Public Meeting Summary

US Army Corps of Engineers
New Orleans District

Pump Station 11 and 13 and GIWW West Closure Complex
Wednesday, Aug. 19, 2009

Location	Eisenhower Academy of Global Studies 3700 Tall Pines New Orleans, La. 70131
Time	Open House 6 to 6:30 p.m. Presentation 6:30 p.m.
Attendees	Approx 25
Format	Open House Presentation
Handouts	• 2009 Status map • Corps Approval Process • Algiers construction project fact sheet
Facilitator	Rene Poche

Rene Poche, public affairs: Thank you so much for coming out for tonight's meeting. My name's Rene Poche, I'll be moderating tonight's meeting. Before we get into the meeting we have New Orleans City Council member Jackie Clarkson here and she'd like to speak to you for a couple minutes.

Councilwoman Jackie Clarkson: Thank you, Mr. Poche, actually the Corps asked me if I would come here tonight and speak to you and I was thrilled to do it for several reasons. First of all, now that I'm not district councilperson for just District C, now that I have the whole city, I don't see as much of you all so I always wanted to be invited to speak anywhere that's close to home. And, secondly, I am the Corps' biggest critic and biggest fan and I would like to explain that any time I can. I'm very vocal about what the Corps has not done for everybody else, I will continue to get on their necks about. I have met all the way to the very top of Congress including the EPA Administrator and [Inaudible]. Personally, I have taken this on and [Inaudible] I was on duty at ground zero since Katrina. So I know what our problems are and have not relented since. You know what went wrong and what we need to do. And, so I'm a huge critic of the Corps of the Washington, D.C. Corps. But I'm also a big fan of our local Corps because I've worked very closely with local members of the Corps of Engineers for many years since I first came into office and even had the privilege of helping to get the levee built behind here, the levee that had breached during a double hurricane we had two weeks apart several years ago before Katrina. And, that was a fabulous experience, had we not rebuilt that levee as well as the Corps did we would've had the same situation in Algiers that we had in the Lower Ninth Ward with Katrina. So, I have been in the situations to be the worst critic and the best supporter and I always wanted to come talk about it to the people so you'll know we're watching from all ends, and we're

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making sure that you know that we'll always be watching, that they're doing right, and you're being supported. So, tonight is watched and tonight is good and tonight's all about Algiers. Our chief Pumping Stations are 11 and 13, [Inaudible]. Pumping Stations that are critical, and don't forget, when everything else went down, Algiers functioned and supplied water to the entire metropolitan. So, how critical are those Pumping Stations? [Inaudible] Pump Station 11 is self-generating [Inaudible] we have to ensure that we keep you from being threatened. The surge that they can see on the Intracoastal Waterway will diminish the Pumping Station's capacity and ability to perform which we are hoping to avoid by building a flood wall or what they call a fronting protection. I'm learning all this. A fronting system is essentially a concrete flood wall to keep the surge from hitting the Pump Station so that they don't lose their ability to handle total capacity. So, we keep Algiers dry and secondly to be able to have the Pump Station work and our water station to work so that we can be possible, here comes the lady that keeps [Inaudible] of water for the entire metropolitan, Ms. Marcia St. Martin is here. Thank you for coming and she's the real authority on all of this and that's where I get a lot of my information. But, this is very important that the Corps builds this flood wall to protect our two pumping stations. Now, why the public meeting? So you will know what they're doing, number one, and of what we're doing to keep as much protection going for immediate as future as we can. They're going to try to build this within two years and in order to do that they're going to have to build probably around the clock, almost, which means they're asking the city [Inaudible] to go through the head of the Department of Health, who is Dr. Stephens. And, in a letter, that I have a copy of, they asked Dr. Stephens to raise the noise ordinance in order to be able to work, you know, early in the morning, late at night, and probably weekends. Now, in one case, I guess, Pump Station 13 there's not a lot of neighbors, is that the story do I have that?

Ted Carr: [Inaudible]

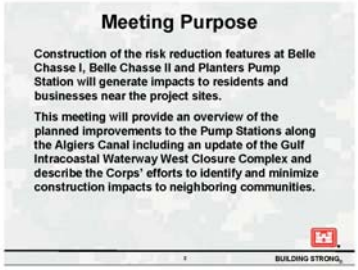
Jackie Clarkson: No, Pump Station 13 is the one with the neighbors, yeah, I'm over there and I see right where they are. Pump Station 13 has some close residential neighborhoods, Pump Station 11 does not, we don't think. So, there's only one of the two we're concerned about but we will be holding two public meetings, one here tonight and one next week, I think, its down at English Turn, is that correct?

Female engineer: Yes.

Jackie Clarkson: And so the Corps is asking for a waiver of the required sound ordinance in order to build double time so [that the fronting protection is completed] within two years. I'm here only to present the case, I'm not here to ask you to waive the sound ordinance, that will be your decision as citizens, that will be your decision to weigh in on that one. It will come before the council as an ordinance, possibly to waive it or however Dr. Stephens wants to do this legislatively so that will all be made public to you. But, the one thing that we insist on, the council, [Inaudible] is that anything we're doing beyond that, out of the ordinary, be brought to the public first. So, that's why we're here tonight. Thank you all for coming and I wish this place was packed four times as much because the phone calls will be four times as much when the work starts. Thank you very much.

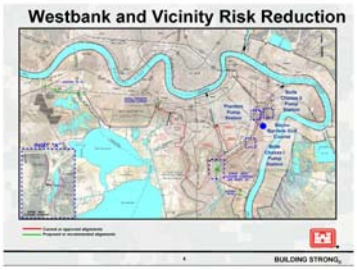
Rene Poche: Thank you. Okay. All right. The reason why we're here tonight is we're going to talk about the risk reduction features at Pump Stations 11 and 13, we're going to talk

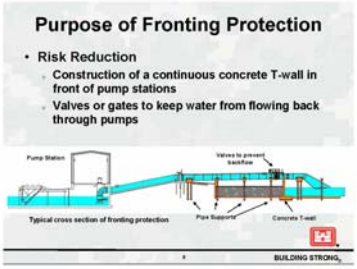
about some of the impacts to the residents, and this is just near the site. We're also going to talk about and give you an overview of the improvements to the system that we're about to make on the Gulf Intracoastal Waterway West Closure Complex and start the process of them finding day and night construction impacts in neighboring communities. What we won't be doing tonight is discussing the Eastern Tie-In or anything to do with IER 13 Addendum so if you have those questions, hold those until the appropriate meeting dates which will be sometime next month, we've got a slide that will be showing that information. But, tonight we're only going to talk about these two issues.



We'll talk a little bit about buying down risk. This is a shared responsibility between the Corps, local officials, and you as a local presence. There's a lot of things that can be done there, you know down in the construction facility, building codes, outreach, have that evacuation plan, you've heard that so many times from your local elected officials, insurance if you feel you need to have that [Inaudible]. And, then levees, flood walls, and structures as we get that risk down. Now can we eliminate this totally? No, we can't, but we can reduce risk. And that's what we're doing is building a system. You, as a resident, you, as an elected official, have the shared responsibility to partake in the decision making process of this buying down risk.

At this time I'm going to turn it over to Ted Carr, he's the Project Manager for the Pump Station projects, he's going to give you a little background on the Westbank and Vicinity, and talk about the projects.

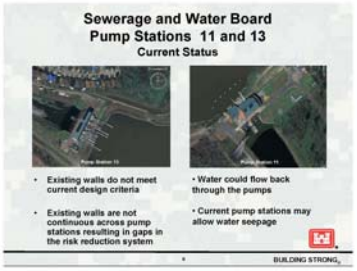




Ted Carr: Thank you, Rene. I'm really not use to being stuck behind a microphone, I'm used to walking around so if I get a little ancy here I may [Inaudible]. What I want to do is first welcome you all for coming out tonight to hear about a project in your community. This is a very important part of the overall process. So, I want to welcome you and thank you for coming. The first thing I want to do is I want to get you all located. If you'll look at this map up here, you go, where are we? We are somewhere right up in here. That's where we are located right now, right about here, Pump Station 13. And, right up here is Pump Station 11; you can see Sewerage and Water Board Pump Station 13 and Sewerage and Water Board Pump Station 13. The GIWW Western Closure Complex is right here. These are all part of projects in the Westbank and Vicinity Project. The Westbank and Vicinity Project follows and outline here, it comes up here, in the part of the canal, through the Algiers Canal and over here and ties-in to the Mississippi River Levee System. Is everybody

located? Okay. Let's go to the next slide.

Okay, so why are we spending all this time, all this money on fronting protection? Because it's a very important part of the risk reduction system. Fronting protection is construction of a T-wall in front of the Pump Station. Basically, right now, we have a gap in the system because of the way our Pump Stations are now constructed. We're also going to install valves or gates to keep water from flowing back through the pump, back flowing through the pumps. So, those are the two primary objectives of the Flooding Protection Project. So, basically, here's our Pump Station, if you look at right here, this is our T-wall right here. Okay. And, this is representing the valve, then there's discharge, this is for a vertical pump so we actually see a discharge, and this is what we're going to be constructing, and that will tie-in to the existing levee in Algiers.

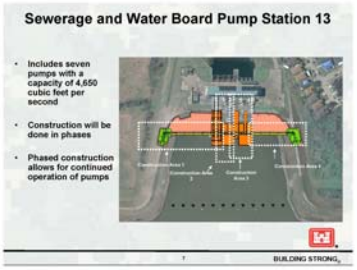


Okay. This is a little dark but these are intended to show you what these Pump Stations actually look like, and I want to talk about the current status. The current status of both of these projects is about the same. So, if we're looking at Pump Station 13 or Pump Station 11, the existing walls do not meet current design criteria. What does that mean? They were designed prior to the design criteria that we're using post-Katrina. The existing walls are not continuing across the Pump Station resulting in gaps in the Risk Reduction System. That means we have a gap in the system that we need to fix. Water could flow back through the pump, [Inaudible], that's what the valves are intended to eliminate that. And, current pump stations, they also allow the water seepage underneath the current structure. So, our design of our T-walls, they will eliminate that problem as well.

Male speaker: Should we be concerned [Inaudible]?

Ted Carr: Pardon?

Male speaker: [Inaudible]



Ted Carr: The type of levee system is 8 ½ from the [Inaudible] T-walls [Inaudible]. Okay? Thank you.

Okay. So, how is this work going to be done? We're going to do it in phases. If we look at Pump Station number 13, that's the one closest to us, where we are right now, you can see right here, this is where the community abuts right up against the road that actually goes to the Pump Station. So, it's within shouting distance of the community here. The Pump Station 13 has a design capacity of around 4,650 cubic feet per second. A little trivia. That's about three olympic swimming pools a minute, so there's approximately 660,000 gallons in an olympic swimming pool, three of them a minute. As I said, construction will be done in phases; you can see here that we have Construction Phase 1, 2, 3, and 4. What's important about those phases is what pump capacity that's going to be affected. What we're trying to do is minimize the capacity that's affected during the construction process. So, during Construction Phase 1, right here, this will be an impact of about 550 cubic feet per

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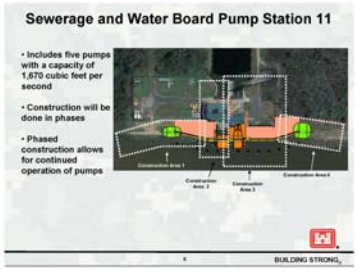
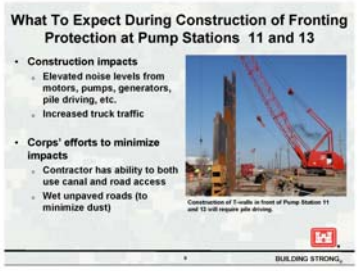
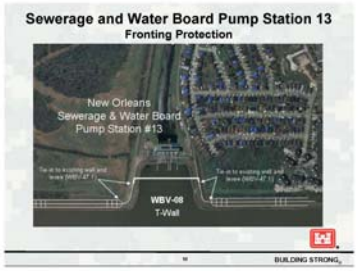
second of that Pump Station, that's a little over 10% of the capacity of the Pump Station that's going to be affected. So, that's going to be a little over 10 percent. So, if you look at Construction Phase 2, and Construction Phase 3, that's going to be about 5 percent to 10 percent of capacity. Basically, those are the vertical pumps so with the construction that we have in place, if we have an event, we can flood that structure and we're going to be down only a small amount, about 5 percent to 10 percent, that's because of our construction configuration. Some of you may be familiar with the structures that are around, they are temporary. The containing structures that are going to be built around to de-water the area so we can work in the area. If you look at the fourth and final area, that's not going to affect pump capacity. Any questions on this? Okay, then, let's move to the next one.



Basically, I'm just going to walk you through Pump Station 11 with the same configuration, same idea. This one has a smaller capacity; it's around 1,617 feet, that's about one Olympic swimming pool. Again, construction will be done in phases, and we've got to allow the maximum operation of the pumps possible. So, what are we going to have? If you're looking at Construction Phase 1 and Construction Phase 4, there will be no pump out during those two construction phases. If you look at Construction Phase 2, we're going to have up to 5 percent or 10 percent, that's the capacity of those pumps, again, that's because of the configuration of the temporary restraining systems. And, if you look at Construction Area 3, that represents about 530 cubic feet per second, and those would be our horizontal pumps. Basically, it's the same idea. Does anybody have any questions on that? Okay. Let's go to the next slide.





We're going pretty quick, here. So, in order to get this flooding protection in, what's it going to take? Well, there's going to be construction impactd. And, what are those construction impacts going to be? It's going to be noise. The only thing the noise level if from, it's going to be from motors, pumps, generators, and a lot of pile driving. Those seawalls require a lot of piles and additionally, those Temporary Retaining Structures are going to require a lot of sheet piling to make those barriers. There's also going to be increased truck traffic. We're going to have deliveries of material, there's also going to be [Inaudible] and I'll talk about this a little bit. [Inaudible] Our efforts to minimize these impacts, what we're going to try to do is the constructor has the ability to use both canal and road access to bring in materials. So, that's the attempt to minimize truck traffic because there's going to be truck traffic non-stop. Also, on the areas where we have unpaved roads, I think that's the roads on basically Pump Station 13,that goes behind the residences there, we're going to be watering down roads to minimize dust but there is going to be some dust. We have to stay on that to keep dust down. See out here on Alan Road, [Inaudible] Walker Road, there's a lot of dust over there but we try to keep that down. This is the issue that in order to get the end result, what it takes to get there, is we're going to have to live through this. Question?

Male speaker: [Inaudible]

Ted Carr: Elevation 9 ½.

Male speaker: [Inaudible]

Ted Carr: [Inaudible]

Male speaker: [Inaudible]

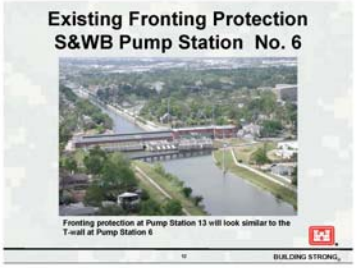
Ted Carr: Basically, [Inaudible]

Male speaker: [Inaudible]

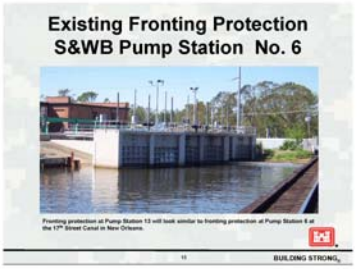
Ted Carr: Both of these projects are going to be done simultaneously. These projects, they are out to bid, they went out to bid, one went out to bid at the end of July, the other was very soon after. So, these projects are planned to be [Inaudible]. They're awarded at the end of September. We are moving that quickly to get it into our fiscal year as well. So, bid award in September; what you're going to see in October in terms of construction is the rigging up, getting things set up; November it's going to be full-blown activity.

Male speaker: For how long?

Ted Carr: For how long? Good question there. I was going to get to that. About a year and eight months, it's going to be within the hurricane season of 2011. Right now these projects currently have an end-date of May 2011, it's within the hurricane season of 2011. And, that's what Ms. Clarkson was talking about, we're going to need a lot of help, in order to do this, we are asking our contractors to take advantage of work hours, work 24/7, holidays, weekends, because that's what it's going to take to get this job in that time frame. We do have a slide, the next slide we'll talk a little bit about it.



Let me just walk through here, we'll bring it back and we'll talk about what's going to happen with the ordinance and what we're asking for in the ordinance. So, after we do all this, what we want to have in place are, basically what this shows here is the T-wall ties-in to the levee, to the Algiers Canal Levee; [Inaudible] Sewerage and Water Board 13, and then the same thing was close by for Pump Station 11. Here we have this levee, it basically, ties-in to the Algiers Canal, this is the one that's on the eastside of the canal with the flooding protection. [Inaudible] pumps will discharge below the level.

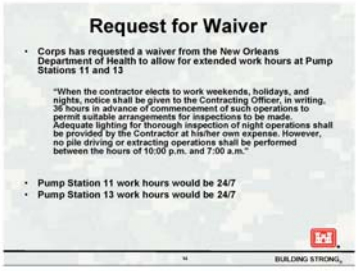


Okay. I think the next slide is the one I want. Here's another one to talk about, you want to just get an idea of what this is going to look like. This Sewerage and

Water Board Pump Station number 6. It's hard to see but we pile this T-wall up through here, you can see that goes basically back in through here. Let's go to the next slide, it's a little bit better to show.

This is what we're going to end up at Pump Station, I think it's number 13. These are primarily the discharge tubes for the horizontal pumps. I told you this, we have a number of horizontal pumps as well as vertical pumps at Pump Station 13 so this is one of the ones upward, primarily. I think it's the next slide is the one I was thinking about.

So, here's the request for waiver that we were talking about earlier. What we requested for both Pump Stations 11 and 13 is basically 24/7 operation. Now, there is an exception to that and the exception of pile driving between the hours of 10:00 p.m. to 7:00 a.m. That is, we would not plan to use that time to drive the piles. But, 24/7, other than pile driving, in order to meet the schedule there's going to be activity. And, what this talks about is, and our obligation, this is the ordinance, the ordinance requires us to notify 76-hours of our plans to work for that 24/7 with the exception of pile driving between the hours of 10 and 7. Any questions on that?

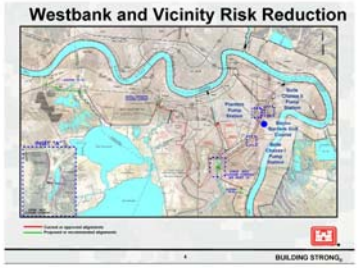


Male speaker: [Inaudible]

Ted Carr: [Inaudible], he's asking how deep will those piles go.

Male speaker: [Inaudible]

Ted Carr: Okay. I think now, you'll have an opportunity to ask more questions, I'm going to head it over now to the project manager for the GIWW West Closure Complex, Tim Connell.



Tim Connell: How are you doing, my name is Tim Connell, as he said, I'm the Project Manager for the GIWW West Closure Complex. I'm just here tonight to give you a little overview of what this structure is and what its function is. If you want to go back to the first Westbank slide, it had a map on it.

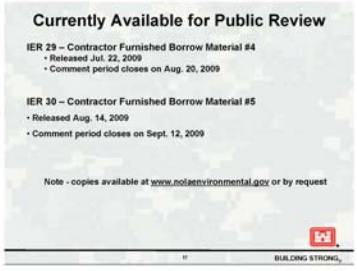
Basically, the complex is located right here where the Harvey and Algiers canals come together. Its function is to block some of the surge from entering the Harvey and Algiers Canals. Currently, right now, the storm surge, it will be emptying and going into those canals, as many of you know, we're going through the process of evaluating alternatives and the concern about the placement of the construction. This location is the way to go and it's the best to provide the maximum risk reduction to the residences, and it can be achieved, we can get the closure in place by June 1st of 2011. So, that's the reason why we're doing it. The complex consists of several major components, it has a 20,000 cubic foot per second pump station, the purpose of that is for when the gates are closed in a storm event, that's to

evacuate water that's being pumped into the Algiers and Harvey Canals from all of the nine pump stations that are currently on the Algiers and Harvey Canals. The other function is to serve as a barrier and it has navigation gates. We have two of them, there's a 225-foot primary navigation gate, and a 75-foot secondary navigation flow gate located in the GIWW, as we know, this is a major waterway, lots of barge traffic, that's another major component of it. Another component of it is the floodwall here along the south border sea area [Inaudible] about 4200 feet of floodwalls to be constructed. We're also going to be relocating Bayou Road, and also relocat the levee here. Eventually, there's also some dredging that's going to take place along the Algiers Canal up to the Belle Chasse Bridge, and that is to increase the flow capacity of the canal to deliver water to that 20,000 CFS pump station.

The construction for this, we are underway with construction it started on Aug. 6, 2009, and for people here, who live in that area, it has started [Inaudible] and that's just the beginning of what's going to be happening out here. Also, there's going to be some 23 cranes on the job, there are several thousands of pilings that are going to have to be driven. The plan is to have the operation going 24 hours a day, 6 days a week with the goal of getting this second barrier in place by June 1st of 2011. The impacts are going to be, basically, what Ted was talking about, there's going to be a significant amount of noise, [Inaudible] in this area which are the residences are right up in here. We managed to locate the structure where we basically have not displaced anyone but in the construction of this kind, they will be affected, there will be significant noise, significant dust, and tomorrow we're meeting with the residents of that area to discuss the impacts again. We've already met with them, we've met with many of you prior to the start, we've got a little bit of delay to the start due to some [Inaudible] issues but we are underway now. And, we're going to be discussing, basically, what we can do to minimize the impacts. So, does anybody have any questions? Not yet. Okay. In that case I'm going to give it back to Ted.

Ted Carr: You've heard a lot about all the construction that's going to be going on with these sites. What are some of the things that we, the Corps, are doing to ensure things are going the way they are suppose to be going? Well, first of all the contractor has a quality control and safety program that they must have in place and is reviewed by the New Orleans District. On top of that we have a quality assurance program and that's basically a Corps construction placement right there to take a look at how things are going. We're going to monitor the construction contractor, make sure everything is safe and the signs are clear as to what's going on there. We'll look at traffic control issues, and make sure everything meets the state perspectives, and they're also knowledgeable about what's going on at that particular site.

Some of the things that we have out there right now for review, as you can see, you've got nolaenvironmental.gov, we have two individual environmental reports, 29 and 30, that deal with

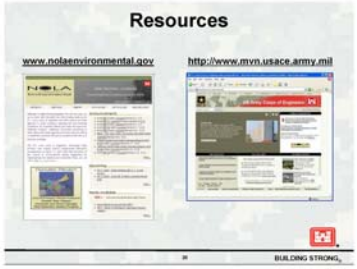


borrow material, and you can see they are available for their comment period. We welcome anyone to go out there and take a look and post any comments and they will become part of the record.

Upcoming public meetings. As Ms. Clarkson said, we have one, a week from tonight down at English Turn and we'll be talking about Algiers construction impacts. And, coming up, we've got one at the Corps of Engineers on building on Leake Avenue, and we have one Sept. 3, 2009 at Bayou Barriere Golf Course, talking about pump stations and GIWW West Closure Complex, and then Saturday, Sept. 19 we're going to talk about the Eastern Tie-In and Plaquemines Parish Non-Federal Levees at workshop out there for about 5 hours.

Your input is important and we need that to make a real, informed decision. There is a couple ways that you can do that, you're here at the meeting which is great, make sure you've signed in, if you have an e-mail address we can keep you updated also, give you feedback. You can, at anytime, go to nolaenvironmental.gov and submit a comment there as well. If you have any questions or comments you can call the phone number there on the screen, that's the main public affairs phone number, you can leave a voicemail there if you wish or, you know, during regular hours there's a person there that will take a message and pass it along. And, we have a generic e-mail box, AskTheCorps@usace.army.mil, you can e-mail comments there as well.

In resources, we talked about nolaenvironmental.gov, you can go out there and take a look. You can also take a look at our Web site, there's a lot of information out there. Maps, if you need to get a map, I suggest you grab one, that shows the best current status of the system but you can also look at it online as well.



Okay. What we're going to do at this time is… yes?

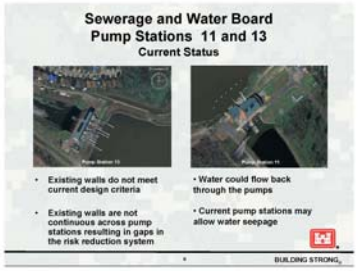
Male speaker: [Inaudible]

Rene Poche: Okay. We're going to open up the floor to the questions. A couple of rules here, we'll give you three minutes to ask your question or make your comment and we do have a light system here, green, yellow, wrap it up if you see yellow, red we're going to stop you at red. A couple other things we need to go over also, we know the public has strong feelings about the Corps and we acknowledge those so what I ask you to do is keep your comments focused to Pump Stations 11 and Pump Station 13, and the GIWW West Closure Complex. When you take the floor you're going to have plenty of opportunities to get your questions and comments answered. And, if we can get you to come right over here there's a microphone that's what we're going to try to use. [Inaudible]

[Inaudible]

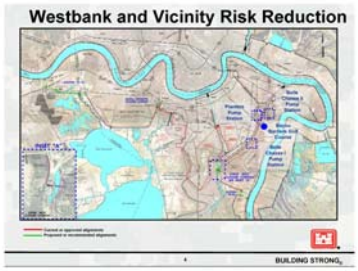
Male speaker: Would you take a couple of minutes to assess for us the general vulnerabilities or general situation at the Algiers point right now [Inaudible]?

Ted Carr: What we've done is we've, along the Algiers Canal, we are maintaining the elevation of 8 for this hurricane season. There are a couple of gaps in the system right now that are associated with future ramp locations, there is no work done, and you may have seen these down by Boatworks, or Plane Powers, Versa Bar [Inaudible] location, what we have done is we've staged 3,000-pound sandbags, they are staged and ready to be placed to close those gaps to bring that also to elevation 8. So, there's a lot of the system that the elevation kept and we've been building up these [Inaudible] from the Belle Chasse Tunnel south to basically where it intersects with the Harvey [Inaudible] that area has been worked on and that basically is up to elevation 10, construction elevation 10.



Male speaker: This might not really be a question. I'm trying to evaluate the risk. I'm trying to understand how to evaluate the risk to district specific, whether I'm reading a weather report about an approaching storm. And it says expect a storm surge of 18 feet, 22 feet or 14 or something. And you tell us that we have 8 feet of protection here. I understand that the surge weaken before it even comes in our area. How do we effectively translate a weather report with a storm surge of so many feet to our situation?

Julie Vignes: Okay. We're designing the system based on a certain design bank. So, I'll just try to give you some references. Okay? With Hurricane Rita and even recently Hurricane Gustav poured about five feet of water in the Algiers Canal. We had no problem closing that to those five feet of water that was in the Algiers Canal. Okay? And, we're just improving that system and we're designing for a 1 percent risk reduction. Okay? That 1 percent is going to generate a certain amount of storm surge and, we've done an extraordinary amount of modeling to determine what the surge will be in the Algiers Canal. But know for the future conditions that storm surge is going to be blocked by the GIWW West Closure Complex. So, where are we at today? If a hurricane hit this part [Inaudible] Algiers Canal right now we have levees built mostly to 10 ft which we know have some low areas in the system so we're saying we're at level 15 [Inaudible] we predict the storm surge in the Algiers Canal would be about 7 ½ feet, that's what models tell us. [Inaudible].



Male speaker: [Inaudible] in Barataria Bay would translate here to us [Inaudible]?

Julie Vignes: [Inaudible] we have folks in our office that can sit down with you and give you that information. Again, a 1 percent event [Inaudible]. But if a 1 percent event ever hit the Algiers Canal, it would be about 7 ½ feet of water.

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Male speaker: [Inaudible] the storm coming up straight from the south and if the storm comes up west of us, is particularly of concern for us on the West Bank because of the surge [Inaudible].

Julie Vignes: I would say that's correct. 1% is just statistical [Inaudible]. And, just one thing I wanted to say, too, you know [Inaudible] know that the future system is we block the storm surge with the Closure Complex. [Inaudible] Algiers Canal [Inaudible] from the pump station is still a part of that system, the system is designed to retain water. There are nine pump stations that are pumping water into the Algiers and Harvey Canals, that discharge will be intercepted by the closure of our complex. We have a [Inaudible] pump station to pump it out but there will be some repenting of water so our system is designed where we don't have to build the Algiers Levee to the point of protection to 14 feet like the Closure Complex but really designed to have the retention of it so it's the whole system. So, in the future when the GIWW West Closure Complex is there it will block the storm surge but we will be retaining water to about 5 ½ feet plus [Inaudible].

Rene Poche: I think that the heart of your question goes back to one of the slides in here about risk being a shared responsibility; these individually are going to have to determine how much risk you can tolerate. Local officials have a plan to evacuate too. So, I told you earlier in the meeting, we can't eliminate the risk 100 percent but can reduce risk. But there are a lot of pieces and parts and things that go into that [Inaudible] along with local elected officials.

Julie Vignes: And, just one other thing I wanted to add [Inaudible] there's still a lot of work that's been done since Katrina on the Algiers Levee, as Ted talked about, the Algiers Canal [Inaudible] the West Bank, below Belle Chasse Tunnel still protect this whole area. Those levees recently were only to elevation 5, that's about four miles of levee. Now that construction is about 80 percent to 90 percent complete that's now at elevation 10. We do have these [Inaudible] flood gates to be built there so that they can maintain access to the canals [Inaudible] but they're small, they're 5,400 feet and we have a hurricane plan that we work with the Levee Authority [Inaudible].

Rene Poche: Okay. Yes, ma'am.

Ms. Jackie Clarkson: When you were talking about shared responsibility between them and an elected official, and since I'm one of the elected officials I feel that I should speak up. Things are better than they were. I mean since I first came to New Orleans and especially ever since Katrina. However, I'm here to tell you, as an elected official that for 20 years has been on a committee for every hurricane that came this way, and especially during Hurricane Gustav. We were mostly concerned about the West Bank. I remember saying that [Inaudible] the last time Algiers was badly hit was 1947. Algiers has been [Inaudible]

Male engineer: [Inaudible] Could you stand up please?

Male speaker: [Inaudible]

Male engineer: [Inaudible] Once the work is completed [Inaudible]

Male engineer: [Inaudible] Please state your name so we can get that on the records as well. Yes, sir.

Male speaker: [Inaudible]

Male engineer: I'm not sure I'm following but I'm not sure that that's and insurance related question. [Inaudible]

Male speaker: [Inaudible]

Male engineer: [Inaudible]

Male speaker: [Inaudible]

Male engineer: [Inaudible]

Female speaker: [Inaudible]

[Inaudible]

Male engineer: [Inaudible]

Female speaker: [Inaudible]

Male engineer: [Inaudible]

Female speaker: [Inaudible]

Male engineer: [Inaudible]

[Inaudible]

Rene Poche: For answering that question, folks, is Tom Podany, he's the Chief of the Protection and Restoration Office [Inaudible] Does anyone have a question? Yes?

Male speaker: I have a question about the [Inaudible]

Rene Poche: Right. That's a question that has to be addressed by the Coast Guard.

Female speaker: Can I say something again? [Inaudible]

Ms. Jackie Clarkson: This is a question that has driven me crazy since Katrina, and I was on the Industrial Canal Bridge at Gustav and saw the barge. There were several of us up there waiting and wanted to watch the barge that was floating up and down the Industrial Canal. And we took pictures. [Inaudible] The Coast Guard had been traveling the [Inaudible] and so we're very fortunate that we have the Captain of the port here and his Commanding Officer, the

Admiral, who is a lady now, here. So, we have been able to address this directly and I have because it has bothered me. When I called Captain Schroeder into the council meeting we had already, after Katrina, the council I was on then, we had [Inaudible]. Once the barge is loose from the [Inaudible], no matter what you penalize somebody with after the fact [Inaudible]. So we called [Inaudible] back into City Hall [Inaudible]. And I sat there and gave a direct order. We're writing a law to save the ships to save the barges. Just that simple. And that's where the Coast Guard would [Inaudible] whatever the case to clear the waterways but when push came to shove, if something broke loose [Inaudible] it would be done. Well now just within last few days there are some [Inaudible] because some of the owners of these barges have gotten [Inaudible] report that not all of them need to get fined. [Inaudible] and I'll keep you posted because I don't want to sink anybody's barges, I don't want to put anybody out of business. The maritime industry for this city and metropolitan has been bold. One of the hardest things we've had to do Post-Katrina is balancing the [Inaudible] in the maritime industry that's why the diversions and all this [Inaudible] coastal restoration [Inaudible] of the maritime industry. You know we live involved in this. Local, state and federal government. And there are no defined solutions for a lot of it. But at this point, we're on it 24/7 trying to. But, I promise you there is going to be some further addressing of the barges so you can call my office and I'll keep you posted on that. And, the third point, the [Inaudible].

Male engineer: Thank you. Any other questions? Yes.

Male speaker: [Inaudible]

Male engineer: I think what you're going to ask is "Is it going to cost money?" [Inaudible]. The answer is no because [Inaudible]

Male speaker: [Inaudible]

Tim Connell: [Inaudible] the actual Pump Station, there are 9 pump stations right now [Inaudible] into the Algiers and Harvey Canal. [Inaudible] When we put the complex in, we have this pump station that's [Inaudible]

Male speaker: I guess my question is this, if the water is being held back in the storm surge [Inaudible]

Male engineer: [Inaudible]

[Inaudible]

Rene Poche: Okay. I think your question [Inaudible]. Any other questions that anyone has? Okay. If you don't have any other questions [Inaudible] after this. Please, again, please sign in so you can get on that e-mail list. And, thank you for coming out this evening, thank you [Inaudible]

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