



Public Meeting Summary

IER 14, 15 and 17
Public Meeting
Tuesday, March 25, 2008

Location	John Ehret High School 4300 Patriot St. Marrero, LA 70072
Time	6:00 p.m. Open House 7:00 p.m. Presentation
Attendees	approx 27 and 15 staff
Format	Presentation Discussion
Handouts	<ul style="list-style-type: none">• PowerPoint Presentation• Borrow Mar. 25, 2008• Corps funding and approval process brochure
Facilitator	Welcome – St. Representative Robert Billiot Facilitation – Wade Habshey, public affairs, Task Force Hope Presentation – Julie Vignes, senior project manager, Westbank and Vicinity

Welcome

St. Representative Robert Billiot

Thanks for attending the meeting tonight. This is important for the Corps. We needed you to attend some of first meetings also and now we have the State of Louisiana more involved in what is happening. We need to be able to secure [inaudible] that happens in this age of construction. I'm Robert Billiot, the state representative for District 83. I'd venture to say that when all is said and done we're going to be appreciative of all the hard work that went into protecting what we have. Sometimes want to say this is a hurricane protection levee but really it's a storm reduction system that will reduce the storm damage that our area would get if we're hit again from a major storm. I know there's a lot of concern about borrow pits and there is also a lot of concern about roads and transportation that we have in the area because of so much traffic. We have needs to accomplish and it will take large and small trucks on the street [to do that]. People who are here tonight pertaining to the state, we need you to keep track of what is going on because eventually you'll need to have your information available. [Inaudible] zoning matters and economic development and rebuilding [inaudible]. Once again, we want to work with everyone. We want the Corps working and doing [inaudible] thank you for coming tonight. It's a shame more people aren't here. As we move forward please ask your neighbors and elected officials to attend these types of meetings. Thank you.

Wade Habshey, public affairs

O behalf of Col. Alvin Lee, New Orleans District commander, thank you for being here tonight. What the Corps does or doesn't do depends on you. I've been in this business a long time. I've been taking care of rivers and when it comes down to public safety, team work begins with people who live here. If you had a good day or bad this is good venue to share ideas. I'm Wade Habshey, I'd like to introduce some of your project team tonight:

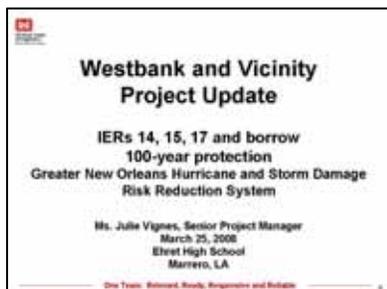
The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

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LTC Andamo Ford	Deputy District Commander
Tom Holden	Deputy district engineer for installation
Soheila Holley	Senior Project Manger, borrow
Gib Owen	Environmental Manager
Rueben Mabry	Senior Project Manager, Environmental Risk Communication
Al Naomi	Branch Chief, Levees, Floodwalls and Armoring
Tom Podany	Chief, Protection and Restoration Office
Mike Stack	Project Manager, Westbank and Vicinity Projects
Stuart Waits	Senior Project Manager, Floodwalls
Julie Vignes	Senior Project Manager, Westbank and Vicinity



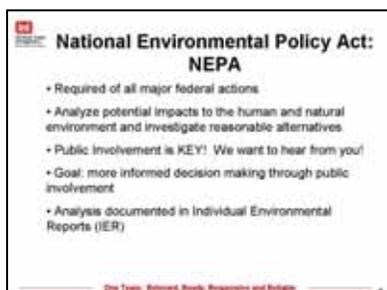
During the question and answer period please keep your comments to 5 minutes or less, then allow someone else to speak. You can come back up to ask your question later. We'd like to make sure can engage everyone but want to allow others the opportunity to speak. Please work with us to keep the meeting rolling. We'd like everyone to get information to us. We'll start with a presentation by Julie Vignes, the senior project manager for the Westbank and Vicinity Projects.



Julie Vignes, senior project manager, Westbank and Vicinity Projects
We realized the print outs have some pages missing. The presentation will be on www.nolaenvironmental.gov and there are links to whole presentation. If you would prefer, we can also mail you a complete copy so please let us know if you would like it mailed.



We're here tonight to update you on construction we have underway and where the construction is going. We're talking about alternatives the Corps looking at [to provide protection from a storm that has a one percent chance of occurring in any given year].



The National Environmental Policy Act is a federal regulation that outlines a process for environmental compliance. [It allows the Corps] to assess impacts of [any given project] on the human and natural environment. We do that with public involvement. It's important to get your input, our goal is to male an informed decision. We'll collect your input to determine [what the] 100-

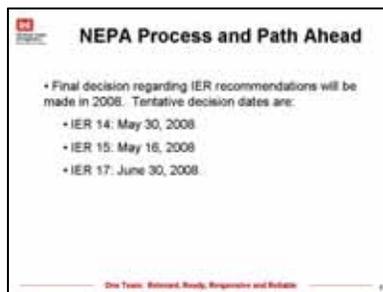
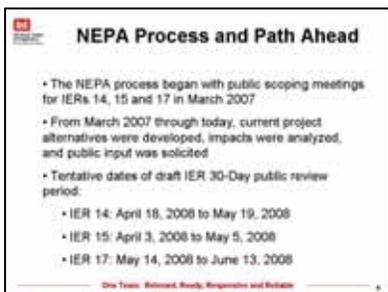
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year protection system, will look like and all this analysis will be documented in Individual Environmental Reports.

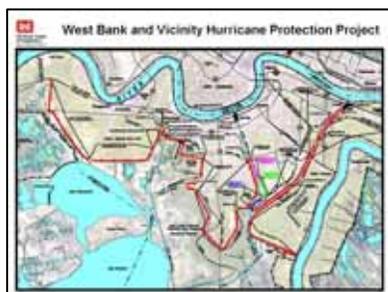


This is the entire Greater New Orleans Hurricane and Storm Damage Risk Reduction System. This is an index of how we broke up system into Individual Environmental Reports for NEPA. We'll be talking about IER 15 which covers the Lake Cataouatche area, IER 14 which is the Westwego to Harvey levee and IER 17 which covers Bayou Segnette and the Company Canal floodwall.



This is our path ahead. We did scoping meetings in March 2007. Those lead to the IERs that we will have available for public review soon. What we're showing here is the tentative schedule of when you can expect these reports.

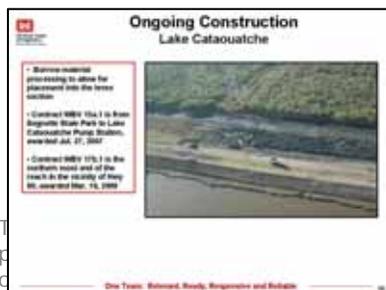
These are the tentative final decision dates.



The Westbank and Vicinity projects include 66 miles of levees and floodwalls. The projects originate, from the west, near the Jefferson and St. Charles Parish line. Then it works toward Lake Cataouatche area, Westwego and to the Company Canal. [Pointing] this is the Westwego to Harvey polder. Here is the location of the existing floodgate in the Harvey Canal below the Lapalco Bridge. The projects terminate in Plaquemines Parish near Oakville.



This is ongoing levee construction at Lake Cataouatche. This on-going contract will not achieve 100-year protection. This [pointing] will raise the levee to levels it was planned for, before hurricane Katrina. This is the Lake Cataouatche pump station, we've had a contract awarded for this since the fall of 2007. The project is raising 4 miles of levee. It will be to an elevation of +11 feet, there wasn't a federal levee there before now. Work at the pump station includes sheet pile protection across front of station to provide protection from storm surge.



This levee contract is on the east side of the Lake Cataouatche Pump Station to Bayou Segnette State Park. This contract was awarded in July 2007. It's scheduled to be done by the end of

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the calendar year. We just awarded a contract for a piece south of Hwy 90 this week, the work will begin shortly.



This is ongoing construction in Harvey. This is the floodgate at Lapalco. The gate is operable if needs to be used to block storm surge. Currently it provides protection to elevation 8. We're limited by walls from the Cousins pump station work, that's underway and by June it will be completed to elevation 11 across the canal at Lapalco.

This slide represents floodwall construction underway on Peters Road. Four miles of floodwall needs to be constructed; there will be five contracts awarded for that for work from the Lapalco Floodgate to the Hero pump station. They're constructing the walls from Boomtown to Hero Pump Station. We recently awarded a contract for [inaudible] from Lapalco to Boomtown, that was in February. There are three remaining contracts, those are scheduled to be awarded in July 08.



This is the Lake Cataouatche area, it is discussed in IER 15.

The first reach here [pointing] is what we just awarded to raise the levee to elevation 11. 100-year protection will be an earthen levee built to elevation

15 1/2, we have to get additional right-of-way to do that. Our tentative plan is an earthen levee a stability berm, wave berm and armoring.



The proposed alternative is to enlarge the earthen levee with berms and armoring.

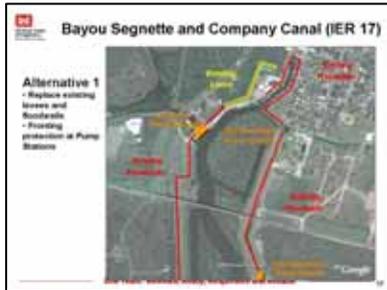
There is ongoing work at the Lake Cataouatche pump station. That is interim protection, not final 100-year protection. As part of 100-year protection we'll be adding fronting protection which will be a floodwall across the front of pump station that allows discharge from the pump station to pass through it. Usually sluice gates or valves are installed to prevent backflow if there's a surge on a pump station. For 100-year protection we will do an earthen levee from the Lake Cataouatche Pump Station to Bayou Segnette State Park, tying into the existing floodwall, our right-of-way narrows so we're looking at the need to acquire additional right-of-way and there will be some impacts to natural environment.



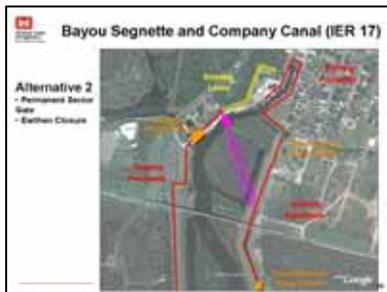
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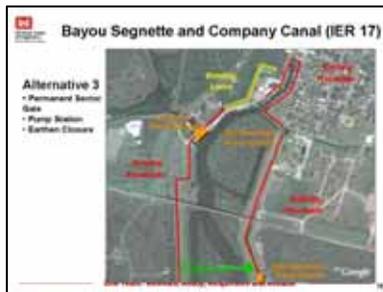
IER 17 covers the Bayou Segnette and Company Canal area. We're currently looking at four alternatives to provide protection at this area.



Alternative 1 is the red line, this is where there are existing I-walls and one levee. This alternative would replace I-walls with T-walls at higher elevations. To provide protection for the last year, we installed an interim barge closure so we can provide protection until we complete the 100-year system.

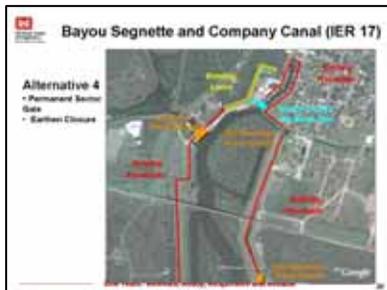


We're looking at three locations for a gated closure structure. Alternative 2 is to have the gated structure here [pointing], it is indicated in pink.



Alternative 3 is to have the green closure [pointing]. If selected, this alternative would

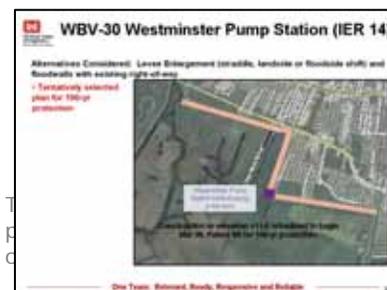
include a pump station to compensate for the discharge of the Bayou Segnette pump station. If we built this, even if upper pumps were operating we'd operate this pump station [during a storm event].



Alternative 4 is the gated structure at the location of the interim protection which is blue. It doesn't include any pumping capacity.



This is the alignment of the area under IER 14. The area shown in yellow is the current levee alignment and the red is a floodwall.

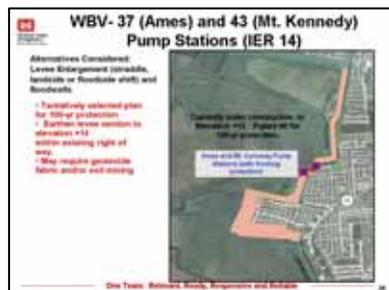


This section [of IER 14] would be an enlarged earthen levee section. That section would fit in the existing right-of-way. We'd have to install geo-textile fabric and improve the foundation to improve the system. We're avoiding impacts to an adjacent residential community.

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Fronting protection would be constructed at the Westminster pump station that would allow [inaudible] for continued discharge during pump operations and backflow prevention will be installed..



This area would be an earthen levee section. It has two pump stations, Ames and Mt. Kennedy. We'd provide floodwalls for protection as well.



This is the Lafitte - Larose Hwy [pointing]. This is an earthen levee we'd enlarge to elevation 14 within existing right-of-way so we're not looking at any impacts [interrupting] the adjacent national park. We have developed residential areas along the protected side of the system. The tentatively selected plan is to enlarge the levee but stay within the existing right-of-way.



This is currently an I-wall, the plan is to replace the I-walls with T-walls at elevation 14 feet. We'll have to replace the gate at Hwy 45 and we'd have to raise Lafitte-Larose Hwy. We're looking at a ramp to do that. We've identified that we're working to keep the current right-of-way within the Louisiana Department of Transportation's right-of-way but we may have additional requirements to fit the ramp in.



We have Jean Lafitte National Park in this area. Bayou aux Carpes [blue] is a 404c area, it's an Environmental Protection Agency-designated site. There are regulations that restrict development on the site. The existing levee would need to be enlarged, that is the alternative we've selected. It's an earthen levee that would need additional right-of-way to fit the levee section. That will include this [pointing] a drainage canal. We'll have to relocate [inaudible] and enlarge the levee so we'll need to relocate the drainage canal. That is IER 14

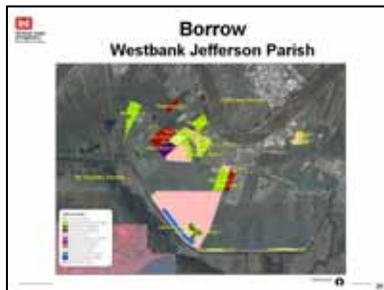


If you move north, there is the Harvey Canal, it's part of IER 12. Since we're so close to the area we wanted to tell you about alternatives for the Harvey and Algiers canal area. One alternative is to enlarge levees and floodwalls, we're also looking at a gated structure. If we are to go with parallel protection, we'll be raising levees. This slide shows we cannot accomplish this with the

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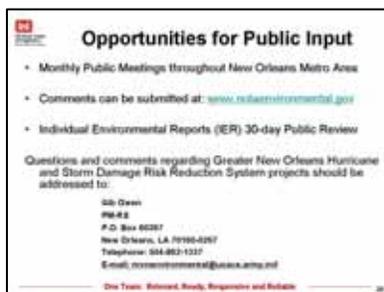
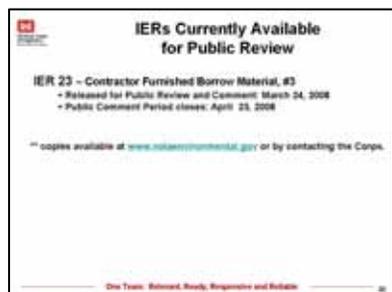
existing right-of-way. We have acquired the right-of-way on this side [pointing] and can build the levee without impacting adjacent neighborhoods. The Old and New Estelle pump stations [inaudible]. We have work in this area and will award a contract to raise the levee on the Westbank of the Harvey Canal. That would start in couple months.



This is tough to read, there is a poster in the back that shows where all the borrow sites that are under investigation are located

This slide shows borrow sites under investigation in this area.

It is clearer on the poster in the back but this gives a general idea.



IER 23 is available for public review. As I said earlier, we're doing reports on borrow as part of the NEPA process. It was just released yesterday for public comment and closes on April 23. It is available on www.nolaenvironmental.gov

and there are copies of it here tonight. This is your opportunity for input.



The minutes from each meeting and presentations will be posted on www.nolaenvironmental.gov. Gib Owen is the Environmental Manager and this is his contact information. You can get it touch with him if you have questions about NEPA or the environmental process.

Discussion

Wade Habshey

There are several project managers here tonight. They are experts and are here to answer questions you may have.

Please say your name when you speak. We're recording your information and may need to get back to you. Please leave your e-mail address, we have a newsletter and would like to send it to you along with pertinent information about public meetings. Please let us know if we answer your question. We'd like to get back to you if we don't answer your question tonight.

Question 1. Robert Mitchell, Algiers: Today we heard about a project by the levee in old Algiers. You're building something near the levee. The New Orleans City Council didn't like that we asked them to table the issue until [inaudible] we told them about this meeting tonight.

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I've seen other meetings here, and I live in Algiers but I don't see people from Blain Kern Riverfront [inaudible] trying to build a 13-story building. I'm asking if those pilings, 20 feet from the levee, if that 13-story buildings will affect the levee?

Response 1. Vignes: It's close to a Mississippi River levee? Do you have a picture of the proposed area?

Mitchell: I took a picture of it from my camera phone.

Vignes: We'll follow-up with you. I don't have Mississippi River levee projects. Before a company can pile drive, they are supposed to have gotten permits from the State of Louisiana, the West Jefferson Levee District and received letters of no objection from the Louisiana Department of Transportation and the Corps.

Question 2. Mitchell: I asked the city council and they didn't have an answer. They're the city, the meeting was about a building that was supposed to be 4 stories but the company is asking for an amendment for it to be 13 stories tall. My question is, [for a building that's going] from 4-stories to 13-stories, is that going to affect the levee? They're saying they have an insurance policy for \$30 million. They should knock on the door and tell you they're going to interrupt your home and we'll cut you a check. We don't trust insurance companies in Algiers. Insurance companies don't pay, we want to know if it will affect our homes and affect the Mississippi River? There is something about settlement. Will vibrations from pounding affect the integrity of the levee?

Response 2. Vignes: Any activities that close the river would [require] the Corps do engineering analysis.

Mitchell: So is this project new to you?

Waits: It's possible it came through the Corps but that is a different department. It's possible it's been through review.

Question 3. Mitchell: But has it been for review, at 13-stories? Now they went to the City Council they were going to approve the amendment. We had a meeting last night for the first time. We thought they were 4 stories. They said they'd bring people in.

Response 3. Waits: They'd still need a permit.

Mitchell: They're trying to drive it through.

Waits: We'll get your name, we'll get you more information.

Question 4. Steve Alvarez, Nine Mile Point: I was at the meeting in Bridge City [on Feb. 12, 2008]. I'm going to bring up some of the same questions I asked there. I wrote a letter to State Senator John Alario and to all the Jefferson Parish Council. I sent letters to let them to let them know what's going on and asking them about borrow pits. This man [Mitchell] is asking about pilings. What I put in the letter is this pit is close to the Mississippi River and we have concerns about a hole, we are concerned about not backfilling and mosquitoes. A hole that size... the area is fixing to blossom with the [Huey P. Long] bridge [construction project] providing jobs. [This area] is going to be like Elmwood. There's no price tag right now [inaudible] to monitoring flooding because of rain. We're above the flood water. I asked about how often the Corps takes a soil boring so they would know what is underground. The response was one boring is taken every 500 feet. That's the length of 1 ½ football fields. You're going to bore here and get [inaudible] you may be within [inaudible]. If you get near the height of the levee you could tell me [inaudible] near Avondale, what 60 feet? You have a 90 foot head pressure at the bottom of

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the river. Water tries to find the path of least resistance. If the water can find [inaudible] behind Bridge City Elementary School [inaudible] a stone throws from that school. If the water is cresting and the river finds soil [inaudible] before the blink of an eye it'll cut through the land and go through Bayou Segnette and Lake Cataouatche. When the Mississippi River decides to reroute, man can't stop it. We shouldn't give way to the BS that it probably won't happen. We know we can't fight Mother Nature. [Inaudible] shouldn't be near the river. There is [inaudible] pressure sitting on the Westbank of the river by Nine Mile Point. You insist on putting [inaudible] there. What's the status of [inaudible] and others? You told me you would send me [inaudible] but I haven't heard.

Response 4. Holley: As I mentioned, these sites are under investigation. There will be a seepage analysis to look for the sand layer, this site is about 2200 feet away from the Mississippi River. We're responding to your letter and it'll include the discussion on the 500 foot boring spacing that's the maximum allowable spacing. Based on the geotechnical and geological investigations it may be necessary to take additional borings. The maximum allowable means we can't go further than that distance to take borings but if needed borings maybe taken with less spacing. If you look at the analysis, and if needed we can take more borings. You can't take borings further than 500 feet but can get closer.

Comment 5. Alvarez: Even at 500 feet you can have soil strats between that.

Response 5. Holley: The geotechnical team would make their initial assessment based on the maximum spacing which is 500 feet but if we need more borings we would take more borings. If there is inconsistent data they will take more borings, that's a geotechnical decision. They'll take the analysis and determine if they need borings closer than 500 feet, if they think they need them they will take them.

Alvarez: But they could miss the sand.

Holley: Those are initial investigations and analyses all those details such stability and seepage will be done during design. Overall geological and geotechnical assessment will be done during the design phase[inaudible]. There will be a team of engineers making the judgment.

Habshey: You feel the need to go above and beyond the norm?

Alvarez: Correct. [Inaudible] walls failed because the sheet pile wasn't deep enough.

Holley: All your concerns will be looked at. Engineers and geologists will sit down together.

Alvarez: I've heard there is not enough input and so people don't think they should be concerned.

Holley: We appreciate your concerns.

Habshey: Here's my card. We'll get your contact information and will make sure you get the information you need.

Alvarez: I want information prior to [inaudible]. We know we need flood levees. There's an issue with trucks and economic issues.

Owen: IER 22 will come out and lay all this out. IER 22 is the environmental document that looks at the Westbank I, it'll be out for public review soon.

Comment 6. Alvarez: You talk about the Web site. Not everyone has the Internet.

Response 6. Owen: We can mail or e-mail information, we also advertise in the newspaper.

Question 7. Alvarez: Does the EPA have this information?

Response 7. Owen: Yes, we also have people here tonight from the state agency with us.

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Alvarez: [Jerry Spohrer] said [seepage] probably wouldn't happen but there's a chance.

LTC Ford: As the team is saying, we understand the public's concern. Our geotechnical department will look at the data before anything and if we need to, we'll come back and do additional borings to analyze soil within that area. We understand your concerns and Mr. Habshey has provided his contact information to you. We want to make sure you get the information you requested at previous meetings.

Alvarez: We need more input. Borings taken at 500 feet is not substantial.

Ford: We understand. Once we have the analysis data, if we need to we'll go back.

Comment 8. Patricia Johns, Old Algiers: [Inaudible]. We, as concerned citizens, have not heard anything concerning the current project [in Algiers near the Mississippi River]. They're going to build high rises that are not conducive [inaudible]. We've been played with for two years, we've been lied to. They're going to build a 13-story high rise 10 feet from the Mississippi River. We are concerned that the area [inaudible]. We want to know if the Corps petitioned to test [inaudible] do they have permission to build a high-rise building? If a ship passes, when a train passes from half a block away, or when an 18-wheeler comes by, our homes vibrate. I can feel it in bed at night. I can tell when a ship's passing. We don't want those high rise buildings at the stake of the community. If we lose the community we lose everybody. We're concerned about the safety of the levee. Not once have they come forward and given us proof. They haven't involved the community. We found out with zoning and thank god we went over there and we have a [voice at the] table. I pray, and ask the Corps to give us some information, to come talk to us. I understand safety of the people in Harvey and Marrero and Westwego. We're family, everyone should be protected. I understand that two barges breached the levee. I only know because of [inaudible] please give us information. Don't let people build and we'll all be underwater.

Response 8. Vignes: We'll get your contact information. We'll follow up on the technical review and get you the results of that review. As far as [information on Algiers projects] I can offer an update on levees on the Algiers canal.

Question 9. Johns: Construction that is supposed to be going on, will that water be diverted from us or back towards us?



Response 9. Vignes: The Westbank includes 66 miles [of levees and floodwalls]. We had a meeting at Our Lady of Holy Cross [on Mar. 13]. I can tell you about Algiers and areas of ongoing construction. This is Algiers [pointing]. We awarded a contract prior to Hurricane Katrina to [raise the levees] to elevation 10. That's not quite 100-year but those had been improved. This last reach [pointing] [inaudible].

Question 10. Johns: I know flood stage, my daughter said flooding [inaudible]. Floodwater is coming. How safe are we? The Mississippi River is just rising.

Response 10. Vignes: The Mississippi River is forecasted to crest at about 16 ½ feet. The Corps manages the Mississippi River. We predicted we'd open the Bonnet Carre Spillway but we have floodways further north. The predictions show the Mississippi River will crest at lower than

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what would trigger the opening of the Bonnet Carre Spillway but it's early. There's a large team across the Mississippi Valley region that monitors floodwater.

Habshey: We see you have a need for information. Take this information, Susan [Spaht] puts out a newsletter. We have hot topics and we can e-mail it to you. I heard people asking about information, you could get that information at your fingertips. We have another way to reach people called neighborhood focus meetings. We can come to churches or a coffee shop or beauty salons to provide information. Ed Lyon heads that up, he can make that available too.

Johns: I'll call you. My printer stopped working. We need to know how safe we are in the surrounding areas. Everyone needs to know. I pray we get [inaudible], the community is not being told the truth. We've been lied to and played with [inaudible]. We need your input, your information. We'll get bodies there and I'll tell you what church we'll have it at.

Question 11. Jean Mouton, Marrero: I heard that if Hurricane Katrina hit the Westbank, we would have experienced same devastation that Chalmette experienced. Is that true today? Would we be better off if it hit 20 miles to the west?

Response 11. Vignes: Was the Westbank vulnerable? Yes, many [of the levees] were unconstructed. Work at Lake Cataouatche wasn't under construction. The Algiers Canal was under construction. The area was vulnerable and likely would have flooded significantly. We've done a lot of work since then by getting the Harvey floodgates operable. We still have [inaudible] floodwalls under construction. We probably have added 15 miles of levees and 4 miles of floodwalls. We've greatly reduced risk.

Question 12. Mouton: We could still be under 8 feet of water?

Response 12. Vignes: There are still parts [of the system] that aren't complete. If a large storm event hit us, it could overwhelm the system. We're trying to build the system higher and we're armoring so if we overtop, the chance of a failure is significantly reduced.

Question 13. Mouton: What if there was no electricity or back up power?

Response 13. Vignes: We don't operate the drainage system. As part of hurricane protection we build floodwall protection in front of the pump station and put gates or valves that would close so there wouldn't be backflow. We've reduced the risk of backflow. Not part of the Westbank project, but another part of 100-year protection is storm proofing. Congress gave us \$250 million to storm proof back-up generators. Those plans are underway.

Question 14. Mouton: What is 100-year protection? All I know is Category 1-5. How do I compare that to a 100-year storm?

Response 14. Reuben Mabry: That's my favorite question. We realized after Hurricane Katrina that the standard project hurricane, which was a Category 3 storm [inaudible]. We went through [elements] of what would characterize, a threat to the city but [we found that] our standard project hurricane wasn't a good way to characterize. The Saffer-Simpson scale [only measure wind speed] was inadequate because of storm surge. What was discovered from the Interagency Performance Evaluation Taskforce is that from people all over the world [inaudible]. The best way to characterize risk is from surge, so they decided to do a probability. They took 152 storms of different strengths, on different tracks with different wind pressures and passed these hurricanes over the center of the city. Then we pushed surges on the Eastbank and Westbank, the storms [inaudible]. Then we did an analysis to see the storm that has a 1 percent [chance of

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occurring in any given year]. We took that analyses and found out that our system needs to be higher. What we had before Katrina needs to be higher. Now it's not a storm, it's a series of storms which could impact [inaudible] 1 percent surge threat.

Habshey: You asked about better protection? The answer is absolutely. You have to remember that this is a life cycle. We're not going to go 'til 2011 and then leave. This is made possible through you and the state legislature, etc. It will get better, you have to keep checking in.

Question 15. Rodney de la Gardelle, Westwego: You talk about a T-wall and an I-wall. What are the benefits between two walls? You talked about reports and 15 ½ or 16 ½ feet. What [inaudible] future dates of the levees?

Response 15. Vignes: As we talked about earlier, we have some construction underway. Before we get to [building] 100-year levels we have old authority and appropriated funds so we moved out on that [construction]. These are alternatives for 100-year protection because the new probabilistic analysis levees, show they have to be raised to 14 or 15 ½ feet. Those take into account subsidence and sea level rise. Our typical elevation is 10 ½ feet but we know in 50 years there will be sea level rise so we monitor what needs to be built over time, that's where 15 ½ and 14 feet come in. Sometimes we can't build because of sensitive environmental areas or another development. [Inaudible] 100-year [elevations] will be higher because we recognize that we'll need to do lifts to maintain elevations.

Waits: An I-wall is a sheet pile wall with a concrete cap above it. Support is the sheet pile if you're pushing against the wall, the bottom keeps the wall vertical. A T-wall has a foundation that is supported by beams. This one [pointing] would be 130 feet deep. The foundation relies on [the steel beams]. Sheet pile is driven into the ground after a soil analysis and seepage analysis. If you ride by Peters Road you'll see the T-wall going up.

de la Gardelle: So at the lakefront area [the I-wall] teetered forward?

Waits: Yes, water pushed [the wall] over. We're getting away from I-walls and moving to T-walls.

Comment 16. Alvarez: T-wall sheet piles have an angle. [Inaudible] sheet pile so when water starts pushing it [inaudible] puts compression to push it down, a T-wall is a more stable wall. I-walls just have the sheet pile driven down. They do the T-wall because the ground won't sustain the dirt levee. It's done so the levee won't settle.

Question 17. Alvarez: You said you're building mud levees from the state park and you said they are allowing so many feet for levees to settle. I helped build some levees. They've settled some.

Response 17. Vignes: Right, we realize there's settlement.



Comment 18. Alvarez: The sheet pile was at 19 feet but now I'm told it should be deeper. That section built isn't long enough. They said they'd have to fix that. What are they going to do by the wall? Sheet pile and then come back with another wall?

Response 18. Stack: You're talking about the Bayou Segnette floodwall.

Waits: We have re-analyzed the wall to see what it needed to be.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

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The sheet pile wasn't short, that statement isn't quite right. We're reducing wall stick up by adding fill, so [the sheet pile will] stick up less. During Katrina the failure occurred because of scouring, because of the pressure [of the water]. We're using deeper sheeting and scour protection to prevent failure. As part of IER 17 we're looking at an alternative and levee section that would require additional right-of-way and T-wall construction.

Question 19. Alvarez: I was told the sheet pile was short. If that isn't right, what is right? The sheet pile should have been deeper?

Response 19. Waits: I don't know who you spoke to but our engineers came back and are correcting that to reduce the stick up.

Question 20. Alvarez: There was pressure that came up behind the wall?

Response 20. Waits: We took additional soil borings based on what learned from Katrina.

Stack: Settlement was the first question. In Lake Cataouatche it was a local levee at elevation 5. It was built by the local parish. [Inaudible] when it came in and pumped the pump station. Originally the local levee was intended to be incorporated into the hurricane protection system but that levee wasn't complete when Katrina hit. Now we're incorporating [the levee] into the [federal system]. [Inaudible] we see settlement by 2 feet. We see settlement as we're building. The final elevation is 12, we'll be building higher to account for settlement to make it to our second lift. Our plan at Lake Cataouatche is [inaudible]. The same thing happened in Westwego. Our geotechnical team will check settlement curves and when we go back [inaudible] below our design, we expect that in Lake Cataouatche. This is why we need to do the first lift prior to 2011. We'll overbuild so that on the settlement curve, it ends up at right level. There's a 50-year design life [to this project]. To account for subsidence and sea level rise we'd need to be at 15 ½ feet.

Question 21. Alvarez: I thought it was at 12 ½ feet. So settlement would put it at 10 ½ feet? What will it be by 2011?

Response Stack: The first lift is ongoing. In early 2009 well start phase 2 and start doing second lifts to get to the higher level.

Comment 22. Alvarez: People talk about taking clay from all over the Westbank and leaving it like Swiss cheese so you're protecting nothing. It's like protecting your fridge after someone took your beer. You're going to tear up roads. You should use barges along the levee, this doesn't make sense. The government is not using common sense. That's hard to swallow.

Response 22. Stack: Barging is an option we'll consider. In the Lake Cataouatche area, the canals are only 3 feet deep, we can't get barges in there so it's not feasible. For Harvey and Algiers canals, the barging is acceptable.

Question 23. Alvarez: Smaller barges would fit. Small machines would fit and you'd have a better logistical role in it. Instead of emptying [inaudible] you're not putting dump trucks on the roads to keep the public from [inaudible]. You would be at risk for being sued. There are logistics to consider for getting trucks. You're going to have to use something other than trucks and those are expensive. You can get dirt from further away. How many acres are you looking at digging?



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Response 23. Holley: We're looking at other sites. These are all potential sites, some have been rejected. On some sites you can see the total boundary, if the material isn't suitable the site will be smaller. If you look at acreage of potential borrow site comparing to the acreage of area we are [inaudible] providing protection for, the percentage is about 2 percent. That's not a big number. At this time in this polder, we have only 3.5 percent of the material in hand so we're still looking for clay for this area. The bulk of the cost is in transportation. We're trying to identify non-wet areas near the alignment because it minimizes costs and traffic. If we use barges we'll still have to use trucks to get the material off the barge. There's minimal impact if we stay close to the vicinity of the alignment. I hear citizens saying, "not in my backyard," but this is in the interest of everyone. We're looking at broad concerns. If material is suitable for use for the system and if it is in the close vicinity we have to pursue it. As I mentioned in the last meeting [on Feb. 12 in Bridge City] we're looking at bringing material in from outside of the protected area as well[from other places.] We did a Sources Sought, 64 people showed an interest. We need a tremendous amount of clay. We can't ignore those borrow sites that are in the vicinity of the alignments.

Question 24. Alvarez: [Inaudible] difference in [inaudible] dirt or Mississippi River area. You still didn't answer my question.

Response 24. Holley: There are still going to be trucks. Our job is to minimize impacts, we're doing the best we can but we need a tremendous amount of clay, we can't ignore suitable material in close vicinity to the projects.

Comment 25. Alvarez: I wouldn't risk someone's life to save a dollar.

Response 25. Holley: During excavation we'll comply with safety requirements and air pollution regulations. Excavation will be like any other construction project, safety is our priority. I can't say we won't use the site if we only have 3 percent of the material we need identified in this area. I can't ignore areas we've investigated. You say not in my backyard but then, whose backyard?

Alvarez: No, not NIMBY. Safety. How much more will that save?

Holley: We have acquired only 3 percent of what we need, we can not exclude areas under investigation.

Question 26. de la Gardelle: In regards to the Company Canal you referenced installing a floodgate. Is that to accommodate the Corps or shrimpers? Is the other alternative a gate or not a gate?

Response 26. Vignes: We're looking at four alternatives. 1 would replace floodwalls, three would have floodgates, each at a different location.

Question 27. de la Gardelle: Have you looked at impacts? A floodgate south of Lapalco and the highway [inaudible] and moving people is different with limited road access. That could be below flood protection? Was consideration given to changing the elevation of the road?

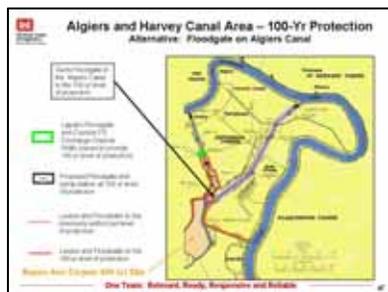
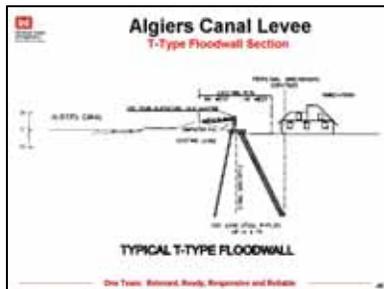
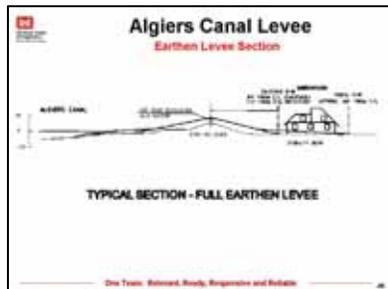
Response 27. Waits: No, Lapalco is already elevated.

Question 28. de la Gardelle: Would additional levees need to be redone?

Response 28. Waits: We'd leave the existing protection in place. It would be in place for tidal surges. We'd put something in to maintain tidal surges. The gate could be used for tidal control.

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Question 29. de la Gardelle: The Harvey Canal and Industrial Canal have a meeting point. Was there any consideration of putting levee gates further south, at the intersection of the Harvey Canal and Gulf Intracoastal Waterway canal?



Waterway canal?
Response 29. Vignes: Yes, that's in IER 12. It provides 100-year protection. We're looking at three alternatives there. One alternative is to raise levees where the gate at Lapalco would have to be improved. We'd have to improve the level of the gate. Raising levees through parallel protection is another alternative. This is the existing levee [pointing] when we design higher levees, the protection is stronger. And if we make the levee wider, as we expand the levee, we'll impact

residential areas along the canal. Or we may construct a floodwall on the back side of the levee. These are pilings [pointing] that would protect a T-wall, we'd be impacting businesses. Alternative 2 is a gate at mouth of Algiers canal. We wouldn't have to provide a raised levee beyond that gate. The levee behind will provide storage and a second line of protection. The third alternative is a gate south, at the Gulf Intracoastal Waterway. It's a navigable floodgate so we will need a bypass channel. It would tie into the system to the west, but it would look at crossing the 404c area so it has environmental concerns.

Question 30. de la Gardelle: Have there been any decisions?

Response 30. Vignes: We're still doing engineering. We're compiling additional analysis. The schedule is to have the preferred alternative identified at the end of May. We'll have a meeting on May 22 at Our Lady of Holy Cross College to talk about that decision.

de la Gardelle: We could flood because of a lack of protection. Why [inaudible] floodgates? The issue is time and for construction impacts to businesses.

Question 31. Shane Alvarez, Nine Mile Point: What's the timeline for borrow pits, that are not approved but still in consideration?

Response 31. Holley: Some investigations are mid-way, but the timeframe is about 11 months from right-of-entry, to do the investigation, do an IER and acquire the property. With real estate considerations, it's a lengthy process so we have to be careful about what areas we identify as sites to investigate.

Alvarez: What's the timeline for the Westbank I site?

Owen: Early April [IER 22 will be released].



Question 32. Steve Alvarez: What about Westbank C?

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Response 32. Holley: We are at the initial point of investigation but when borings come in, we'll look at the seepage and other concerns. We know about Westbank I's suitability because we completed the geotechnical analysis. For Westbank C it's still in the initial investigation. We'll run seepage and stability analysis at that time. It's too early to look at those analysis at this time. Vignes: The large green area [pointing] is identified first, then we identify the area for a borrow site. We do environmental analysis, eliminate wetlands and then we look at suitability. Larger areas could also be borrow, but that work is under investigation. Areas in red are declined. It would be typical of 100 acres to only yield 30 suitable acres. Many factors downsize our sources. Just because the sites are on a map they may not generate suitable material.

Holley: The area you see on this map in green, that whole area won't be a final pit, it's just an area we're investigating. There are setbacks and borings that determine the area that is suitable. The actual final pit will be smaller.

Steve Alvarez: What If I tell you there's a bald eagle's nest there? [laughing]

Habshey: Thanks for coming, please take our contact information with you and please don't hesitate to call. Neighborhood Focus Meetings are also an avenue to get to you. Thanks.