



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

# Public Meeting Recap

Individual Environmental Reports 8, 9, 10, 11 and borrow  
Public Meeting  
Thursday, January 17, 2008

<b>Location</b>	NP Trist Middle School 1 Pirates Cove Meraux, LA
<b>Time</b>	6:00 p.m. Open House 7:15 p.m. Presentation
<b>Attendees</b>	approx 200 including 25 staff
<b>Format</b>	Open house Presentation Q & A
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• PPT print out</li> <li>• Borrow handout (1-17-08)</li> <li>• NolaEnvironmental.gov handout</li> <li>• Addendum to IER 18</li> <li>• Addendum to IER 19</li> <li>• IER 18</li> <li>• IER 19</li> </ul>
<b>Facilitator</b>	<p>Welcome – Craig Taffaro, St. Bernard Parish President</p> <p>Presentation</p> <ul style="list-style-type: none"> <li>• (IER 8-10) Christophor Gilmore, USACE, Senior Project Manager St. Bernard</li> <li>• (IER 11) Maj. Jeremy Chapman, USACE, Senior Project Manager, IHNC</li> </ul> <p>Questions/Comments – Julie Morgan, USACE, Outreach</p>

Welcome

Craig Taffaro, St. Bernard Parish President

Good evening. We have a great turnout tonight and we want to make sure we get started on time. We have a lot of important issues and information to discuss. We want to make sure our comments, concerns and questions [are addressed]. We want to make sure we hear that the Corps is giving us the information we want and we want to make sure we understand the information. There are several issues about the hurricane protection system and borrow [that will be discussed tonight]. As we hear the presentation, please take notes and write down your questions. We encourage you to ask questions and comments, we'll make it formal for the record because that matters when Corps makes decisions. We'll make sure we have your comments. The Department of Natural Resources, as well as federal-level Senators and Congress, are interested in our needs and concerns because these will affect generations. Thank you for coming.

Introduction

Julie Morgan, USACE, Outreach

Thank you Mr. Taffaro. We're overwhelmed by the number of people here, thank you for coming. You have comments and concerns, and this is why we're here. We'll have a presentation then open the



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floor for questions, comments and discussions. This is the 40<sup>th</sup> meeting we've held in the New Orleans metropolitan area. We're going to different basins including St. Bernard, Plaquemines, St. Charles, Jefferson and Orleans. We'll continue over the next few years to hold meetings. This isn't the first opportunity to comment and it is not the last. We want to know what you think and what your concerns are. Tonight we're presenting information on alignments. We're here to address environmental compliance on any project. These meetings are reflecting improvements to the Pontchartrain and Vicinity Projects and Westbank and Vicinity Projects. Tonight the presentation is by Chris Gilmore, senior project manager for levees in St. Bernard. He will be followed by Maj. Jeremy Chapman who will talk about flood protection along the Industrial Canal [or Inner Harbor Navigation Canal].

These are the ground rules for tonight:

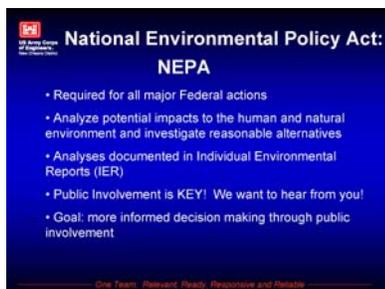
Please allow Chris and Jeremy to give their entire presentation before asking questions. They may answer your question during the presentation. There are a lot of people and many comments, please respect everyone's time and limit your comments to five minutes. It will make the meeting more productive. After the meeting, project managers and subject matter experts will stay to answer questions if you don't want to ask them in front of everyone. Comment cards are here too and there are evaluations on your seats. Please fill out the evaluations, your feedback will help us give a better meeting and help get our message across more clearly. We would like your e-mail address, please when you leave give us your e-mail. We will use snail mail too but we'll add you to our database. We want to keep you informed. It's to our benefit that we're here because this is your opportunity to tell us your concerns. Please take advantage of us being here. Our project managers can answer your questions. After the presentation we're here to answer questions.

Chris Gilmore, Senior Project Manager, St. Bernard

There are a lot of people here, I'll speed up the presentation and please feel free to ask questions after I finish. We're here to discuss IER 8-11 and borrow. The St. Bernard project is called the Chalmette loop levee and Maj. Chapman will cover the IHNC [Inner Harbor Navigation Canal or Industrial Canal].



We're here to get your input. We can develop a project to suit your needs, but we need to get your input. We'll incorporate your comments as best we can to make the hurricane protection system the best it can be in St. Bernard.



We need to meet National Environmental Policy Act requirements. NEPA is required of federal actions and in the process we'll evaluate human and natural impact and reasonable alternatives. Those [inaudible] will be documented in Individual Environmental Reports. Public involvement is a key component to this process. We want your input.



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**National Environmental Policy Act:  
NEPA**

- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Analyses documented in Individual Environmental Reports (IER)
- Public Involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement

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We've had 40 NEPA meetings. We started in March 2007 and we are developing alternatives and looking at impacts. We're taking public input.

**NEPA Process and Path Ahead**

- The NEPA process began with public scoping meetings for IERs 8, 9, 10 and 11 in March 2007
- From March 2007 through today, current project alternatives were developed, impacts were analyzed, and public input was solicited
- Tentative timeframe of draft IER 30-Day public review period:
  - IER 8: Late January 2008 – Early February 2008
  - IER 9: Late March 2008 – Early April 2008
  - IER 10: April 2008
  - IER 11: Late January 2008
- Final decisions will be made approximately 45 days later

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The time frame for IERs 8-11 is listed here. Please give us your comments [on these documents].



This is the Chalmette Loop Levee System. It spans from LPV 141 to LPV 149.

**Current Status**

- LPV 142: Southside of Gulf Intracoastal Waterway (GIWW)
  - Levee being raised to elevation 15.0 ft
  - Construction delayed due to rain
  - Continuing investigations to determine if sandy material is present, if found appropriate corrective actions will be taken
- LPV 148.01: Verret to Caernarvon (Phase I)
  - Contract awarded 31 Oct 07
  - Notice to proceed issued 14 Jan 08

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LPV 142 is south of the Gulf Intercoastal Waterway. It protects the top of the Chalmette Loop and is being raised to elevation 15 ft. It was 13-14 ft, we hoped to finish it but there was rain and we've been delayed. We also found sand in the levee, we took it out and replaced it with clay. We're making sure there is not sand [in the levee]. If we find sand we will replace it with good material.

For LPV 148.01 we awarded a contract in Oct. 2007 and received notice to proceed on Monday, [Jan. 14, 2008]. The contractor has permission to work on the levee. You'll see dirt moving soon.

**Current Status (cont.)**

- LPV 144 – 149: Chalmette Loop Levee System
  - Investigating various options to provide 100-yr level of protection
  - Scheduled to initiate design March 2008
- St. Bernard Back Levee
  - Currently investigating the feasibility of incorporating the back levee into the Federal system
  - Developing a survey and boring plan for design effort

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LPV 144-149, these are for 100-year level of protection. LPV 148.01 is a large reach. The initial work was to repair damage. The first phase is 01, it is to the authorized design height. Phase 2 is 100-year level protection. I'll go into the alternatives a little later. We'll begin building in March [2008]. For the St. Bernard back levee, we're looking at costs to make it a federal levee which will make it better and take away responsibility of from the local [parish government].



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**Bayou Bienvenue and Bayou Dupre Flood Control Structures**

Bayou Bienvenue (LPV 144.1) on the Orleans/St. Bernard Parish line

Bayou Dupre (LPV 144.2) in St. Bernard Parish, Louisiana

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**Status of IER 8  
Bayou Bienvenue and Bayou Dupre  
Flood Control Structures**

- Draft IER is being finalized and will be available for public review in early February

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## Individual Environmental Report 8

These are control structures. These are post Hurricane Katrina pictures. They were blown out after Katrina. {you can see there were} scour holes, they have been repaired to pre-Katrina standards. 100-year level elevations are higher so they will have to be completely replaced.

The draft IER is being finalized, but the proposed action is to build a new flood gate on the protected side. [The flood gate will go] about 100 ft back. With construction we have levees that will tie it in to the Mississippi River Gulf Outlet.

[The proposed action at] Bayou Dupre will be to put in a pontoon bridge. That is the only levee in the

**IER 8 – Proposed Action**

- Construction of new flood control structures along the bayou channel approximately 300 ft to the protected-side of the existing structures.
- Construction of new T-walls that tie-in to the adjacent levee reaches.
- The new structures and T-Wall tie-ins would be built to a height of approximately +31 ft (NAVD88).
- A pontoon bridge is an additional feature that could be built.
- After construction of the new structures, the old structures would be de-authorized and left in the open position, unless the local sponsor chooses to maintain the old structures as an additional line of defense.

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**IER 8 – Proposed Action (cont.)**

- Final decision on Bayou Bienvenue floodgate is dependent on recommendations for IER 11 (improved protection for the Industrial Canal).
- The Proposed Action for Bayou Bienvenue may ultimately provide protection for an area also protected by the proposed action for IER 11.
- If the final engineering design for the IER 11 would provide adequate protection for the Bayou Bienvenue area, then the IER 8 decision may be re-evaluated for Bayou Bienvenue, and the No Action alternative for the Bayou Bienvenue control structure could be selected.

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HPS, outside of St. Bernard, that you can't get to by vehicle. So we're going to make it accessible by vehicle. The existing structure will be left in place.

The Bayou Bienvenue project will be impacted by Maj. Chapman's project. So [what we do there] will depend on Jeremy.



IER 8 may have two structures. If Maj. Chapman doesn't affect Bayou Bienvenue we'd do a set back. It would be 200 ft from the existing structure.

To give an idea of the staging area, it would be the area shaded in red along Bayou Bienvenue and Bayou Dupre.

**Proposed Staging Areas During Construction**

Bayou Bienvenue Staging Areas

Bayou Dupre Staging Areas

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**IER 8 – Environmental Impacts of Proposed Action**

- Wetlands – Minimal Adverse: Expected loss of wetlands only near Bayou Bienvenue is .5 acres, adverse impacts would occur primarily during construction
- Fisheries – Minimal Adverse: temporary impacts to fisheries during construction
- Essential Fish Habitat – Minor Adverse: temporary impacts to essential fish habitat in the vicinity of the project area during construction
- Wildlife – Negligible Adverse: temporary impacts to wildlife within the vicinity of the project area during construction
- Endangered/Threatened Species – Insignificant and unlikely to have an adverse affect

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There will be minimal adverse impacts to wetlands, we may have some losses near Bayou Bienvenue and that will primarily be during construction. There will be minimal adverse impacts to fisheries during construction. There will be minor adverse impacts to fish habitats during construction. There will be negligible impacts to wildlife. There are insignificant impacts to endangered species.

**IER 8 – Environmental Impacts of Proposed Action (cont.)**

- Socioeconomic Resources – Substantial Beneficial: impacts to population, landuse, and employment due to heightened flood protection and construction-generated employment
- Environmental Justice – None Identified
- Cultural Resources – None Identified
- Recreation – Minimal Adverse
- Air Quality – None Identified
- Noise – Minimal Adverse: temporary impacts within 1,000 ft of the project area during construction
- Transportation – None Identified

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Socioeconomic impacts will have a benefit. To replace the structures we'll increase the number of jobs with construction. We think there's a benefit there. Environmental Justice has no impacts and there won't be an impact to air quality. There will be minimal noise impacts and transportation impact will be minimal.

**Status of IER 9  
Caernarvon Floodwall**

- Draft IER anticipated for public release in early April 2008
- Once recommended plan is selected and IER is complete, Plans and Specifications (P&S) will begin
- Construction scheduled to begin early 2009



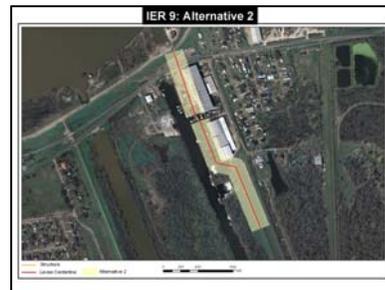
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## Individual Environmental Report 9

IER 9 covers the area near Elevating Boats, Inc. The existing floodwalls are in red. The draft of IER 9 should come out in April. Once our plan is selected, based on IER review, we'll proceed to plan and specifications into whatever design we recommend. Construction will begin in 2009.



These are the alternatives we're looking at for IER 8. Alternative 1A is to raise the wall in place. It's at elevation 14 ft now but we would need to build it to 24 ft. [Inaudible] areas are lined in yellow. [This] alternative would impact Elevating Boats Inc.

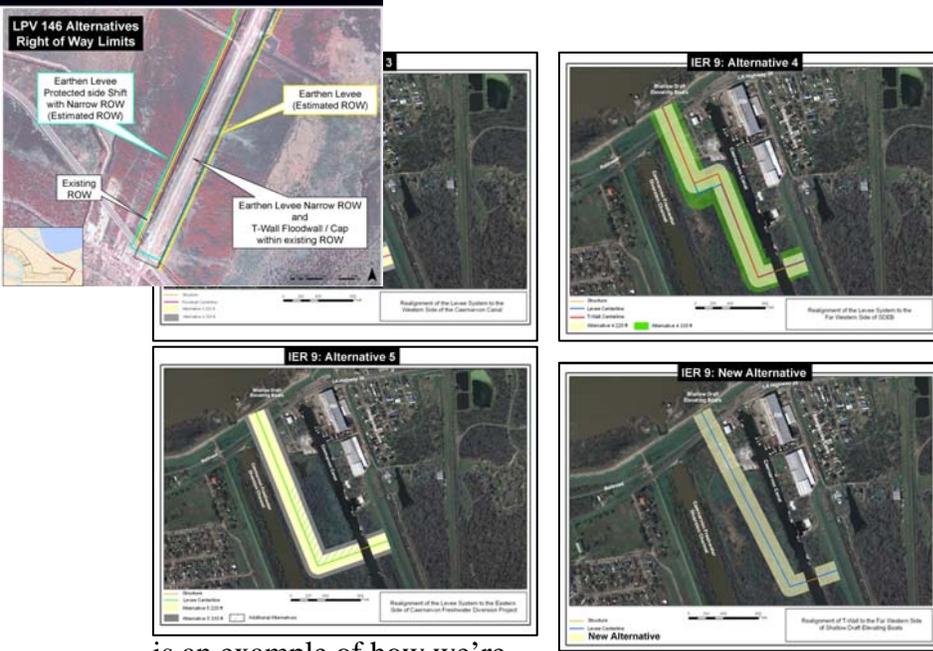


We wanted to adjust [this alternative a little so it wouldn't impact as much]. This is Alternative 1b, it still impacts homes.

Alternative 2 would not impact homes but it would impact EBI.



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Alternative 3 would impact nobody. And then we looked at options at crossing the canal. Every time we cross the canal there has to be a gate to allow EBI to get vessels out.

Last time we were here was about a month ago at the Lynn Oaks School. There were lots of comments [about these alignments and their impacts] so we went back and looked at comments. We came up with a new alternative that minimizes impact to EBI, other businesses, homes and real estate. This implementing your comments. At this

is an example of how we're point we haven't chosen an alternative but once we're done with the IER we can make a recommendation.

Impacts to the wetlands will depend on the alignment. If we shift it, it would impact more but it will depend. Fisheries are not likely to be impacted. It's the same with Essential Fish Habitat. This will depend on the alignment. Endangered species have no impacts. Socioeconomic will have benefit because of construction.

**IER 9 – Environmental Impacts**

- Wetlands – Depends on alignment
- Fisheries – Not likely to adversely effect
- Essential Fish Habitat – Not likely to adversely effect
- Wildlife – Minimal Adverse: temporary displacement impacts to wildlife within the vicinity of the project area during construction
- Endangered/Threatened Species – No Impact
- Socioeconomic Resources – Substantial Beneficial: impacts to population, landuse, and employment due to heightened flood protection and construction-generated employment
- Environmental Justice – None Identified

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**IER 9 – Environmental Impacts (cont.)**

- Cultural Resources – currently under analysis
- Recreation – currently under analysis
- Air Quality – Negligible Adverse: temporary minor impact to air quality during construction; however, impact is considered negligible due to the fact that the project area is an attainment area
- Noise – Minimal Adverse: temporary impacts to receptors within 1,000 ft of the project area during construction
- Transportation – Minimal Adverse: worker and truck traffic resulting from the project could temporarily impact traffic on highways within the vicinity of the project area

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Cultural resources impacts will depend. There are no Environmental Justice issues. There are no issues identified if we avoid businesses and homes.

## Individual Environmental Report 10

**Alternatives Evaluation IER 10 Chalmette Loop Levee**

- A range of alternatives is being considered for both the Federal and non-Federal levees in the Orleans/St. Bernard parish area
- Screening analysis was performed for a range of alternatives
- Alternatives were eliminated for several reasons including adverse impacts, engineering design feasibility, or cost. Some alternatives were eliminated from further analysis because they did not reasonably meet the project purpose and need

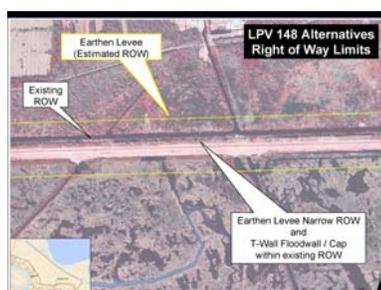
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Now we move on to IER 10 which is the Chalmette Loop. This is for 100-year level of protection. We've looked at alternatives. It's complicated but we're designing the best alternative to provide protection for people in St. Bernard. We've done screening and three of them were eliminated because they were too expensive and had insurance issues.

**Alternative Types Under Consideration Federal Levee System**

- LPV 145: Bayou Bienvenue to Bayou Duze
  - Earthen Levee with Narrow Right-of-Way
  - Earthen Levee with Protected Side Shift
  - T-Wall Floodwall / Cap
- LPV 146: Bayou Duze to Mississippi River Gulf Outlet (MRGO)
  - Earthen Levee with Protected Side Shift
  - Earthen Levee with Narrow Right-of-Way and Protected Side Shift
  - Earthen Levee with Narrow Right-of-Way
  - T-Wall Floodwall / Cap
- LPV 146 (MRGO to Hwy 46)
  - Earthen Levee
  - Earthen Levee with Narrow Right-of-Way and Protected Side Shift
  - Earthen Levee with Narrow Right-of-Way
  - T-Wall Floodwall / Cap

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**Alternative Types Under Consideration Federal Levee System**

- LPV 147: Hwy 46 and Bayou Road
  - Earthen Levee with stability berm and Hwy 46 over the levee with overbuild
  - T-Wall Floodwall / Cap and Hwy 46 over the T-Wall with an overpass
  - Bayou Road replacement floodgate
  - Bayou Road replace floodgate with full levee section
- LPV 148: Verret to Caernavon
  - Earthen Levee
  - Earthen Levee with Narrow Right-of-Way
  - T-Wall Floodwall / Cap

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Alternative types under consideration are LPV 145-146. These are some alternatives we've looked at. Earthen levee and t-walls. This gives an idea of right-of-way that could be acquired. This is existing right-of-way, the green. Then the yellow is estimated right-of-way needed.

**Alternative Types Under Consideration Non-Federal Levee System (40 Arpent Canal Levee)**

- Reach 1
  - Earthen Levee with Flood-side Shift
  - T-Wall Floodwall
  - New T-Wall between railroad and Florida Ave
- Reach 2
  - Earthen Levee
  - T-Wall Floodwall
  - Earthen Levee to EL 13.5 and T-Wall Cap to EL 17.0
- Reach 3
  - Earthen Levee
  - T-Wall Floodwall
  - Earthen Levee to EL 13.5 and T-Wall Cap to EL 17.0

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For project LPV 148.02 we looked at an earthen levee and T-walls. LPV 147 is from the fire station across the Mississippi River. We looked at a little levee and raising Hwy 46. We thought about a T-wall.

For Bayou Bienvenue we may replace floodwalls and raise

[inaudible] to make an earthen levee. That's different than before. LPV 148 gives an example of right-of-way we need. The black line is existing right-of-way, red line would be new right-of-way. This extends across the bayou into the wetlands. This would [inaudible if picked].

These are the non-federal levees. We looked at possibly armoring levees and raising the back levee to a certain height. We broke this into reaches and looked at earthen levees and T-walls except in Reach 4.



**Alternative Types Under Consideration Non-Federal Levee System (40 Arpent Canal Levee)**

- Reach 4
  - Floodgate Closure Structure
- Reach 5
  - Earthen Levee
  - T-Wall Floodwall
  - Earthen Levee to EL 13.5 and T-Wall Cap to EL 17.0
- Reach 6
  - Earthen Levee
  - T-Wall Floodwall
  - Earthen Levee to EL 13.5 and T-Wall Cap to EL 17.0

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If this becomes [inaudible] we would build a structure.

Reach 2, this is an example of what would be required. The red line would

be T-wall.

**Project Purpose**

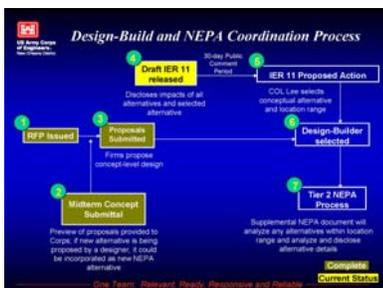
Provide 100-year Level of Protection to the Inner Harbor Navigation Canal (IHNC) from Hurricane-Induced Storm Surges by 1 June 2011 with Advance Measures in place by 1 June 2009.

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## Individual Environmental Report 11

Major Jeremy Chapman, USACE, Sr. Project Manager

The Inner Harbor Navigation Canal is being improved under IER 11. The purpose of project is to provide 100-year level of protection. This is an advance measure and basically an internal project to reduce risk between now and 2011. The goal is to have it finished by 2009.



This shows the NEPA process. We're in the draft IER process and expecting that this IER will go out next week for public review. From there we'll pick an area for armors and then a second tier document



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will go out. Then we'll have a final decision this summer on the alignment.

**Design Parameters (cont.)**

- Do not exceed a 2.6-foot-per-second (fps) water flow during peak flood or ebb tides to avoid or minimize impacts to migrating aquatic species
- Design structures to remain open except during storm events of sufficient magnitude that flooding is expected
- Provide for rapid reopening of structure even if electricity is unavailable
- Minimize potential for turbidity-causing sediment erosion during construction and throughout the project life
- Avoid or minimize disturbance of contaminated sediments and other hazardous, toxic, or radioactive waste (HTRW) in the study area if they are found to be present

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These are our design parameters. This was advertised in Oct. 2007 and deals with environmental issues to minimize impacts to fish, wetlands, human environment, marine life and maritime.

**Design Parameters**

- Minimize the overall project footprint
- Minimize impacts to wetlands and natural hydrological regime
- Maintain a water flow capacity that is comparable to the waterway's capacity prior to construction
- Minimize the creation of steep environmental gradients (i.e., changes in salinity regimes, changes in physical slope of channel)
- Minimize potential adverse impacts to fisheries
- Accommodate vertical and horizontal fishery distribution patterns with interior marsh tidal pathways and coastal passage
- Minimize the migratory distance from opening to enclosed wetland habitats

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The Gulf Intracoastal Waterway [inaudible] and several impacts deal with velocity and turbidity of water. We are making sure the structure stays open to allow for water flow and to allow traffic for maritime traffic on the GIWW.

**Alternatives**

- No Action
  - Raise levees and floodwalls to previous authorized level
- Raise / relocate buildings in flood zone
- Raise levees and floodwalls to 100-year level of protection
- Construct channel and/or water body structures
- Construct wetlands

These are the five alternatives we explored for this IER. Alternative 1 is No Action, it would leave the levee at its authorized levee. We'd bring the current system to the authorized level. Lots of protection has been raised and the [inaudible] go to 15 ft. The Alternative 2 is to raise homes. It would mean relocating homes and businesses in New Orleans East, St. Bernard, Holy Cross and New Orleans metropolitan area. This idea is cost prohibited and would disturb so many people it's not viable. The Alternative 3 is to raise walls, which is shown in red, from around 13 to 15 ft up to 18+ ft. We'd widen the footprint, moving homes. Alternative 4 is a channel-barrier gate combination to protect Lake Borne and Lake Pontchartrain. Alternative 5 is to build wetlands.

**Alternative 4: Project Features and Location Ranges**

Map showing Lake Pontchartrain Storm Surge Protection Project Feature and Lake Borgne Storm Surge Protection Project Feature. Locations marked include Pontchartrain 1, Pontchartrain 2, Borgne 1, Borgne 2, and Borgne 3.

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Alternative 4 would be in the area marked Borgne 1. We considered 3 options, this is to protect us from Lake [inaudible]. In Borgne 1 are zones 1, 2 3.

**Proposed Action: Pontchartrain 2 Location Range**

Map showing Lake Pontchartrain, IHC, Ted Hickey Bridge, and GIWW.

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**Proposed Action: Borgne 1 Location Range**

Map showing Lake Borgne, IHC, and GIWW. A green area is highlighted.

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These are areas where we could build our barrier system to protect Lake Pontchartrain. One is by Ted Hickey Bridge and one is inside canal, in this green area [pointing].



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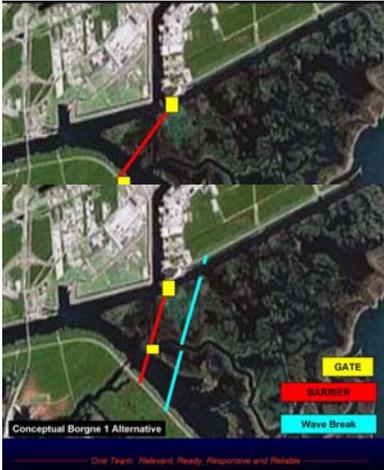
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On Dec 11 we've chosen the area called Pontchartrain 2 as preferred location for protection.

In Borgne 1 zone, these are examples of what protection may look like. This is a rough drawing near the Michoud slip and [inaudible] gate by Michoud. It would allow 36 ft of grass and [inaudible] raising levees. This goes across marshland and has shallow draft [inaudible] on the GIWW. It would be 150 ft wide.



This is another alternative on Bayou Bienvenue to allow vessels. This is a closure across the MRGO. This is similar, it is a shallow draft.



**Pontchartrain 2: Impacts to Significant Resources**

- Water Quality: Temporary increases in turbidity (cloudiness)
- Aquatic: Up to 5 acres of open water lost
- Wetlands: No significant impacts
- Human/Economic: 40 acres of land taken; may impact some residential and industrial properties; long-term positive impacts from better flood protection
- Recreation: Possible impacts to Lakefront recreational facilities

This is a wave break, it would break waves so we don't have to build the barrier as high.

Impacts for the area called Pontchartrain 2 would be a water temperature increase due to turbidity. And possibly taking up to 5 acres of

open water, what we build will be less. Human and economic impacts are possible loss of 40 acres of land. That would be a positive impact on businesses and there could be impacts to recreational facilities.

Borgne 1 impacts would be a temperature increase in the water quality and turbidity that would impact 296 acres of open water habitat, 346 acres of brackish marsh, and some minor human and economic impact and some recreational facilities

**Borgne 1: Impacts to Significant Resources**

- Water Quality: Temporary increases in turbidity (cloudiness)
- Aquatic: Up to 296 acres of open water habitat lost
- Wetlands: Loss of up to 346 acres of brackish marsh lost
- Human/Economic: Minor temporary impacts from construction; long-term positive impacts would be repopulation of affected neighborhoods; long-term positive impacts from better flood protection
- Recreation: Impact to and protection of wetlands/

**Advance Measures Update**

- Goal: provide an improved level of protection & reduced risk to the areas protected by the IHNC by 1 June 2009
- Advertised advance measures with 100-year project solicitation on 26 October 2007
- The amount of protection will be determined after a contractor is selected
- Solution could be part of 100-year structure or a completely separate structure
- Detailed design will be disclosed and analyzed in Tier 2 NEPA document

measure goal is to provide protection and reduce risk. [We intend to have] protection in place in the polder that includes New Orleans East and St. Bernard by Jun. 1, 2009, so by next hurricane season. We advertised [construction of this] project in Oct. 2007. We should be selecting a contractor by Mar. 2008 to build for 100-year protection. Advanced measure construction will start in the summer so you'll see dirt moving soon.



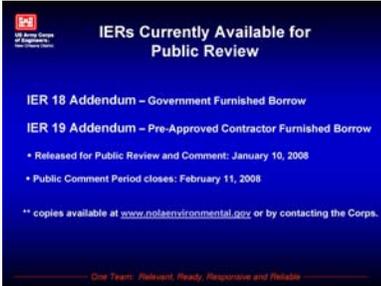
Chris Gilmore, Sr. Project Manager, St. Bernard



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One challenge we've identified with getting to what we want to build, is where to get borrow from. Right now we're estimating that we need more than 100 million cubic yards of dirt, that's 20 Superdomes of borrow. We've investigated all kinds of pits to see if they can provide the material we need. We've gone up to Baton Rouge and Mississippi as well as St. Bernard and Plaquemines. Some pits have been approved; these are the pits in St. Bernard that we've looked at.



Currently have we have IER 18 and 19 addendums out for public review. The comment period for them ends on Feb. 11. Copies are avail on [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov) and there are copies here tonight.

There are opportunities for public input [on our projects] that's what this

meeting is for. We are holding meetings throughout the area. Please sign in so we have your name and you can go to comment online at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov). Gib Owen is the environmental manager, all comments go to him. The Project Managers and Subject Matter Experts are here to answer your questions.



This is the [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov) Web site. There is lots of information there, you can go here to download copies of the IERS.

Julie Morgan, USACE, Outreach:

I'd like to introduce the public officials we have with use tonight:

Tony Ricky Melerine	St. Bernard, Councilman at Large
Ray Lauga Jr.	St. Bernard, Councilman District A
Mike Ginart Jr.	St. Bernard, Councilman District D
Fred Everhardt Jr	St. Bernard, Councilman District E

## Questions & Answers

Before we start the Question & Answers I'd like to introduce the Project Managers and Subject Matter Experts who are here and who can address your concerns.

Ed Lyon	Environmental Justice
Rueben Mabry	
Greg Miller	Sr. Project Manager, Mississippi River Gulf Outlet



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Gib Owen	Chief, Ecological Planning and Restoration
Larry Poindexter	Project Manager, Inner Harbor Navigation Canal lock
Laura Lee Wilkinson	Environmental Manager

Please come to the microphone to say your comment or ask you questions. Please introduce yourself, we're taking minutes and they will be posted along with Questions and Answers on the Internet [[www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)]. The presentation will also be posted on the Internet.

We want to answer your questions. If you don't like our response, please let us know. We want to give you the answer you want, so please don't walk away without giving you the information you want.

**Comment 1.** Dan Arceneaux, Chalmette: I'm chair of the Coastal Zone Advisory Committee. I've been on the committee for 14 years. I've been to most Corps public meetings. I'm disturbed by the draft MRGO de-authorization report. Congress wrote a paragraph on what they wanted the Corps to do. The second paragraph said the plan will include modifications including navigation function measured for hurricane and storm protection. They don't plan to give us that. The plan should be done with St. Bernard, state and federal agencies. That is the meeting that never was. We've been to 40 meetings and he invited everyone to keep the channel open. They never had a meeting with St. Bernard or federal agencies. This is a violation of what congress said. I think the parish government shouldn't allow borrow to leave the parish until our levees are up to 100-year levels (clapping). I worked for the Corps for 14 years. They'll fill levees for everyone else and come back saying we don't have enough for you. We have an ordinance in St. Bernard that says you'll split a canal in half and make the other half shorelines that are half the width of the canal. The Corps said 150 ft on one side. It's 90. We need 450 ft so the canal won't go around. We have an ordinance. I had a meeting with Col. [Jeffrey] Bedey and Chris Gilmore two months ago and we discussed a design on closing [inaudible]. I told them it's criminal to build, that we would be below the gulf. If a southeast wind blows, we don't need a dam like that. About St. Bernard, we live on 15 percent of the dry land. The 85 percent left of the parish is marsh. They are going to turn us into a lake. We should get mud from somewhere else (clapping). The levee that's up, they bought Mississippi [state] mud and mixed it with marsh mud. Some people will say it didn't happen but I saw the canal they dug. They mixed mud. Sherriff Stevens, before the election showed ruts where it washed away, marshland washes away. Seeing in paper that the MRGO [will need] 27,000 acres [of material] to build [inaudible]. As long as I've gone to Corps meeting it took 32,000 acres [to build the MRGO] it's been washing away for 42 years. Also, talk about new canal, [the Corps] said it would be 36 ft what people don't know is the canal at 36 ft, it goes 5 feet deeper for operations and maintenance. I was told that we use 8 ft cutter head to go to 42 feet, that's a bonus for the Corps. That's a dam bonus to get another 10 feet (clapping).

**Question 2.** Barbara Robin, Braithwaite: I lived in Deer Range before the storm, I live in Caernarvon in 2008. My interest is to know what proposal you're going to do. I came to Caernarvon to die here. **In April will you tell us what you'll do or do you already know?**





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**Response 2.** Chris Gilmore: No, we don't know what proposal we'll choose yet. In February we'll have a better idea. I know you were at last meeting and based on your comments we came up with a new alternative. We're trying to avoid impacts, we want to minimize impacts.

**Robin:** Go up to Mississippi [to get borrow]. I would be in favor of you if you talked about culture impacts. Caernarvon is 99 percent connected to the Canary Islands. If you take our [inaudible] that's a large population from the Canary Islands that you'll misplacing (clapping).



**Question 3.** Carey Brassette, Chalmette: I'm a 20-year resident of St. Bernard. In your slide on investigated borrow sites, **what other areas are investigated for borrow sites? What about Sabine in North Louisiana, along the Red River? What other areas have you investigated and can you elaborate?** Put up a slide on the Website to show us [the sites investigated].

**Response 3.** Gib Owen: Our borrow PM isn't here, yet. I'm the environmental manager. What you see [on this slide] is what we've investigated since Hurricane Katrina. We're focusing on this area because of cost. We don't have an unlimited budget so were trying to stay close. We're looking at other areas. People who came to the Dec. 10 [public meeting about borrow at the Corps office] heard about the supply areas. It's up to whoever has the material and can provide it [to the Corps to decide we can use it, then the Corps will decide if we] can afford to pay. [The sites] we're looking at are under investigation.

**Comment 4.** Brassette: Funding comes from the federal government. That's from citizens, all taxpayers. So one way we're going to pay for the dirt, either for transportation or because of loss of land.

**Response 4.** Owen: Congress has given us \$7.1 billion. Another \$7.6 billion has been requested. That brings us up to about \$15 billion so we have to stay within budget or we won't be able to build to reasonable alternatives. We need to balance needs of the people to impacts to wetlands and the environment. We're avoiding all wetlands.

**Question 5.** Brassette: **Do you plan to look in other areas of our state other than what has already been identified?**

**Response 5.** Owen: There are three ways we get borrow. One is Government Furnished, those sites could be farther up toward Baton Rouge. Second way is Contractor Furnished. We have no control over where land comes from, anyone can volunteer their land. And the third way is through a supply contract. Anyone can say they have dirt for us to use.

**Question 6.** Brassette: I have an IER 10 question. What are current 100-year requirements for levees in that area? Areas LPV 142-148?

**Response 6.** Chris Gilmore: LPV 145 is currently at 20 ft, 100-year protection is 26 ft. LPV 146 is 20 ft, 100-year protection is 26 ft.

**Question 7.** Brassette: **Is the [height] requirement constant all the way around?**

**Response 7.** Gilmore: The only place it's not 26 ft is where the IHNC would tie in. It would be 28-29 ft by IHNC and at Caernarvon it would drop to 24 ft because we don't have [inaudible].

**Question 8.** Brassette: This is about IER 11. Pontchartrain zones 1 and 2, in some areas you show Pontchartrain 2. **I heard you say the levees are at 15 ft along Industrial Canal?**



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**Response 8.** Maj. Jeremy Chapman: Most of the levees are below 15 ft right now, they are between 12-13 ft.

**Question 9.** Brassette: **What is federal requirement for those levee areas 18 ft, 26 ft?**

**Response 9.** Chapman: That is 16 ft or 18 ft but it will depend on what structure we build.

**Question 10.** Brassette: I'm not talking about MRGO. **I'm talking about the Industrial Canal, what is the requirement for it? Why is it so low?**

**Response 10.** Chapman: 16 ft. There are several restrictions near the Industrial Canal. 100-year protection is [inaudible] you have another five feet of waves, they don't go up the canal. What you have is locally generated canal water.

**Brassette:** But they are still open to surge from the Gulf of Mexico at 16 ft.

**Chapman:** The surge from Lake Pontchartrain is 10 ft. At the lake there were 4 or 5 ft waves, those waves didn't go up the canal. The seabrook at Hickey Bridge [inaudible] acted as wave break.

**Comment 11.** Vanessa Gueringer, New Orleans: I'm a resident of the Lower 9<sup>th</sup> ward and I am very disgusted. You have all these maps and information about St. Bernard and few maps about the Lower 9<sup>th</sup> Ward. We're in the city of New Orleans. One comment is that the Corps has been involved in racism when it comes to black community (angry). [The displays] encompass this entire area, work is being done as we speak, but nothing has happened in the Lower 9<sup>th</sup> ward. No other work has been



done since [the hurricane]. No other work is happening, you're telling me about a contract out and we won't get interim protection until 2009 (yelling). I'm a resident of Lower 9<sup>th</sup> Ward and St. Bernard will not have protection from this until MRGO is closed (yelling).

**Response 11.** Chapman: This is the Holy Cross area and the Lower 9<sup>th</sup> ward, we're raising this levee here and since Katrina we've raised this up [pointing]. The Chalmette Loop will go to 20 ft. Flooding during Katrina over topped this side [pointing] we put a new T-wall and raised it to 15 ft.

**Comment 12.** Gueringer: You have been doing work in the white community but we have to cross our fingers and worry if we're going to flood. The Corps is involved in keeping us away from our homes (very loud). You come unprepared. It's horrible, you've been meeting here and I met Chris [Gilmore] in the Lower 9<sup>th</sup> Ward but you didn't have the right people there. Our Project Manager wasn't there.

You're here with a few maps and a few recommendations. Some of us may lose our homes. These people you work with on alternatives, they are not going to lose homes, **where is the equality?**

**Response 12.** Chapman: We know the risk of the Lower 9<sup>th</sup> Ward and to the whole metropolitan area.

**Gueringer:** You're not doing enough about it. See this sign? It says "Equal and fair flood protection." We don't want conversations we need protection now (yelling).

**Comment 13.** Julie Sanchez, New Orleans: I'm a resident of Lower 9<sup>th</sup> Ward. My house flooded three times. In 1965 with Hurricane Betsy, and in 2005 with Hurricane Katrina and Hurricane Rita. The Industrial Canal levee was breached. It wasn't high enough for the water not to come over. I'm going to say this to St. Bernard resident. When that water came from Hurricane Rita, the water didn't stop at parish line. It went on into [my neighborhood]. You're not raising the levee any higher in the Lower 9<sup>th</sup> Ward. We're concerned about height and strength of levees. That levee has been breached twice but the water won't stop at the [Jackson] Barracks. It was clear after Katrina but for Rita, it went to St. Bernard also. When thinking in terms of [inaudible] look the at the Chalmette loop. It needs to come



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over. The Chalmette Loop [inaudible] so we can have a higher level so St. Bernard and Lower 9<sup>th</sup> Ward can be protected (clapping).

**Comment 14.** Jerry Lopez, Braithwaite: I live in Caernarvon and having your home flooded is horrible. I want to address the racial issue. This lady lost her home. I lost my home in 65 because I didn't have a levee.

**Comment 15.** Craig Taffaro: I appreciate the alterations you made since the last meeting. [St Bernard Parish government] passed an action notifying the Corps of our objection [to use borrow from St. Bernard]. We'll continue to fight for the alternative that doesn't affect residents and businesses. There is material that the Kaiser Plan [inaudible]. In Grammercy, LA red dirt was considered for marsh restoration. That didn't happen however, material is sitting there. It is about the amount of material that would be appropriate [for the hurricane protection system]. Have we looked into that? Do we have a status? I understand they have 100 million [cubic yards of material].



**Response 15:** Gilmore: It's not quality material, it could be used for the levee exterior but not internally. We've had people who have looked at it. I can get a status to you.

**Comment 16.** Mike [Inaudible], Caernarvon. I live across the street. I looked at this and you have a levee that goes around [inaudible] we used to have a shallow bowl, all it takes is one crack. In a football game you need a defensive line. You are army guys and know lines of defense. I don't see anything other than a barrier by [inaudible]. MRGO increases water in the east. **What are you talking about Lake Borne, to rebuild barrier islands?** What you have here is one bad spot and all this money and borrow, we're back to where we were. **I'd like a comment about other lines of defense**

**Comment 16.** Owen: We have several initiatives right now. The Water Resources Development Act passed [in Congress] a couple months ago. Congress authorized \$2 billion of work. They authorized it but did not fund it. Congress said, "look at these projects." Now we need Congress to give us \$2 billion. If money comes in, we'll take more action. This will happen also with the Louisiana Coastal Protection and Restoration program.

**Miller:** - Right now we have approval under [inaudible] to protect erosion between Doullut's Canal and Jahncke's Ditch, it evolved under the Coastal Wetlands Planning Protection and Restoration Act. LACPR is a broad investment from Mississippi to the Texas state line to provide increased protection. [The plan would provide] protection against a Category 5 storm surge and restore wetlands. Look at barrier salt marshes [inaudible] in addition, we announced last year we have a plan to close MRGO at Bayou La Loutre in St. Bernard and we have efforts to [inaudible] Louisiana coastal area. That's \$2 billion worth of work. If funds come, we'll build in St. Bernard and in other areas around the coast.

**Question 17.** Dan Arcenaux: I grew up in 9<sup>th</sup> Ward. Since living in St. Bernard we've called the GIWW to the Industrial Canal a spillway to protect New Orleans. **Who is responsible for repairs to the Industrial Canal during Katrina?** They only had 8ft levees. **Who is responsible for building only 8 ft?**

**Response 17.** Gilmore: You mean when the flood wall breached? We went in to make repairs then Hurricane Rita came. Our first step was to fill the hole. When Rita came we were trying to go back. It wasn't a levee, it was an attempt to plug a gap.

**Comment 17.** Arcenaux- Why would you build to 8 ft during a hurricane season?



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**Question 18.** Mike Sherwood, Chalmette: I have three concerns. Thank you for coming out tonight, we appreciate the planning you do. I want to know if the Industrial Canal has been [repaired]. I-walls have broken in the last couple years. When I go over the bridge it looks

the same as the I-walls that were there before. (laughing) I'm not trying to be funny but it looks the same. I can see the barrier link borne that would prevent storm surge but I would feel safer if there was dirt behind the I-wall. That has broken twice and I was neck deep in 1965 and 2005. When they said the levee broke at the Industrial Canal, I want this to be on the public record, that levee or I-wall [appears] to be the same wall that was there in 2005. I also have question on borrow pits, I don't understand them. I work and leave up it up to [Parish President] Taffaro to take care of me. **Are borrow pits going to be refilled or be big holes?**

**Response 18.** Holley: The concept of backfilling is under investigation. We've elevated [this topic to our superiors]. We know this is a public concern.

**Sherwood:** It would be nice to use dirt and build levees, then fill that back up because that would be an environmental problem.

**Holley:** We're investigating that.

**Question 19.** Sherwood: I'm wondering about levees, federalization of levees on the canal. That's my levee, the one I care about. They were turned to sandy piles I'm worried about those. It might happen, will it really?

**Response 19.** Gilmore: I-walls look the same as a T-wall. I have a map with a cross section to show you. It's not an I-wall it's a T-wall. It's sturdier, has piles and a 4 ft slab. I will show you that image after.

**Sherwood:** That's from bridge to outlet?

**Gilmore:** It's the 400 ft that collapsed. And future walls will be T-walls.

**Question 20.** Sherwood: How old was that wall?

**Response 20.** Gilmore: About 40 years. The back levee you see here is an option. Some of my concerns are a possible congressional action. We'd have to go back so it could be a long process. We're looking [a federalizing the levee] but can't say for certain.

**Comment 21.** Zane Jameson, [inaudible]. You talk about budget and borrow pit. You have \$15 billion. The Corps has \$3 or \$4 trillion in claims. We might not see any money. How many times is a trillion greater than a billion? I've never heard quadrillion in my life. If you pay out claims that'll be the 100 percent of the budget.

**Comment 22.** Darryl Malek Wiley, Sierra Club, New Orleans: The current MRGO closure plan sucks. [MRGO] killed cypress [trees]. The current proposal doesn't have money. We need to do something. I have concerns about IERs 10 and 11. There is a disconnect between Section 1 and 2, which are near the Lower 9<sup>th</sup>. I looked at the document. Some alternatives were dropped because they didn't meet the purpose to protect people's lives. I thought about the possibly of raising Parish Road so we can [inaudible] armor 40 yards. I'd like to see cost to [inaudible] verses increasing Side 1 and 2. I was at the Levee Board meeting in December when Dr. Bea was there. He's concerned the Corps didn't go down enough with sheet piling. He's concerned about water coming through the levee. His view was 12 ft of water and it will spill over again. I have problems with this. I've been to many meeting you give us info the day of the meeting we can't analyze it and expect us to comment intelligently. We want to have more in-depth analysis. I haven't heard the price of one option verses another. You keep talking about impact. Last night I was at another meeting, the Corps talking about one document with all the mitigation together. I have a problem with it being in one basket. This process is a public



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meeting but not public involvement. We want an in-depth discussion with you, if you pay ASCE to look at the report (clapping).

**Comment 23.** Gwendolyn Adams, New Orleans: I'm from the Lower 9<sup>th</sup> Ward. I'm here because the Corps failed me and I don't have a home. The gentleman before me said when I pass on Claiborne it doesn't appear different. I agree but when traveling on 1-10 in Metairie I can see what you did in Lakeview and in Metairie. I can see improvement there but people in the Lower 9<sup>th</sup> Ward and down Claiborne [inaudible]. You say "yes we've done work" but to the naked eye, we're not engineers, it doesn't appear that you've done anything to protect us. This gentleman spoke to about lawsuits. Are you going to pay or pay afterwards? Let us tell the federal government if you don't want to do it, we will. We need protection from floods we're not asking for anything. I am 56 years old. I've been working since I was 16, paying taxes and my mother paid them. We pay taxes, we expect, we deserve equitable and fair flood protection. (yelling) You're telling me what happens in 2011 but what about the interim? I intend to die one day but not because of negligence. I am someone who has been paying taxes. We're not asking for something we don't deserve. We deserve equitable flood protect now! (yelling) This is 2008. Hurricane K came in 2005. Many persons that were living in St. Bernard and the Lower 9<sup>th</sup> Ward have expired because of that storm. We did not have the flood protection that we thought we had. We don't want that to happen again. Money should be invested in equitable flood protection. (clapping)

**Question 24.** Troy Dean, Elevating Boats, Inc., Violet: In LPV 141, you're going to start with mud [inaudible]. **Are you going to work at both ends and go to the middle or one area?** Some people live at the end of levee.

**Response 24.** Gilmore: It'll be up to contractor to decide. There are only two access areas right now. The contractor knows to get with [EBI] to get construction done in matter acceptable to you.

**Question 25.** Dean: **How [long will it take to complete construction]?**

**Response 25.** Gilmore: 1 year

**Question 26.** Dean: **[How long will LPV 149 last?]**

**Response 26.** Gilmore: The goal is to have everything built to 100-year protection by 2011. We will push to get done before then but the goal is 2011.

**Question 27.** Dean: With IER reports and plans, **who has the final decision?** An individual or committee?

**Response 27.** Gilmore: We look at alternatives, take comments and develop alternatives. Ultimately, [Col. Alvin Lee] will sign the document and decide what to do but it's not before we [the Project Development Team] does an analysis to develop the plan.

**Comment 28.** Joe Diggs, Covington: I'm from St. Bernard, my family is from the 9<sup>th</sup> Ward. We are the same community. We pay taxes and have different leadership but our neighborhoods are connected and our water is shared. We need the same [inaudible]. I wanted to thank the Corps, Chris [Gilmore] and Maj. Jeremy [Chapman] for the presentation. I've studied the [Interagency Performance Evaluation Study], I've studied the Berkeley Report [Independent Levee Investigation Team Final Report, completed by UC Berkeley professors R. B. Seed, R. G. Bea] and met Dr. Bea and [inaudible]. [I'm familiar with] Dr. Seed's letter to ASCE. I've studied the [inaudible] reports and pre-storm [inaudible] where [it says] MRGO was down to 11 ft. [Inaudible] 50 and 75 percent of sand was washed away. I know the levee wasn't suitable. We had sand and sea shells protecting us it caused death. A senior member of my church, who lived 500 ft from a police substation, it took until



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Thanksgiving to find the body and until mid January to bury him. Lots of people lost possessions and friends. There were 70,000 people living here and others in the 9<sup>th</sup> that lost. Insurance and mortgage expected the hurricane protection system to be here. They weren't.

In the Berkeley report, on page 53 it talks about this section of the levee where St. Bernard failed horribly. The entire 11 miles washed away. Anyone [inaudible] Dupre and [inaudible] lock. I appreciate the idea of a pontoon bridge for inspections but there was nothing there to protect gas lines. The Lower 9<sup>th</sup> has no pull but New Orleans does. St. Bernard has MRGO dug through it because the Port wanted not to mess with going to the Mississippi River. [MRGO] killed cypress [trees] and people when it flooded in 1965 and 2005. We can't support life in St. Bernard without a viable levee system. If we can't build on it, it's time to get everyone out. St. Bernard Parish buffers Metairie, we need better levees than they have. I appreciate 20 ft of levees but is [inaudible] dirt in there? The levees washed away as the storm approached. The Lower 9<sup>th</sup> breached but ours washed away. That levee wasn't supposed to stop [inaudible] it was for rain water. If you can't get a levee, get people out. I presume you read Berkeley report?

**Gilmore:** No sir, I haven't [read the Berkeley Report].

**Diggs:** Dr. Bea lived in St. Bernard during Hurricane Betsy. I know some of you worked for 30 years in soil samples. We need decent protection. We're not asking for anything special just what we deserve. At least what you would have your wife and kids live through or at least your pets. I'm frustrated. We've become accustomed to be second class citizens. I worked at Stennis [Space Center] and appreciate military people. [But people who live down here [in St. Bernard] are people too. I'd like to thank church volunteers who have come to help (clapping) that's been a major blessing. I still own my house in Chalmette. I expect this parish to be built and sustainable or people should be reimbursed.

**Question 28.** Laura Myner: You keep talking about 100-year flood plan. **How was that designed and was climate change incorporated? You talked about closing MRGO and salinity reduction but there are also other factors. What are plans for that the cypress table? Death of trees is because of water. How would closing MRGO impact that?**

**Response 28.** Greg Miller: You asked about what else needed to be done, we will have a restoration plan [inaudible] with MRGO. WRDA, which was passed in Nov. 2007 directs us to restore wetlands area like cypress. The area was pumped, we can target that area for environmental restoration. We are trying to repair them because they become buffers.

**Question 29.** Myner: **What is the timeline?**

**Response 29.** Miller: We just got authorization, we don't have funds yet. We have to wait to put the plans together.

**Chapman:** The 100-year level process is complicated but the old system was in the category system. It was a category 3. The new system took 152 diff storms from a 10-year storm to a 5,000 year storm and took them on different tracks. We created 60,000 graphs and did statistical analysis to define that level of protection. We'll cover this more in the next meeting.

**Morgan:** Next time we'll have a chart to show this.

**Question 30.** Angelia Williams, New Orleans: **What I want to know is when will it be safe to rebuild my house?** I wanted to come back from Dallas. I've been to many meetings that take out the 9<sup>th</sup> Ward from Galvez to Florida and Claiborne. I still have a mortgage in Dallas because I can't rebuild my house. When do I get to tell my family [inaudible] because they heard something else about Donald Trump. I keep hearing that millionaires want this land. At the same time resident want land. Why can't we know it is safe to start building? I don't care about anyone else. I'm concerned about 2419 Jordan Ave. I live in the east. I can't even put a mailbox up, there is not postal service



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there. No one wants to do anything there. Brad Pitt is building but not on or Jordan Ave. I was told I had to have my neighbors to come back. They were here for Hurricanes Betsy, Katrina and Rita. I have my lot and my neighbor's lots because they are elderly. Only one

person is coming back in my neighborhood, Mrs. Glenn. **When can my contractor start working so I don't have to worry about water?** How do I have to build [to be safe]. I want to be at my house. I don't need a residence here and in Dallas I. I just want to be back home. I want to know if you're going to take my land. **Can I get a permit and tell my contractor to begin?** I'm worried about 2419 Jordan Ave. **When can I tell my contractor to start my house?**

**Response 30.** Ron Elmer: I'm the branch chief for IHNC. After Katrina the wall system were improved. I-walls that dint' fail, dirt was added [to replace] erosion the year before. We're not at the 100-year level yet, we're going through the process.

**Question 31.** Williams: You say you've improved. I want to know when it **is safe to get a permit and to tell my contractor to build my house?**

**Response 31.** Elmer: I can't tell you what you have. Hurricane Katrina was a 400-year storm. They weren't designed to handle that kind of storm. They are better than before Katrina. If I lived in the 9<sup>th</sup> and wanted to move, I would.

**Question 32.** Williams: **Can I go back?** [Inaudible]

**Response 32.** Elmer: I don't think those have gone through FEMA.

**Comment 32.** Morgan: I'll get with you after meeting and help you. FEMA may need to answer your question.

**Question 33.** Paul Legarde: I'm a 62-year St. Bernard resident. You said you need 100 million yards of mud, **how much are you paying?**

**Response 33.** Holley: We need a tremendous amount of clay. The price varies depending on where it's coming from, what is available and what method we use [to transport it]. Gib [Owen] mentioned that because we need so much, we're using three methods to get it. If a pit is near the alignments [of the levee] it is more cost effective, depending on the distance. If we don't have a Government Furnished pit in the vicinity it will depend on the contractor. We had a tremendous response from bidders about the Source Sought package. We're hoping that by asking bidders with large quantities of material, it'll drive prices down. To be sure the material is going to be suitable we'll make sure testing is done at the pit and at the [construction] site. We're making sure material is suitable. Those are our options for getting borrow. We did a request for supply contracts, we'll move to the second phase and as long as it'll be suitable material on time. Cost will vary by site and which option we're using.

**Question 34.** Legarde: **If you're using a contractor it's his problem to get the dirt from the pit to levee? You need a flat rate to buy it from him?**

**Response 34.** Holley: This will all come about during negotiation.

**Question 35.** Legarde: You're saying the price will vary, **can you give me a level on both sides?**

**Response 35.** Holley: No, I don't want people with dirt to know how much I'm willing to pay.

Legarde: **But I want to know how much I pay [as a taxpayer].**

Holley: We want to make sure it's not about cost or completion date, we want to make a decision that's in the best interest of the taxpayers.

**Legarde:** You're talking to me in circles. **You can't tell me how much you're paying?**

**Holley:** It depends on the contract.

**Legarde:** **What's the cheapest price you'll pay?**



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Morgan: We can talk after the meeting. We can't give you answer you want right now, so if you would like we can give you a more definitive answer at the next meeting.

**Question 36.** Legarde: Only breaches were around the canal, wasn't like what we had, right? **Levees in New Orleans can handle what category storm now? New Orleans can handle a category 4?**

**Response 36.** Gilmore: I can't speak to Orleans, I can tell you in St. Bernard and explain what level of protection St. Bernard has.

**Comment 37.** Legarde: We don't have protection until New Orleans is protected. How many people have read Rising Tide? Every resident should read it, it's \$5. Do you know where the decision was made to blow the levee in 1927? That decision was made in a bank building in New Orleans. In chapter 24 it says where. You'll learn also in chapter 24 that people in New Orleans are not going to let New Orleans flood if New Orleans is dry. We'll go under. They broke it in 1927, 1965 and they are set up to break. Two times a barge on the other side of the levee [inaudible]. Why is it left there during a storm? That's an excuse. There wasn't an I-wall, it was a mud levee. The whole levee slipped and rolled over there was no I-wall. You put an I-wall in. Why hasn't it been burned? There is 3 ft there and 12 ft high once you have 10ft of water it's going to go over the top. A bump from a barge or shrimp boat and it'll flood again. This isn't racist. People live between [Jackson] Barracks and Caernarvon Canal. Just like 1927 they broke it and flood us. Only some people flooded. Do you know insurance company trouble and road home? Insurance, you have to fight for every penny.

**Question 38.** Joseph Addison, Violet: I'm here to say the Corps failed me and everybody. I have no faith in you. I've been working since 1974, my tax dollars have been spent badly. We have a lawsuit. He might not see my lawsuit. I want to see mine. I want to see my lawsuit. About 4 months ago I went to Lakeview and you said you were going to complete an environmental study to widen the Industrial Canal. How high will the lock be at present position, two times wider, three times wider?

**Response 38.** Larry Poindexter: The lock is being replaced. The new lock will be 110 x 1200 ft. That's within the footprint [of the current lock] it won't go outside of the canal. It's 64 x 650 ft wide and it's going it'll be twice as wide.

**Question 39.** Addison: **When will you widen the canal?**

**Response 39.** Poindexter: We're widening the canal to lock proof barges and bigger ships. It's within the footprint.

**Question 40.** Angelia Williams: [inaudible]

**Response 40.** Poindexter- Appropriations are different.

**Williams:** **Why not take money from ships and go ahead and get extra dirt so that you can afford to strengthen the levees** or make them [inaudible].

**Poindexter:** Appropriations are diff than flood protection, that's being built.

**Comment 41.** Addison: it's the same money, just being allocated different. We need to get money back from the federal government.

**Question 42.** Robin Gaudet, Violet: I have worries that you didn't know if it were safe enough. **If you had to take your family there, would you?**

**Response 42.** Ron Elmer: What I know of the system, what has been done, you have a stronger system and in 2009 you'll have a better system and in 2011 you'll have 100-year protection.

**Gaudet:** **Would you live there during hurricane season?**

**Elmer:** Yes, I would.



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**Morgan:** In case of a storm you are responsible for leaving and evacuating. Also, there could be a Hurricane “Ben,” that’s worse than Katrina. You need to evacuate.

**Question 43.** Gaudet: I’ve heard about borrow and money. **You’re going to borrow dirt? Will you borrow dirt from Violet?**

**Response 43.** Owen: We are investing Violet for a diversion. Our idea is to see if it’s [the right kind of dirt]. I can’t say 100 percent but we would look in Violet.

**Question 44.** Gaudet: **So what are you going to tell us about it?** This is the first meeting I’ve been to.

**Response 44.** Owen: We haven’t done much in Violet yet. Pre-Katrina there was a study but the new WRDA legislation allows us to study and to move forward.

**Question 45.** Gaudet: You have all this money, **is it worth saving the money to kill the people?** As long as you save this money to do this [inaudible]. I live in Violet I’m concerned.

**Response 45.** Greg Miller: Congress just passed the law allowing us to work with the state to move water from the Mississippi River to the wetlands near Violet. We need to do that in concert with the dirt for levees. We could use dirt to build levees. We haven’t started it because law passed in Nov. 2007 but we’ll come to your neighborhood to talk about and discuss diversion of water from river to wetlands.

**Question 46.** Gaudet: Would this be one man’s decision?

**Response 46.** Miller: In moving water from the Mississippi River, the Assistant Secretary of Army directs all work the Corps does.

Owen: Then Congress tells the Corps to build something, they pass another law that says, “here’s how much money you have to spend.” We can’t take money from Violet and move it somewhere else. You’d have to go to Congress to get that moved. We don’t have the ability to set the amount of money for a project and then move it from one project to another project.

**Question 47.** Marlane Drake, New Orleans: My pastor said he didn’t want to wear his collar after the sex scandals. I image it’s like that for Corps employees. In Rising Tide you see that these problems have been built up by decisions of hundreds of people. Mistakes have been compounding the situation. I know someone working for Corps, I image that these people who are helping us are doing the best they can and are doing a really tough job. Thank you for that. My question is, **some people do modeling of the storm so we can tell how high the storm surge is so we know how high to build based on scenarios what would be safe for us?**

**Response 47.** Miller: I won’t explain models but there are a couple locations to access maps and see simulations. One is [www.lacpr.usace.army.mil](http://www.lacpr.usace.army.mil) web page, another is on IPET, <https://ipet.wes.army.mil>, it shows how high the water was and I know that in the future we’ll have additional computer simulations to add to those.

Morgan: that link is [www.lacpr.usace.army.mil](http://www.lacpr.usace.army.mil)

Laura Lee Wilkinson: There’s a link to those sites from [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov) Web site.

Owen: There is also a link to IPET from [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov).

**Question 48.** Dan Krall, Chalmette: I live at 72 Thornton Dr. in Chalmette but I’m from New York. I came down as a responder because I believe we can rebuild this place. I started with a program with the Episcopal Church in Chalmette. I want you to tell us we’re going to make sure this won’t



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happen again. Now that I'm a homeowner, when will we see a response from FEMA and flood insurance adjustments so we have a better idea of what we're looking up.

**Response 48.** Rueben Mabry: We had a meeting today with FEMA. We don't do flood insurance but we provide information to FEMA. We're starting in the western part of state and moving east. By April or May FEMA will provide flood maps. Some maps will be a draft of base flood elevations in parishes along the coast. We will have flood insurance base maps too.

**Question 49.** Alberta Grund Lewis, Arabi: When Grund's Pharmacy opened up in 1900 there was a 9<sup>th</sup> ward, it wasn't upper or lower. My last name is now Lewis and I have an interest in both ends of the Parish. I was born on St. Claude after the IHNC. My mother was born before the Industrial Canal. Image how beautiful neighborhoods were without the Industrial Canal. The Corps dug the canal, it was opened in 1923 and my mother was on first boat. When was canal dug?

**Owen:** After 1914, that's when it was authorized.

**Question 50.** Lewis: **How long is it taking us to build the levees to protect us from the canal?** I feel for people who work for Corps. I grew up going across Industrial Canal daily and we still do that to go to work. By the Corps' neighborhoods we ruined [inaudible] and the Port of New Orleans is to blame. What's driving this is shipping interest. That's why the canal is going to be widened. **How can the Corps carry this to congress when it's created so much destruction?** You can't answer because you don't know what came before you.

**Morgan:** The Corps brings stuff up to politicians. The Corps doesn't propose plans it comes from people like you.

**Lewis:** There needs to be a time when [inaudible] congress talks about a recession and I don't see how in this day, it can be justified to do what the Corps is undertaking.

**Response 50.** Poindexter: The lock is being widened, not the canal. It's within the same footprint.

**Question 51.** Lewis: **How can you invite more boat traffic?** I've spoken before and usually I'm the elderly lady that comes up and says, "I remember when," I want to take you forward. If that canal could be filled in we wouldn't have these problems. There wouldn't be crime and problems in the eastern section. I know they'll say we need big boats. This land is too precious for an organization like the Corps to have caused the ruin, the deaths and losses that we have had.

**Response 51.** Mabry: – I used to be Chief of Industrial Canal Lock. I know how much traffic goes through the district. GIWW is one of highest traffic [inaudible]. GIWW goes through IHNC. When ships come from the lock, a part of the barge pushed through the lock to get one vessel though it. We have to be able to stop the bottleneck.

**Lewis:** It doesn't have to be there though. It does not have to be there, let's think out of the box and canal.

**Mabry:** We've been studying this since the 1950s. We're all hoping to see construction of a new lock. It hasn't happened in the 28-years I've been at the Corps.

**Lewis:** Put it somewhere else. There has to be a point where life is more important.

**Comment 52.** Ned Dean, Caernarvon: I've been in St. Bernard since 1940, I worked the tow boats in the 1930s when hundred of barges came through locks. Everyone wanted the IHNC because it brought jobs. Tow that comes through there needs a bigger set of locks. I wanted to tell the Corps thank you for listening. I heard words that shouldn't have been used. If we don't check history we'll repeat it. I suggest we [inaudible] our ancestors caused this trouble. The Mississippi River didn't used to have a levee. 1,000 years ago there was no such thing, and Louisiana was in the Gulf of Mexico. Brenton Islands [inaudible] so we built levees. The Corps heard this and that and stated [inaudible] and when they did, that it went straight to the end of the river [inaudible] silt is building land but you don't see it



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in your lifetime. The [inaudible] washed away the land I guess in St. Bernard. Today we have to worry about what to do. We need to look at what silt does [inaudible] diversions to Brenton Sound, a big hurricane could come along. We need to be intelligent and we need money and if we don't build diversions there would be less [inaudible]. I remember 1965 during Betsy I'd just built a home and moved in July and Sept [inaudible]. They told me that was a 100-year storm, well I've had water 2 or 3 times since that. I'll never go back again. I built a protection to protect against Betsy but no matter what it won't be good enough because of coastal erosion. [Inaudible] so let's quit blaming people and work together to get money to build what will do the most good for us. People used to be [inaudible] about MRGO and it brought saltwater. It's good MRGO is going away because we can't compete with the Port. Alabama ships have to pay \$17,000 to bring stuff up the river. [Inaudible] you should divert at Caernarvon and build marshland back up. Thank you for listening to make things better (clapping).

**Question 53.** Simon Hand, New Orleans. I live in the in the Lower 9<sup>th</sup>. I have a question about the canal and the lock on canal. **Why does the canal have to be widened? Barges have to slow down and be separated. What happens if they have to slow down? Why is that a problem for anyone other than the shipping co?**

**Response 53.** Mabry: A lot of people don't realize the economics of the GIWW. It cost tow boats and fuel for not delivering their products. It's the lifeblood of Louisiana. Statistically the infrastructure is important to Louisiana. Based on experience on lock operations, pilots association and a number of others, the efficient movement of traffic is primarily impeded by the IHNC lock. [Inaudible] lock in Cameron parish exceeds Panama Canal, the Calcasieu lock it pails in comparison. I encourage you to do research about it.

**Question 54.** Hand: **How will the lock expansion impact neighborhoods?**

**Response 54.** Larry Poindexter: [Inaudible] mitigating noise and have mitigation programs within the budget to [inaudible] about \$34 million. That's going up each year. We looked at effects of noise and traffic.

**Question 55.** Hand: **Is it going to encroach on trees and houses?**

**Response 55.** Poindexter: The new lock will be within the footprint of the current canal.

**Question 56.** Simon: **How will it affect traffic across the bridge? And in the Lower 9<sup>th</sup>?**

**Response 56.** Poindexter: There will be traffic impacts and we've studied and mitigated the impact.

**Question 57.** Robin: **The bridge is always broken over IHNC. So it won't be a drawbridge anymore?**

**Response 57.** Poindexter: It won't be a draw bridge anymore.

**Question 58.** Simon: About the MRGO. Someone talked about a gate, that seems like a bandage. **I know you didn't decide to fill in but can you, will you, have you recommended to Congress, filling that in? Giving the damage it caused and the fact that you're putting a gate across it, can you recommend filling it in?**

**Response 58.** Miller: We haven't proposed a gate, we proposed a rock structure that would go bank to bank and block navigation and keep saltwater from the gulf. We did explore filling it in but it would take 300 million cubic yards or more than the whole levee system, it was cost prohibitive so we ruled it out.



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**Question 59.** Simon: There are I-walls in the Industrial Canal. I heard that on 17<sup>th</sup> St. you put foundation underneath. **You doing that for us on the Industrial Canal, is that true?**

**Response 59.** Gilmore: We built a T-wall, and we have piles under 17th St. Canal that extend 60-75 ft down. Steel piles are what we used to build the foundation. We did the same on 17<sup>th</sup> and Industrial canal. It's basically the same.

**Question 60.** Woman from the crowd: **What's the height on 17<sup>th</sup> canal?**

**Response 60.** Gilmore: We can tell you that, site conditions will make sites change. It's like building a house, you can build differently than others.

**Simon:** Thanks for your work.

**Question 61.** Jerry Lopez, Jr., Caernarvon: **Have you decided on a flood gate? Have you decided on a way to get around it?**

**Response 61.** Gilmore: You mean by Elevating Boats. If we have to cross Caernarvon we have to put some kind of closure. At Hwy 39 we'll do a new flood gate.

**Question 62.** Lopez: **Who are you? [Referring to Soheila Holley] You tapped around the previous question, do you have a personal stake in this?**

**Response 62.** Soheila Holley: I'm Soheila Holley, I'm the senior project manager for borrow. The reason I don't want to give a definite answer is because the price varies by; contract, where the pit is and where the material is coming from. We're in the process of awarding contracts. We are trying to protect that price because we don't want bidders know how much to know we are willing to pay. We're hoping to do a reverse bidding contract.

**Question 63.** Lopez: **Who is bidding?**

**Response 63.** Soheila: We might get borrow from Mississippi. We want them to provide 12 million cubic yards. If we get the material we can [inaudible]. I'll ask legal if I can provide this information to the public. I'm an engineer not a lawyer. The reason is to make sure [inaudible]. My interest is that I am a taxpayer and I lost everything. I want to make sure were not going to pay extra and I want to make sure I'm not violating a contract. If I can provide the cost I will.

**Question 64.** Lopez: **Have we already started digging?**

**Response 64.** Holley: In the Bonnet Carre, yes. And we have some contractor furnished sites.

**Question 65.** Lopez: We have people in Florida and [inaudible] we have enough trucks in the region to take care of the levees and help the economy.

**Response 65.** Holley: We need to make sure bidders have the ability to move dirt, we have make sure they have the borrow site or will agree to pay [the owner]. We need to make sure we can build the levee with good clay.

**Question 66.** Lopez: You said you'll ask for appropriations? Is there any therapy for elderly because they don't know if they'll die before [inaudible] there should be a service to help them.

**Response 66.** Holley: We try to help them. We try to answer questions.

Lopez: Get back with me then.

**Comment 67.** Morgan: If you want us to come to your civic organization or club we'll come out. We want you to come out and help you be more informed. We're willing to come out.



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**Comment 68.** Darryl Malek Wiley, Sierra Club, New Orleans: I wasn't going to talk about the lock but [inaudible]. Citizens again [inaudible]. Widen the Industrial Canal when a former Corps employee has used Corps numbers saying it's not economically viable to rebuild the lock. That \$800 million comes out of federal tax dollars. It should go to replacing [inaudible].

**Comment 69.** Christopher Areas: They want us to rebuild and elevate my home 3 ft. The number doesn't add up. Projects on the levee suggest we put in more than one levee. (Non-federal levees map) I suggest we get Barrier Islands back like they're supposed to happen. The coast needs to be addressed. Saltwater is ruining [inaudible] maybe put three levees with the new lock. You're back levee would [inaudible] 25 ft surge in lakeshore [inaudible]. 17 ft and 25 ft numbers don't add up. I have a place in Lafitte, they tell me I have to go 12 ft off the ground. Rita flooded us with 6 ft of water. Something's not right with the heights. The Corps did terrible with Westbank levees. There was a rain storm and the road wasn't clean like it was supposed to be. [Inaudible] off road and it was a fatal accident because of neglect of the Corps to clean the road. The first project should be that truck. We need a runway to get mud off. Adjust storm [inaudible] wherever the truck is going on a levee put it where there's not a lot of traffic, that's where the staging area should be. Years ago we never had tall levees, we had a barrier island. We need to look out further and we need more fresh water diversions.

**Question 70.** Henry, Chalmette: I still live in Chalmette, between the Violet Canal, Bienvenue and [inaudible]. **There is a new levee, where did it come from?**

**Response 70.** Gilmore: That was a borrow pit. We dug a hole to get to borrow. We took it from the adjacent levee. The area is between locks. We dug into the ground to get that and we did use Mississippi state mud to blend it.

**Question 71.** Henry: **Why is it a canal?**

**Response 71.** Gilmore: Inaudible.

**Question 72.** Henry: **Did you look at land subsidence? Are we going to sink?**

**Response 72.** Gilmore: We dug a hole to rebuild. The area is subsiding on its own.

Holley: The geologists look at the site. Every time we excavate we look, there is an engineer design for the pit. Nothing is going to fail or slip. We have a design it's like a trapezoid, an engineering design.

**Question 73.** Henry: I just didn't understand why we had water on both sides of the levee when we didn't before. **What was that levee made from originally?**

**Response 73.** Gilmore: It was clay and was lesser quality than what we have there now.

**Question 74.** Henry: **I know you had to make levee but is that a real levee now?**

**Response 74.** Gilmore: Yes, and we're continuing to improve that levee. When we dug the borrow pit we took samples. There are parts where there's not a borrow pit.

**Question 75.** Henry: **You have areas when borrow may be from [inaudible]?**

**Response 75.** Gilmore: I don't have the map I this presentation but it'll go to [inaudible] in Bayou Bienvenue.

**Comment 76.** Lopez: I'm not looking to sell mud, I was just sitting here and talking about [inaudible] what this is, is a levee structure with a sheet metal pile. They drove it [inaudible] 60 ft in the ground [inaudible] this'll give you a 32 ft high levee. You could drive up and down, the beauty part of this is



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you don't need clay because of its density. I asked about payment of mud because I was trying to get a price to figure how much we're going to buy. We wouldn't need mud if we used my idea. That way we could figure out the yellow line [pointing] is by the ship channel through [inaudible] if you took the spiral area, plus channel and [inaudible] but a dredge boat [inaudible] and take three feet from Lake Borne to Bayou La Loutre and fill the spiral area about 20 ft high. I have specs on how high you'd have [inaudible] a barrier island. After water builds up, once the storm passes it'll push water from [inaudible] and St. Bernard. [Inaudible] you could fill in [inaudible]. As long as St Bernard isn't flooded, New Orleans wouldn't flood. If you went straight across the coastal canal and fill the [inaudible] it'd be a mile wide. You'd bounce out. If you go to [inaudible] and put locks and a levee around Lake Pontchartrain, along the shoreline and make it [inaudible]. When the water gets there it'd hit a 32 ft wall. It'd go out. I know people talk but you don't want to build Bayou La Loutre. You want to leave that open. When [inaudible] hits it'll go [inaudible]. The [inaudible] channel brings water coming in. That's the reason I wanted figures. I believe my house and all the houses that got destroyed [inaudible] I know my house is worth more than steel. One man [at the Corps meeting on Dec. 10] who took prices, he took a copy [of my proposal] and said he'd work up an estimate. I think we can get it [inaudible]. What difference [inaudible] when St. Bernard is gone.

**Question 77.** Woman in black sweater: The lock proposed, that's going to be enlarged, it's one project but levees are another project. **What about the interaction of those two elements? Is this all going to work together?**

**Response 77.** Morgan: The lock will be widened but it will stay in the same footprint.

**Question 78.** Woman in black sweater: **How will navigation affect the levees?**

**Response 78.** Gilmore: If there was any impact from ships we would put some sort of armory to make sure it doesn't impact the stability of levee system.

**Question 79.** Woman in black sweater: **Only the lock will be widened but not the canal?**

**Response 79.** Poindexter: We're looking at the effect of enlarging the lock walls that are adjacent t [inaudible]. We're looking at all the interactions between those projects. We're waiting for a lawsuit and a supplement Environmental Impact Report to finish the design. That's where we are now. Prior to the lawsuit we were doing construction.

**Comment 80.** Woman in black sweater: Having gone through what everyone has gone through, I hope you're there to make things right this time.



**Question 81.** Jeanne Legarde, St. Bernard: I know this is a hard job but about borrow pits, I live in St. Bernard Village, we won't have a village. It'll be just a bunch of lakes. **Are you going to fill the pits?** The mud didn't stay in St. Bernard. By the time you finish that, all the land is going to be gone. There's going to be leveeing to protect borrow pits? If all the sites you've looked at, can you pull up that slide, you can see I won't have land around me. My land is adjacent to a borrow pit and it's a hindrance. Kids and alligators are in it. Land isn't just staying there. I'm worrying about it being a hole after

another. **Are you going to fill it in?** I moved there to have land. I have an orange orchard we won't have anything left.

**Response 81.** Holley: At this time we can backfill if it's related to a project. We're aware of concerns. I remember you, we've elevated this concern [to leadership at the Corps]. The borrow pit sites we



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investigated in St. Bernard were from willing landowners. We are careful to make sure we are not close to a structure or impacting wetlands. Engineering analysis will determine how far we go back. We need a tremendous quantity of borrow. This is why we're looking at this third option if that comes through. I live in Orleans [inaudible] we're committed to minimizing risk. We're trying to balance it. If it comes in at the right time and place [inaudible].

**Question 82.** Legarde: I'm just worried we'll become an island. **How far off the highway can we be?**

**Response 82.** Holley: It depends on the pit and the project. We're making sure we're not creating the failure of a structure. All of those concerns are being explored in the IER.

**Question 83.** Woman in black sweater: **Please explain the third option of borrow.**

**Response 83.** Holley: We're getting responses from the north shore or Mississippi. People just provided enough info to be potent borrow bidders. Then we'll ask to them to submit their geotechnical information to see if we approve of the material [for use in the levee]. People have approached us from outside Louisiana to use [their material] in the system.

**Owen:** The material can come from anywhere. There are people from St. Bernard who have offered us material too.

**Holley:** And we don't know if they are qualified bidders.

**Question 84.** Woman in black sweater: **But why let bidders who don't have an interest in the quality of life in St. Bernard bid? Why not disqualify soil in St. Bernard to protect us? Why come in and destroy and rebuild levees?** It doesn't make sense. Please listen to people who treasure quality of life.

**Response 84.** Holley: I'll bring your comment up to those higher up [in the Corps].

**Morgan:** Thanks for coming tonight, be careful driving home. Please leave us your e-mail address.