



Public Meeting Summary

Individual Environmental Report 8-10 Bayou Bienvenue and Bayou Dupre Control Structures, Caernarvon Floodwall, Chalmette Loop Levee, St. Bernard Parish Wednesday, March 11, 2009

Location	Lynn Oaks School 1 Lynn Oaks Drive Braithwaite, LA 70040
Time	Open House: 6 p.m.-7 p.m. Presentation: 7 p.m.
Attendees	Approx. 132
Format	Open House Presentation Discussion
Handouts	<ul style="list-style-type: none"> • Presentation • Process Brochure • Status Map • Borrow Handout • MRGO Fact Sheet
Facilitator	Jim Taylor

Jim Taylor, public affairs

Good evening and thank you for coming this evening. I'm Jim Taylor the facilitator for this meeting. We'll begin with a presentation of the work happening in the St. Bernard Parish area to reduce the hurricane and storm damage risk. Once we finish the presentation, we will open the floor for discussion. Before we get started I would like to recognize a few people:

Craig Taffaro	St. Bernard Parish President
A.G. Crowe	Louisiana State Senator
Bob Turner	Southeast Louisiana Flood Authority-East
Junior Rodriguez	Former St. Bernard Parish President
John Gordon	Representative for Senator David Vitter
Chris Gilmore	Project Manager

Chris Gilmore will now give an overview of the project.

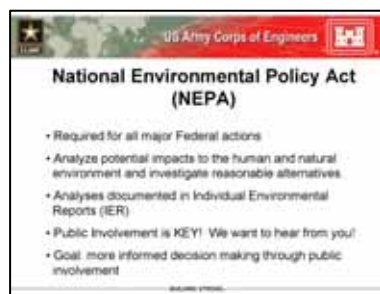
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Chris Gilmore, project manager



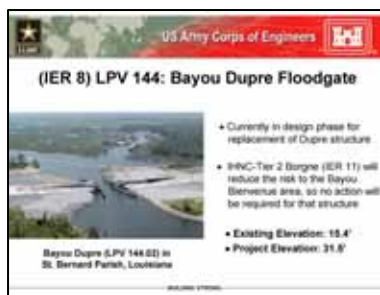
Good evening. I'm the senior project manager for the St. Bernard Parish portion of the Hurricane Storm Damage Risk Reduction System. We are covering everything in Individual Environmental Reports 8 through 10 and how it relates to St. Bernard Parish.



We're here tonight because of the National Environmental Policy Act which is required of all major federal actions. NEPA requires us to analyze potential impacts to the human and natural environments of the project planned in the area. The information gathered is then rolled into an IER and made available for public review. The public is a key asset to the NEPA process because the input provided helps us to make a more informed decision and better project.



This is the St. Bernard section of the Hurricane Storm Damage Risk Reduction system from Bayou Dupre to the MRGO. IER 8 covers the Bayou Dupre floodgate at LPV 144. IER 9 is the Caernarvon area in LPV 149. Everything else is under IER 10. LPV stands for Lake Pontchartrain and Vicinity.



IER 8 LPV 144 the Bayou Dupre floodgate is 60 percent complete in the design phase. Another project IER 11 Tier 2 Borgne will reduce risk to the Bayou Bienvenue area allowing us not to do anything to the bayou. The existing elevation at Bayou Dupre is 15.4 feet and will be raised to 31.5 feet on the flood side near the MRGO.



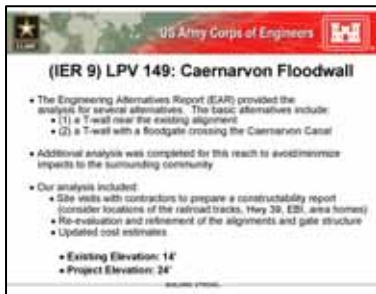
The proposed action is for Bayou Dupre to be raised to 41 feet. Another feature of the project we are examining is putting a bridge to allow access. Although, by building a bridge there it would close navigation through Bayou Bienvenue for 12 to 18 months.

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IER 9 LPV 149 is the Caernarvon floodwall. This [pointing] is the existing floodwall.



The Environmental Alternatives Report examined all the alignments for the area. The basic alternatives include a T-wall near the existing alignment and another is a T-wall with a floodgate crossing the Caernarvon Canal. The analysis included bringing contractors to the site to prepare a constructability report and asked them what they would be able to build without impacting Highway 39. One reason this is such an issue is because the current elevation is at 14 feet and it needs to be raised

to 24 feet.



This slide illustrates the different alignments. Alignment 1 is not shown. Alignment 2 is located here [pointing], and then alignments 3 and 4 are [pointing] here. Through the construction report we're able to select a proposed alignment that

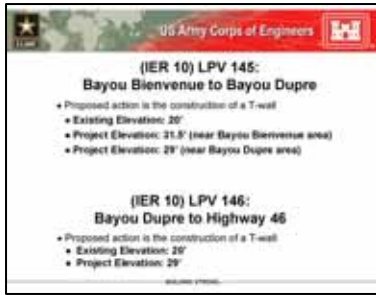
would avoid wetlands and hurdles. The proposed alignment will require a sector gate across the Caernarvon Canal and a floodgate at the railroad near Highway 39. During the construction of the gates the Caernarvon Canal will be closed for a short time span.



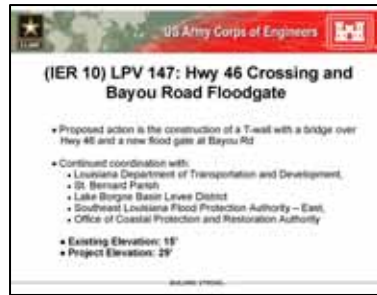
IER 10 includes four projects within the St. Bernard Parish Hurricane & Storm Damage Risk Reduction System at the Chalmette Loop levee. LPV 145 covers the area from Bayou Bienvenue to Bayou Dupre. Then LPV 146 picks up where LPV 145 leaves off and continues to Highway 46. At the Highway 46 crossing LPV 147 begins and continues to the Bayou Road floodgate. The last piece of IER 10 is LPV 148.02 that goes from Verret to Caernarvon.

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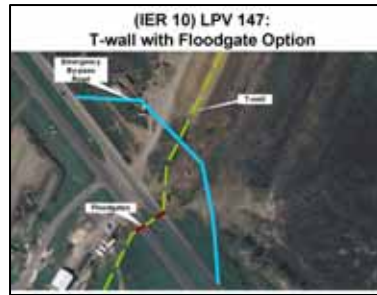


LPV 145 and 146 proposed actions include the construction of a T-wall from Bayou Bienvenue to Highway 46. The existing elevation in the area is at 20 feet but it will be raised to 29 feet.



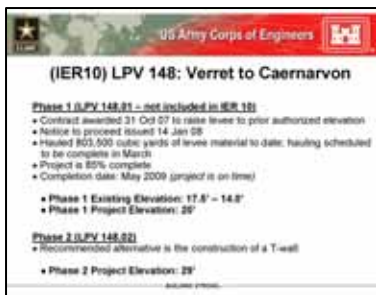
This is looking at the T-wall on top of the levee. The 146 project transitions into the 147 project right before Highway 46. Then 147 transitions back to LPV 148.02 near Bayou Road. The proposed action for LPV 147 is to construct a T-wall with a bridge

over Highway 46 and a new floodgate at Bayou Road. We are continuing to coordinate with the parish and other sponsors to get access. This is an intense project. The existing levee is 15 feet and the projected elevation for this project is 29 feet.



This is a depiction of where the bridge will transition over a T-wall. We are going to continue to investigate Highway 46. If we decide to go with a T-wall we would create a bypass road to provide emergency access. If we installed floodgates, then people

on outside could still get in.



LPV 148 is divided into two phases. The first phase LPV 148.01 is not included in IER 10. Phase 1 was awarded in October 2007 to raise the levee to the prior authorized elevation. The project is 85 percent complete and is schedule to end May 2009. Currently there has been 803,500 cubic yards of material hauled into the project area. The existing elevation is between 14 feet and 17.5 feet. The project elevation is to raise the area to 20 feet. LPV 149 phase 2 recommends the construction of a T-wall to raise the

elevation to 29 feet at the canal.

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Project Description/IER Schedule	Proposed Action
IER 8 LPV 144 - Osprey Flood Gate Anticipated Draft for Public Review: Spring / Summer '08	Floodable shift of the current alignment
IER 9 LPV 148 - Casuarvon Floodwall Anticipated Draft for Public Review: Summer '08	T-wall alignment across canal
IER 10 LPV 145 - Bayou Bienvenue to Bayou Osprey Anticipated Draft for Public Review: Spring '09	T-wall
IER 10 LPV 146 - Bayou Osprey to Hwy 48 Anticipated Draft for Public Review: Spring '08	T-wall
IER 10 LPV 147 - Hwy 48 and Bayou Road Floodgate Anticipated Draft for Public Review: Spring '09	T-wall with bridge
IER 10 LPV 148.02 - Verret to Casuarvon Anticipated Draft for Public Review: Spring '08	T-wall

Excess material need for St Bernard Parish significantly reduced due to T-wall recommendations

This is the schedule for the IER's with the proposed actions. IER 8 and 9 are scheduled to have a draft available for public review around summer 2009. IER 10 should come out in the next seven weeks. I want to note that based on the proposed actions the amount of borrow needed in this area has dropped from 40 to 50 million cubic yards to 15 million cubic yards. This is a dramatic decrease.



The IHNC Tier 2 Borgne project contract was awarded as a design build project. The dredging of the construction access channel is complete. One of the design features, the pile testing, is 80 percent complete. The steel and concrete piles are being made at this time and the deck system for the barrier will begin soon. One design feature is the ability to drive to the site and access the gates. In mid-March phase one of filling the Mississippi River Gulf Outlet with rock, sand, and geotextile material begins.



MRGO Closure
MRGO Closure Status
<ul style="list-style-type: none"> • Completion of the crushed stone bedding layer occurred on 27 Feb '08 • Bank berms and installation of geotextile fabric currently underway • The Channel will be officially closed when the structure reaches 14' • Overall closure construction progress is currently at 16% • All work is scheduled to be completed by 28 Jul '08
MRGO Closure Statistics
<ul style="list-style-type: none"> • 433,000 tons of rock • 2,800+ bank removed from south and jetty • 12 feet wide at crown • Structure base is approximately 400 feet wide • +7 feet above water level • Overbank berms are 30 feet wide, 8 feet tall <ul style="list-style-type: none"> • Bank berms: approximately 150 feet on the south bank • approximately 200 feet on the north bank

This slide shows the second MRGO closure. The closures crushed stone bedding layer was completed last month. The bank tie-ins and installation of the geotextile fabric are currently underway. The channel will officially be closed when the structure reaches minus 14 feet.

Currently the closure is only 16 percent complete. All work is scheduled to be completed by the end of July. Some statistics of the MRGO closure include over 400 thousand tons of rocks are coming from the jetties. At the crown of the closure there will be 12 feet sticking out of the water. The base of the structure is about 450 feet wide with seven feet above water. The overbanks will be constructed and extended onto the bank.



These are all the borrow sites we have investigated. We are looking everywhere to find the material we need to complete the system.

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These sites in St. Bernard Parish are being investigated or have been approved.



There are many opportunities to provide input into the IERs. Comments and questions can be received at public meetings, through e-mail, our Web site www.nolaenvironmental.gov, or by mailing Gib Owen.



This is a snap shot of the www.nolaenvironmental.gov Web site where you can find information or provide input on any of the IERs.

Jim Taylor, public affairs

This part of the evening is the open discussion. There are a lot of people here tonight. We ask that you keep your comments to three minutes, until everybody has had a chance to comment. If you have additional questions or comments come back to the microphone. The Corps project managers are going to stay after the meeting and will be around the exhibits if you have additional items to discuss one-on-one. We ran out of the hand-outs for this evening, if you didn't get one then we'll put it in the mail to you tomorrow. It's also available on the Web site, www.nolaenvironmental.gov. I want to introduce some of the Corps technical experts here this evening.

Deanna Walker	Real Estate
Joe Kopec	Real Estate
Tutashinda Salaam	Borrow Team
Greg Miller	MRGO Senior Project Manager

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Laura Lee Wilkinson	Senior Environmental Project Manager
Gib Owen	Chief, Ecological Planning and Restoration
Patricia Leroux	Environmental Project Manager
Randy Cephus	Public Affairs, Hurricane Protection Office

Now, if the first person would come to the microphone, please. The notes will be posted on the Web site. So, if you could give your name.

Question 1. Barbara Robin: I'd like to thank the Corps for listening to the people. I live on Degracias Lane across from the old floodwall. I am pleased to hear that there will be floodgates on the Caernarvon Canal. I want to thank Chris, the Corps and everybody who worked on getting that done, but, I'd like to know, when can you start and when can you finish?

Response 1. Chris Gilmore: We are currently under design. The designs should be complete by late summer or early fall and construction to would begin in December or early spring. Our goal is to have it complete by June 2011.

Question 2. Barbara Robin: Will the levee stay behind?

Response 2. Chris Gilmore: What you see currently there will stay.

Question 3. Walter Cure: I live approximately 600 feet from the canal on the south side of Highway 39. How are they going to build [inaudible] a levee 600 feet?

Response 3. Chris Gilmore: We are going to build a T-wall on top of the levee, so we would not require any additional right away except for the permanent railroad area.

Question 4. Carrie Beth Lasley: The borrow you are getting from St. Bernard, will it be used in this area?

Response 4. Chris Gilmore: We do not know where the borrow we need will be coming from, but we try to keep it close to the project area.

Question 5. Carrie Beth Lasley: My concern is this, if you can [Inaudible].

Response 5. Chris Gilmore: We have very strict requirements for the material we use in designing the levees. The material used has to meet certain requirements.

Question 6. Carrie Beth Lasley: I'm worried about the environmental impacts to Bayou Bienvenue if it's behind the levee structure at the IHNC surge barrier.

Response 6. Laura Lee Wilkinson: We assessed the impacts in IER 11 Tier 2 Borgne. Modeling was done on what the impacts would be when the alignment was built. It showed no permanent

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impact on Bayou Bienvenue. There is a proposed sector gate and a temporary cofferdam to allow flow through there.

Question 7. Joseph Serpas: I'm on the outside of the federal levee. My concern is how not having a levee from this point to this point impacts turning this area into the river. There was a study done on closing off this levee from here to a part of the levee down here versus spending all these dollars on gates, concrete and contractors. I'm concerned about the projects in St. Bernard and Braithwaite.

Response 7. Chris Gilmore: Initially, there was an effort to federalize the non-federal levees in these parts. I have talked to the parish president and senators. Unfortunately, until we get authorization and appropriation to work on the non-federal levees, the Corps cannot proceed.

Question 8. Joseph Serpas: If we are fortunate enough to get levees from this point to this point, what happens to all the levee construction at the highway and the river? Does that become abandoned or removed?

Response 8. Chris Gilmore: We have to make that determination once we get to that point. If authorized and approved, the construction would stop and we could [inaudible].

Question 9. Joseph Serpas: It seems to me, there is some movement in that direction to get Caernarvon's levee protection. Now would be the time to make the decision and spend these other dollars protecting other areas.

Response 9. Chris Gilmore: Authorization and appropriation, those are two big keys. If we get those, we can do quite a few things but until we get do, we can't do anything.

Question 10. Fred Mackles: What means of transportation will they use to transport material if they choose the Bayou Road access? I'm not attracted to the borrow pit, but the railroad track has a different mainland and it seems like it's more feasible to use the railroad than to use Bayou Road.

Response 10. Chris Gilmore: The railroad track extends through property and it would make it a lot harder to access. It's definitely a possibility, depending on how much material we get up there, how many trucks, and things like that. We can not tell you exactly how the material will be transported but it is an option.

Question 11. Gayle Buckley, Meraux: I'm very happy to see the display of the work to the Industrial Canal at Seabrook. I've been asking about any information on this for quite a while, but I was under the impression from the paper that we would hear a little about what was going on at Seabrook. I was told there were three options. That's a huge impact to add the channel that narrows Caernarvon.

Response 11. Laura Lee Wilkinson: Yes, we're currently working on Individual Environmental Report 11 Tier 2 Pontchartrain. We're working on the beginning phases of this project. We had two public meetings last week which discussed that topic. We're looking at three alternatives

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that have sector gates. The first alignment is south of the Ted Hickey Bridge, north of Lake Pontchartrain. Alignment 2 is a few hundred feet south and cuts through. There is a turning basin with impacts associated with alignment 2. The third alignment is further south and it would allow the use of the turning basin but have other impacts.

Question 12. Gayle Buckley: Are we leaning toward any of the alignments?

Response 12. Laura Lee Wilkinson: The proposed action is alignment 1.

Comment 13. Dan Arceneaux: On the Industrial Canal they're going to put an 80-foot deep hole in the depth of the canal. What concerns me the most is the rocks they plan to put there to fill it up before they put concrete is that is coming from Bayou LaLoutre. Since December 12th, I have taken several trips to the area, but on March 5th I took pictures. When we got back to the dock, the man said the workers hadn't been there for a while because their equipment broke. They don't have much equipment there, so I figure it will take about six year to build this project. I talked to Gib Owens about it at the last meeting and he said it would be finished by July. I have the article in the paper that says it will be finished in May. Now, we're already in the middle of March. If they keep at this pace, I don't think they'll ever be finished. I don't think they're going to make their deadline. I also have pictures of the rocks, the barges, and all the equipment they have down there which nobody is using. I've got another suggestion for the Corps; build the barrier in Bayou LaLoutre. If they put this in they would have to fill up the whole Pontchartrain basin, [inaudible] and this would be good for the Corps to start it now rather than later. Thank you.

Question 14. Unidentified woman: We're having some problems with the dump trucks, when is the work going to be completed.

Response 14. Chris Gilmore: We should be done with that construction in the next few months.

Question 15. Unidentified woman: All right, let me ask you this, Saturday and Sunday construction, they start at 7:00 a.m. Can they start later? Some of us like to sleep in on the weekend.

Response 15. Chris Gilmore: I'll see what I can do. I can't promise anything. We want to get this levee completed as quickly as possible. Let me see what I can do.

Question 16. Troy Dean: Is that the official or the proposed alignment? Is there any way it can be pushed south to avoid issues?

Response 16. Chris Gilmore: Well, specifically the proposal alignment [inaudible].

Question 17. Troy Dean: What do you mean by easiest? How do you plan on having access to construction?

Response 17. Chris Gilmore: Right now we have staging areas that allow access.

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Question 18. Katherine Serpas: I'm very appreciative of all the work you do, but I still believe St. Bernard, New Orleans East, and the Ninth Ward will never be safe while the MRGO has water. I'm concerned living in an area with all the borrow pits on the map. This portion is practically in my backyard and I don't want holes in my backyard. How much mud that comes out of St. Bernard will be put back into St. Bernard?

Response 18. Chris Gilmore: I can tell you right now 148 cubic yards of material have gone into St. Bernard Parish. Some other construction contracts may have gone to another parish. We have no control over what contractors do with their own place. There are all these pits in this one general area. For all the reaches in St. Bernard Parish we have designated a pit.

Question 19. Katherine Serpas: There are some pits located on this map that are not located on the other map.

Response 19. Chris Gilmore: We'll look into that.

Question 20. Troy Dean: I want to know, do we have enough money to complete these projects?

Response: Jim Taylor: Yes, we do.

Question 21. Dawn Serpas: I live across the street [inaudible], but I feel like I live in the middle of an interstate because I get it both ways. When the trucks hit the bumps we can feel it. They are always blowing their horns early in the morning, why?

Response 22. Chris Gilmore: They blow their horns as a safety precaution. Soon that project will be finished and the dump trucks will go away for a short time.

Question 23. Unidentified man: Is there another section of the surge reduction barrier? I thought they were putting one at Shell Beach?

Response 23. Chris Gilmore: There is a surge barrier in the IHNC, but there is another barrier to stop navigation from going into the MRGO.

Question 24. Unidentified man: That will be at what elevation?

Response 24. Chris Gilmore: Seven feet above the water level line. The MRGO closure is not to prevent surge but is to stop navigation.

Question 25. Troy Dean: If the barrier is not to stop storm surge then what is the plan?

Response 25. Engineer: There is a plan to stop storm surge with a 29-foot T-wall as well as a surge barrier in the IHNC to reduce risk to St. Bernard and New Orleans East.

Question 26. Troy Dean: If the storm surge actually gets stopped and gets cut off [inaudible].

Response 27. Chris Gilmore: The MRGO project is only to stop navigation in the channel.

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Question 28. Dennis Webber: We have 50 independent truckers who own trucking companies in the area. All the contracts are being awarded throughout the state and none of the locals are getting the work. There are several jobs going on with independent contractors from Tennessee and Florida. With no work we're losing our employees and everything else. We're wondering if something can be done about it. We want to thank the parish president, Sen. Vitter and representatives for being here, tonight. We've come to make it known what we're going through as truckers. Tonight we heard the roads are being torn up and we're concerned about the streets because we live here. We'd take our time going down these roads. Our tax dollars, the money we make, is put here, in the parish, in the state. We're doing what we can but is there anybody that will hear us on a higher level.

Response 28. Chris Gilmore: We did talk with you before the meeting. The parish is going to have the independent truckers register and we can give them to the contractors. We can't guarantee that they're going to hire you but we will get you registered with the parish.

Question 29: Oscar Williams: When the work first started, I went down and spoke with some of these guys, and they gave me the cold shoulder. They never got back in touch with me. Now, since the work has started do they want to hire these guys? I don't think it's fair to them because they put money in the parish. I'd like to ask the Corps, before they started a new job in this parish, to get with elected officials and let us pick who's going to work on this job. This should have been done a long time ago.

Response 29. Chris Gilmore: We don't have any control over who the contractor chooses. We can give them suggestions and provide them with lists of folks in the Parish who are willing to work. We cannot tell the contractor, you have to hire this person.

Question 30. Dennis Webber: They need to make sure they leave spots open for the independent truck drivers and crane operators. We live here, we were born here, we want to stay here, and we want to make our money here. We're not going to do it if people come in and do as they please.

Response 30. Chris Gilmore: We will provide a list from the parish of the independent contractors who are willing to work for contractors. I cannot guarantee they're going to hire anybody on the list.

Question 31. Anthony Wilson: I want to know the percentage of Louisiana contractors working on these projects.

Response 31: Chris Gilmore: We do have sub-contracting goals to complete, but I do not know the answer. I will get back to you with the answer.

Question 32. Craig Crovetto: When we were in Washington about the closure we asked the general to widen the top of the closure. We proposed 27 feet to prevent wash over. It is not designed as a barrier but it would be better if we have 27 feet.

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Response 32. Greg Miller: We considered a number of different alternatives, in terms of locations as well as design configurations. The problem is this project is not to block surge but to stop navigation. There is nothing for this project to tie into for hurricane protection. On the north bank of the town, its marked elevation is between five and 10 feet. There's nothing there to tie it into. When we get a storm event it would go over or around the structure.

Question 33. Craig Crovetto: [Inaudible]. We recommended 27 feet wide. When we were in Washington we tried to explain all the assessments we would like to expedite. [Inaudible] We can not stand another hit. They assured me they would speed the project.

Response 33. Chris Gilmore: Now that we have an alignment selected we are moving forward on designs. It took us a long time to get this alignment but I think [inaudible]. Now we're moving forward with this design. The goal being 2011, construction should begin at the end of the year.

Question 34. Craig Crovetto: I think we need to stop the construction. [Inaudible]

Response 34. Chris Gilmore: We are moving forward now that we have alignments scheduled. We are proceeding to design and getting this completed. [Inaudible]

Jim Taylor, public affairs

Thank you for coming, tonight. We'll be around to talk one-on-one. Remember you can go to the Web site and comment or ask questions. Public input is very important to us. Thank you.