall where the gate is on Orleans Dr. My concern is, during construction, what type of noise will there be driving pilings? Will there be pile driving 24 hours a day?

Response 9. Eric Stricklin: There will be construction 20 hours a day and we'll adhere to local noise ordinances. We don't have a construction contractor on board but may we may use hydraulic presses because they are quieter. We'll follow all local noise ordinances.

Question 10. Johnel Patterson: The Ted Hickey Bridge ties in to the Seabrook bridge, is that either or in conjunction?

Response 10. Eric Stricklin: They will work in conjunction. The western lake front will cross here [pointing] cross the railroad, and then there will be a gate on Hayne Blvd. After that they will join and create a continuous system. It will be a continuous system.

Question 11. Johnel Patterson: So it will be a T-wall connecting in?

Response 11. Eric Stricklin: Yes.

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Question 12. Monsignor Douglas Doussan: Where is the Ted Hickey Bridge and where is the Seabrook Bridge?

Response 12. Eric Stricklin: There is an actual bridge there now called the Ted Hickey Bridge and then there is the proposed bridge which would be here [pointing]. The actual bridge is 500 ft away from the proposed Seabrook gate.

Question 13. Man in orange shirt: From this canal you have [inaudible]. From the 17th St. Canal to the Industrial Canal, when the lake acts up do you get water on Lakefront Dr.? If you stop the water from going in to the Industrial Canal, it has to go somewhere. Will it go in to the neighborhood?

Response 13. Nancy Allen: We've already raised the levees at the Lakefront and we've done work on the west side of the IHNC.

Question 14. Man in orange shirt: You've raised [inaudible] on London Ave., but where the steps are, are those being raised?

Response 14. Laura Lee Wilkinson: We aren't doing work on the seawall.

Comment 15. Man in orange shirt: The seawalls would be compromised.

Response 15. Laura Lee Wilkinson: There is seawall and a natural levee. We're raising the floodwall but not working on the seawall, that's the Orleans Levee District.

Response 15a. Nancy Allen: And 90 percent of that work is done. We're working on phase 2 now because that has been raised. We are doing work on the levees on Lakeshore drive and in New Orleans East.

Question 16. Monsignor Douglas Doussan: How high are those levees going to be relative to the [inaudible]?



Response 16. Nancy Allen: We have a map showing the status of the system. Eventually they will be about 16 ft high.

Response 16a. Col. Sinkler: The final elevations are on the map so if you're interested, it tells you what they were before Katrina, what they are now, and what they will be when we finish the system in 2011.

Question 17. Woman from the audience: My understanding is that when the system is closed, it's going to be 18 ft high. How high was the surge during Hurricane Katrina?

Response 17. Eric Stricklin: In this area I believe it was 12 or 13 ft, I believe.



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Question 18. Woman from the audience: Could it have been higher?

Response 18. Eric Stricklin: One thing you'll want to keep in mind is that we don't design for a category storm anymore. We design for a 1 percent storm surge, there is 1 in 100 chances in a year that you'll get that storm. The height of the levee is determined with a suite of 152 storms that have occurred throughout history. Those storms gave us certain elevations [inaudible] so depending on where you are [the elevations differ] but we design for that [1 percent storm surge].

Question 19. Woman from the audience: Where the Mississippi River Gulf Outlet is being closed, will that be completed in time for the next hurricane season? Would where the gates are be a threat?

Response 19. Ron Elmer: The cofferdams will be in place up to an elevation of plus 8 ft. We're designing for a 1 percent storm surge and the barrier is 18 ½ ft high. The Seabrook gate is going to be out at the lakefront and the surge is 10 ½ ft. That's how high the water gets in the lake verses at Lake Borgne. The water goes through the Rigolets and Chef Pass and then flows in to Lake Pontchartrain but you have storage there so the water wont get as high. It piles in that triangle. There are different conditions we're designing for [at each of the project sites].

Question 20. Keith Scott: Is the Corps making a recommendation? What is the Corps' recommendation [to reduce risk to] the community?

Response 20. Eric Stricklin: The proposed action is what we Alternative 1 which will be written about in Individual Environmental Report 11 Tier 2 Pontchartrain.

Question 21. Keith Scott: So that's the corps recommendation to the community?

Response 21. Eric Stricklin: Yes, we come up with [alternatives and then assess the impacts such as socio-economic and environmental impacts].

Question 22. Keith Scott: I see five plans that you're suggesting to the community. To put the gate there and the other ones on the other side of the [bridge]. They all seem to be plans, are those plans also? Is that a levee? So [your proposal] is more practical and user-friendly?

Response 22. Eric Stricklin: It meets the risk reduction requirement and in terms of the environmental impacts it is the one that impacts the endangered Gulf Sturgeon less. Some of the other alternatives would result in the takings of the Gulf Sturgeon habitat and that is an issue.

Question 23. Monsignor Douglas Doussan: Would the [alternative] in the lake not close the canal?

Response 23. Eric Stricklin: We would still have to close the canal to navigation to complete construction. A concern is the time it would take [to construct]. It would take longer and put us into another hurricane season exposed.



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Question 24. Monsignor Douglas Doussan: Aren't there two alternatives with shorter timeframes? Are there other businesses along the canal that would be affected?

Response 24. Eric Stricklin: Yes Halliburton, Trinity Yachts and the RV park would be affected. Yes, those timeline are 24 months.

Question 25. Speaker in blue shirt: Can the hydraulics person address the water flow and how it impacts vessels?

Response 25. Eric Stricklin: Our modeling showed the velocity would be too high. When we looked at a vertical flow we wanted it to be the same so we went with vertical lift gate so there would be no change in water velocity.

Question 26. Woman from the audience: Are you going to raise the walls [along the Industrial Canal]?

Response 26. Col. Sinkler: No, we don't need to with the surge barrier. We'll play the video for you so you can see how it works.

Conceptual video of construction:

<<http://www.mvn.usace.army.mil/pao/videos/pao_videos.asp>>

Question 27. Woman from the audience: Do you have money for all of this?

Response 27. Col. Sinkler: Yes, Congress has given us the money for this. We finished the base [of the IHNC Surge Barrier] last week.

Question 28. Keith Scott: I see construction at Lake Borgne and I see the Seabrook gate, the ones that protect the 9th Ward and Gentilly but as we saw in Hurricane Gustav there was additional topping [of the floodwalls] in the 9th Ward. Is there anything else that would help when we have events like Hurricane Gustav?

Response 28. Col. Sinkler: The barriers would prevent that from happening.

Question 29. Keith Scott: But during Hurricane Gustav there was still water [overtopping the walls at the Industrial Canal].

Response 29. Col. Sinkler: Right, when the barrier is built at Seabrook and then at Lake Borgne it would prevent a 100-year storm surge from overtopping the barrier and getting in [the Industrial Canal].

Question 30. Keith Scott: So you're suggesting that because the Seabrook Bridge would be there, the water that came down the canal and got into the upper ninth [wouldn't be able to get there]?



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Response 30. Col. Sinkler: That's correct. The water came up the MRGO and through Lake Borgne, up the Industrial Canal. That's how we saw some wave overtopping.

Question 31. Keith Scott: On what side of the 9th Ward was there overtopping?

Response 31. Col. Sinkler: There were waves that broke over the floodwall.

Question 32. Keith Scott: So it was just the upper side?

Response 32. Yes, that's the west side. When we finish these structures it would prevent that type of storm surge from getting into the city. It would prevent a 100-yr storm surge from getting into the city.

Question 33. Monsignor Douglas Doussan: What about the London Ave. Canal?

Response 33. Col. Sinkler: These are the three outfall canals; 17th St., Orleans Ave. and London Ave. Since Hurricane Katrina we've constructed gates at the outfall of the canals to prevent surge from moving up in to the canals. They are already constructed and the pump stations are there to support that. There is little risk of a 100-yr storm getting up to the canals.

Question 34. Monsignor Douglas Doussan: How high are those?

Response 34. Nancy Allen: 18 ft

Question 35. Monsignor Douglas Doussan: So are the gates making it unnecessary to construct along the canals?

Response 35. Col. Sinkler: The canals aren't necessary for surge protection anymore because of the gates. Right now all they do is support interior drainage. The water would be pumped from the interior of the city and then pumped over the gates that are closed; you won't see that level of water in the canal. They were constructed in 1980's or so. They've been in place for 25 years and the largest rain event was in 1995. They have been strengthened since Hurricane Katrina but now would only be used to remove rainwater.

Question 36. Monsignor Douglas Doussan: They can take 4 to 5 ft of water?

Response 36. Nancy Allen: It's a different elevation for each canal, it ranges from 5 to 8 ft.

Response 36a. Col. Sinkler: We're doing safe water elevation studies and there may be improvements but the top of the wall is 13 ft right now. They would never pump enough rain water in to get that high, they would go to about 5 ft in most cases.

Question 37. Keith Scott: In terms of construction of the levee wall and Seabrook Gate, what time frame is that on? Can you explain the process from here to get to 1 percent risk reduction?



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Response 37. Col. Sinkler: The base of the Lake Borgne Surge Barrier was completed last week, it will be done by 2011. There are no real issues there. Then we're in the process with Seabrook. We're required to get public input on this project, we'll take comments here, and you can provide those online [at www.nolaenvironmental.gov]. Then we'll make a decision on where it will be located. Then we'll start construction. It will be close but once we get comments back and get a decision we should have it constructed by 2011.

Question 38. Keith Scott: That is the major part of it. Is there any other major project for the whole system that hasn't been started yet?

Response 38. Nancy Allen: What's on the map is the perimeter protection. Some of it is amber and some of it is green. Red is the area that is still vulnerable. The goal to have the entire system in place is Jun. 2011.

Response 38a. Col. Sinkler: This area [pointing] in New Orleans East was overtopped during Hurricane Katrina. This area [pointing] is where we're 95 percent complete with work on the lakefront. We have the money to replace those temporary pumps and we've agreed to build those so they would allow future improvements that would benefit interior drainage. This area [pointing] meets the 100-year elevations. The area along the lakefront, it meets the system requirements. This map was produced in Jun. 2009. The contract has been awarded and we'll begin construction on that [pointing], the Lake Borgne Surge Barrier is under construction and we've awarded the contract for the levees in St. Bernard, they are already under construction. New Orleans East is a challenge from an environmental standpoint because it's part of a marsh. We have real estate and environmental issues and we can't just dump dirt. We have geotechnical [requirements for the dirt/clay] and those aspects make building the system a challenge.

Question 39. Keith Scott: So then as we stand, going into 2010, the New Orleans East area is the most challenging for the Corps to complete?

Response 39. Col. Sinkler: There is a levee there already that meets current standards but we want to raise it another 7 or 8 ft. We want to raise the New Orleans East levees another 7 or 8 ft which is a significant raise, there is a levee out there already.

Question 40. Monsignor Douglas Doussan: Is there anyway to relate the 1 percent storm to a Category 3, 4 or 5 storm? We've been hearing people say we need Category 5 protection.

Response 40. Ron Elmer: People don't realize that Hurricane Katrina had been a Category 5 in the Gulf of Mexico for a number of days and that started momentum and surge build up. Once the surge started, which was based on the Category 5 winds, the winds may have died but the storm still had a good portion of the surge behind it.

Response 40a. Col. Sinkler: That's why we want to design for a surge and not a category storm.

Response 40b. Ron Elmer: The wind probably went down some but the surge at the water surface didn't drop. They calculated that the Hurricane Katrina storm surge was a 400 year storm.

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Question 41. Monsignor Douglas Doussan: So if we had a Hurricane Katrina again, and all this was in place, we wouldn't be protected?

Response 41. Col. Sinkler: Well, we're not making that claim. We're doing what was authorized by Congress. If a storm came and it was greater than an 100-year storm [inaudible].

Response 41a. Ron Elmer: The still water elevation is going to be higher. Still water is 18 ft and the Lake Borgne Surge Barrier will be 26 ft. We've calculated the still water elevation, you won't see water flowing but you'll see waves breaking over it.

Response 41b. Col. Sinkler: And there can be different storm tracks. I know everyone's frame of reference is how high the water was during Hurricane Katrina, it was about 12 ft here and we're building to 16 ft. In Lake Borgne we're building a 2 mile barrier but during Hurricane Katrina the still water was 18 ft and we're building to 24 ft. In St. Bernard the storm surge was 22 ft and the walls will be 29 to 30 ft. Technically it's a 100-year system. You're asking why we're building higher and we have a safety factor and that adds more material. Then we have a structural superiority that's to ensure if it gets overtopped it's resilient so we don't have to do repair work. Then we calculate how much subsidence and sea level rise we expect so we get a levee or floodwall that is higher than what the minimum would be for 100-year storm.

Comment 42. Keith Scott: You didn't finish going around [the system map and elevations].

Response 42. Col. Sinkler: At the lake before Hurricane Katrina the elevation was 12 and the levees will be 16 ft so we'll add 7 or 8 ft to levees there.

Question 43. Keith Scott: What was the storm surge there during Hurricane Katrina?

Response 43. Col. Sinkler: Nancy Allen can get that number for you, we don't have it here.

Question 44. Keith Scott: You think it was [inaudible] and you're adding 7 ft, so you're guessing [the surge would be] 7 ft higher than it was during Hurricane Katrina?

Response 44. Col. Sinkler: I'm using those numbers because I know you can relate to Hurricane Katrina but I don't want you to think you can stay here if there is another storm headed this way. Hurricane Gustav was an almost 100-year storm. Everything performed pretty well during Gustav and things are better today.

Response 44a. Nancy Allen: A hurricane's surge and the path and a number of factors go in to creating elevations. It's not just wind or one thing.

Response 44. Col. Sinkler: That's why you should listen to elected officials and evacuate.

Question 45. Sister Maura O'Donovan: If you build all these levees, where is the massive storm going to go? Are western areas going to be more vulnerable?



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Response 45. Col. Sinkler: It's not keeping water out of Lake Pontchartrain. This isn't a large area when you look at a hurricane. Most hurricanes are a half a state's size in diameter. We're shooting [to have the system complete] in Jun. 2011. There will still be work to do but our goal is a system that will withstand a 100-year storm by then.

Question 46. Keith Scott: So would that be an announcement, in terms of a certification?

Response 46. Col. Sinkler: In conjunction with Federal Emergency Management Agency (FEMA), the certification would be given and that's tied to insurance rates and that may not occur on 1 Jun but on 1 Jun our goal is the system constructed. The certification would take longer.

Nancy Allen: We'll conclude the formal part of the meeting now, we'll be here to answer your additional questions.