



# Public Meeting Summary

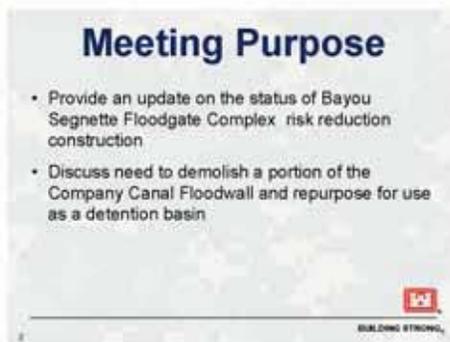
## Bayou Segnette Floodgate Complex Construction Status Update January 11, 2012

<b>Location</b>	Westwego Tassin Senior Center
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx. 27
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Bayou Segnette Fact Sheet Jan. 2012</li> <li>• Corps Approval Process Brochure</li> <li>• Nov. 2011 Status map</li> </ul>
<b>Facilitator</b>	Rene Poche



**Rene Poche:** Good evening and thank you for coming out tonight for this informational meeting. I'm Rene Poche and I'm with the Corps of Engineers and I will be facilitating tonight's meeting. Before we get into the actual presentation, Mayor John Shaddinger would like to say a few words.

**Mayor John Shaddinger:** I want to thank the Corps of Engineers for having this meeting tonight. They had expressed interest and talked about the levee protection and I said what I would like is have this meeting separate from a city council meeting and we've had them here in the past so I want to thank them. I also want to thank you for showing up. Your interest is a concern of ours as well. Levee protection and water enters all areas of the West Bank and we are truly concerned about how our protection is maintained and with the help of the Southeast Louisiana Flood Protection Authority West and the Corps, I believe at the end of the day this community will be safe. Again, thank you for coming and I'm looking forward to the presentation.



**Rene Poche:** A couple of administrative issues. If you haven't signed in, there is a table with sign-in sheets and we ask that you sign in so we can communicate with you via email or snail mail or through the web. Restrooms are down the hall and there are two exists. Before we get into the presentation I ask that you hold all your questions until after we run through the presentation as there is a chance that your question may get answered. If not, we have a discussion period after and we will answer all your questions then.

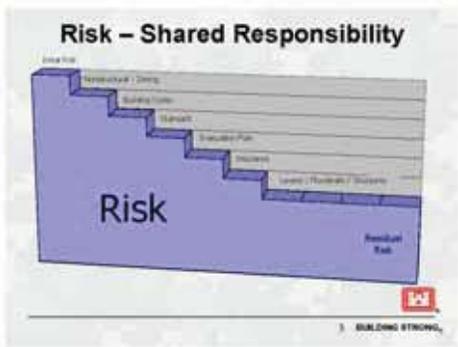
So why are we here tonight? We are going to talk about the risk reduction work that is going on particularly here in the



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

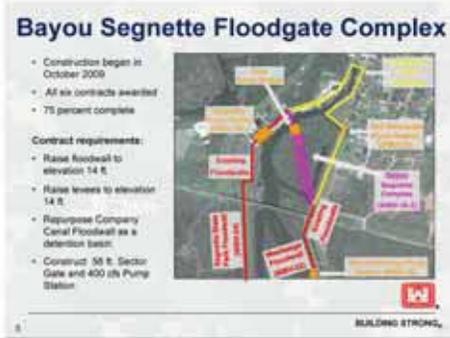
Westwego area.



We have a slide here that talks about risk and shared responsibility. Way back, when we used to call it a Hurricane Protection System, but over time we learned that reducing risk is the important thing so now we have the Hurricane Storm Damage Risk Reduction System. Even though we are building all these great features here in Westwego and around metro New Orleans, there is still going to be some risk to you. The diagram here shows that you have that risk and then there are ways to reduce the risk through building codes, insurance and then at the bottom of the graph, there's levees and floodwalls. All this works together to reduce your risk, but the thing you have to remember is where we live, Southeastern Louisiana, a bowl, so you really need to listen to the elected officials and when you are given evacuation orders, evacuate. At this time, I'm going to turn this over to Sami Mosrie, the senior project manager here in Westwego.



**Sami Mosrie:** As Rene mentioned we are here to give you an overview and what we have accomplished to date and what to expect in the near future. This is the area we are concentrating on, the Bayou Segnette area, and the star represents where we are tonight.



This slide tells the whole story. We had six projects that were awarded starting in October of '09; overall, we are approximately about 75% complete. Everything is being raised to an elevation of 14 ft. Previously out there we had protection that went up to elevation nine. Post-Katrina, Congress authorized us to build the 100-year storm system, which has a one percent chance of occurring in any given year. That revised our criteria as it made our existing protection deficient in height and strength so we put out these contracts to replace all the existing flood protection system

around the Bayou Segnette area. What you see coming across, these [pink lines] are here, to eliminate the backside [from the primary risk reduction features] and that is why we are here tonight, to update you on what to expect in the near future. This area back here becomes a retention area because we are maintaining the old Westwego Pump Station. Starting off going clockwise, we have the Segnette Floodwall, which ties into the lake levee on the south end and it ties into the Segnette Pump Station on the north end. We then come into what we call the Segnette Complex, which is a 56-foot sector gate and a 400 cubic foot per second pump station that was incorporated to accommodate the future use of this pump station. I believe that pump station was 300 cfs and that was upgraded to a 400 and we matched that with a 400 cfs station there. This goes into a levee system and ties back into the Westwego Floodwall and eventually back into

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.

# Public Meeting Summary

the new Westwego pump station. What is being maintained is fronting protection on the old Westwego pump station; that fronting protection was also replaced and recently completed. Everything goes from an elevation nine all the way around to an elevation 14 ft. Elevation 14 is a NAVD, which is about 15-feet high above mean sea level, approximately.

**Segnette State Park Floodwall**  
(WBV-24)

- Award Date: Dec. 23, 2009
- Contractor: David Boland, Inc.
- Award Amount: \$20.6M
- Status: 90% completed



BUILDING STRONG

We will get into each individual contract and give you a brief overview of what is going on. This is the Segnette State Park Floodwall, or what we call WBV-24. We are approximately 90% complete on that and we are going through some punch list items now. A joint inspection is done with our non-Federal sponsor, which is the State of Louisiana, Office of Coastal Protection and Restoration, and their local representation, which is the Southeast Louisiana Flood Protection Authority-West.

**Segnette State Park Floodwall**  
(WBV-24)



Vehicular swing gate at the boat launch in Bayou Segnette State Park

This is just a picture of what an existing floodwall looks like with a gate.

**Segnette Pump Station Fronting Protection**  
(WBV-16b)

- Award Date: Jan. 25, 2010
- Contractor: M.R. Pittman Group, LLC
- Award Amount: \$19.6M
- Status: 80% completed



BUILDING STRONG

We get into the Segnette Pump Station and as you are aware, there is an old and a new. We are at 80% complete on this. This is one of the projects we got a variance for from the City of Westwego do to night operation pile driving for a short period of time to help us expedite the construction.

**Segnette Pump Station Fronting Protection**  
(WBV-16b)



Old Bayou Segnette State pump station      New Bayou Segnette State pump station

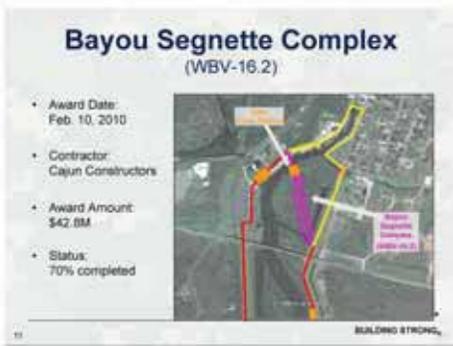
BUILDING STRONG

This slide is of what is going on with the old pump station with the pipes extending to the new. This is the new station where the discharge pipes have been removed and there is a temporary retaining structure in the front for de-watering purposes as they get ready to build that wall. It's actually complete now; this is just an old photo.

# Public Meeting Summary



This is a rendering of what fronting protection is. This is what we had before. As you can see and as I stated earlier, our criteria changed to build stronger and higher wall and this is what we ended up with. We came in front and built a stronger, higher wall and extended the discharge pipes and also provide a backflow prevention measure to keep water from back-flowing into the station.



This is the Segnette Complex. As I stated earlier we have a sector gate for navigation and this navigation will eventually be dredged here and go through a 56-foot sector gate. This will be closed off with the floodwall and of course, the 400 cubic foot per second pump station is there to match what is behind it and there is a levee section and another floodwall joining a Westwego floodwall.



These are pictures of the pump station, the sector gate and the levee.



Here we get into the Westwego Floodwall; it went from old to new pump stations. The only portion that is being replaced right now is this portion down here as it will become part of the detention area. We will talk about this in a bit. We are about 90% complete on this. Overall, for the whole Bayou Segnette Floodgate Complex we are about 75% complete.

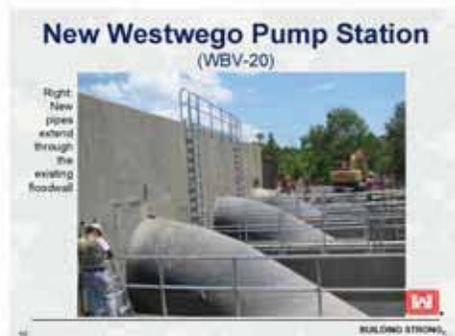
# Public Meeting Summary



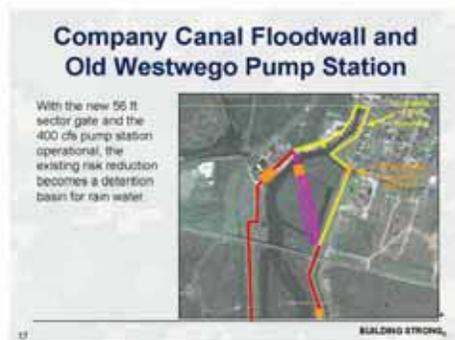
This is a typical picture of the flood side versus the protected side. We do have some ongoing work here. We have some stability issues with the embank and we are driving underground sheet pile in the embankment to serve as a retaining wall. We are also currently putting in tie-backs to tie it back into the wall for stability and that also serves as a corridor for inspection purposes.



We also have the newest pump station at approximately 95% complete.

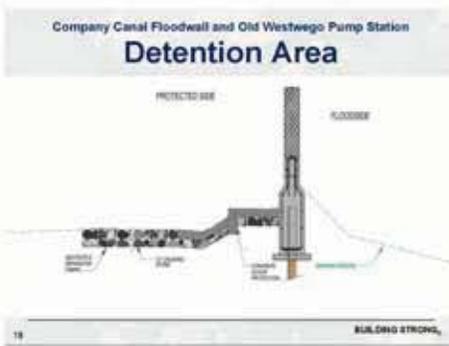


This is a picture of the new floodwall with the new discharge pipes coming through and down on the discharge side. The pump station is pretty much done and we are going through a punch list items before we turn it over to our local sponsor.



Once all of this is complete, which we project to be the summer of 2012, this will become our main line of protection. You will start here and wrap around and instead of going all around Company Canal, you will come through here. This area right there [between the pink and yellow] will become a detention area, detention meaning once we close off the gate we still want to be able to use the old Westwego Pump Station even though it's a small pump station it's important for us to maintain its operability as it will pump into this area and the matching 400 cfs will also pump it out so we can maintain the level on the back side.

# Public Meeting Summary



This is a typical section of what the Company Canal Floodwall looks like. Based on our revised criteria and design requirements, it's not strong enough and we no longer need it. It's no longer going to be part of our main line flood protection, it's strictly for detention to maintain the old Westwego Pump Station and what we plan on doing there is to lower it's elevation to elevation four, which is about five feet above mean sea level and that will go around the whole perimeter on what you saw on the previous slide between the pink and the yellow.



We plan on the demolition of the Company Canal Floodwall to start in two to three weeks and we project that it will take anywhere from 60 to 90 days to complete. One of the reasons why we are here tonight is to let you know what to expect. There's going to be additional truck traffic through there and some pile driving, some extraction, heavy equipment and so forth. There is also the possibility of additional lighting even though we have not authorized a contract to do night operation. All of this operation will be during daylight hours. Any lighting out there will be for safety reasons only. As stated, the noise levels will be from motors, from pump generators and so forth.



We will have a vibration monitoring system that will be utilized specifically for the residents along Laroussini Street. Our limitation on vibration is based on industry standard for residential construction. Once that level is near, the contractor will be required to stop the operation to address that and come up with another system to maintain those levels. Those levels are below the level of any expected damage that can occur to a residential home.



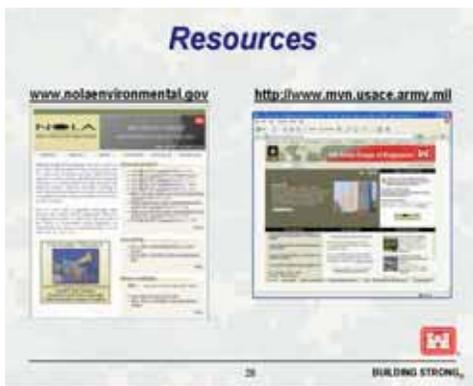
**Rene Poche:** Some opportunities to get input from you. We have meetings on a regular basis. The construction impact hotline, a lot of you are aware of that and a lot of you are using that already, which is great as it lets us know what is going on out there so we can address those issues. I should mention, we have some magnets over here with the construction hotline number on it. You can also submit comments anytime through [nolaenvironmental.gov](http://nolaenvironmental.gov). There is our phone number that rings in the public affairs office. We also have an email address listed.

# Public Meeting Summary

**Male Speaker:** [Inaudible] pumping station one and two are connected at the canal and runs along canal so even though, once you close the gate, there's still water that flows to pumping station two and that connects on.



**Rene Poche:** If you are out there on the internet, we have a Facebook presence and you can find out everything that is happening in the district. We have photos on Flickr and we have a Twitter account and YouTube where you can see videos and see some of the work that is going on out there.



We have several resources; we have nolaenvironmental and then we have the Corps website at [mvn.usace.army.mil](http://mvn.usace.army.mil) and those have a lot of information and are a great resource.

So we have been through the presentation and now we will have discussion. One thing that we do ask is that we keep it relative to why we are here tonight. If there are other questions you have about other projects we can talk about those after.

**James Camardelle:** What is going to determine the elevation before you have to close the floodgate? I run a small tour and sometimes they close the gates on me, in the past they have closed the gates without notifying me. So what is the elevation level before you close the gates?

**Sami Mosrie:** I believe the gates you are referring to that would be closed on you is the Company Canal Barge Gate. We closed that so the wall on the backside will not see the water levels that are critical. We normally close that when [the water level in the canal] approaches elevation two and rising.

**James Carmardelle:** I'm talking about the new one now. The other one I can always bring my boat to the boat launch in the back, well I won't be able to do that this time.

**Sami Mosrie:** We don't have that information yet.

**Rep. Robert Billiot:** What's going on in the line in yellow is that it gives a false protection. If the water gets too high in the Company Canal the pressure rests up against the wall and there's a possible blowout of the levee.

**Sami Mosrie:** On the backside yes, but we are never going to allow that to happen.



# Public Meeting Summary

**Male Speaker:** So the idea is to put the floodgate further back, build out where you can build out and if not, you will have to come out on Louisiana Street and [Inaudible] Street and take up a lot of property in able to put what you need to put there. This goes back many years ago so we use to discuss it back then. So by putting the floodgate where it's at now, the West Jefferson Levee District received a letter from us and stated that they would like the neighborhood and the fisherman to be notified when the gates are going to be closed.

**Giuseppe Miserendino:** At the present time, when we do close the gate we do send out emails out to individuals that are on our email list. We also contact [Inaudible] individuals. If the gates are closed without notice, which probably happened twice, because the elevation in the canal wasn't at a safe area and in 15 or 20 minutes it will jump up to above two and the water will come over the floodwall. Since then we have been working on a process with Jefferson Parish that affects that area on an alert system in Jefferson Parish where there will be text and phone calls. It's all been agreed upon and negotiated and it's been worked out and we just need to get the hurricane manual ready for this upcoming season and an get an updated contact list. We also agreed to place some type of system on a website where people can register. They can go in and register as part of the alert system. One of the other things is to put some type of flag on the structure and we talked about that and after the structure is done we will probably work that out with some type of flag. We do have a concern with a flag because it has to be on the structure and that doesn't really work because that is where we will be opening and closing the area. Those things are in working mode. You asked when those gates will be closed. I can tell you it will be closed way before elevation four because the floodwall is only at elevation four and you don't want to have water in there that you can't pump out. [Inaudible] that elevation and how much capacity there is between the two pump stations determined how much capacity we need. I apologize if you didn't get notice as times but most of the time, we did contact everyone [Inaudible] but sometimes we have issues because we can't call people because this happens so fast.

**James Carmardelle:** The last two times I was fine, but one time I went out and the gate was closed. Then I got someone from the district that calls me anyway.

**Giuseppe Miserendino:** It happens real fast. I can tell you that the mayor of Westwego and the alderman and everyone works real close sometimes real late and it closes and sometimes you say to close it and then call me second in order to keep the water out. Westwego is a very important community because it's where...

**James Carmardelle:** I'm not worried about that anymore because I get regular calls, but I was just wondering about the elevation of the new gate about if I can get some kind of advanced notice so all of a sudden the gate is closed on me.

**Sami Mosrie:** I'll just add one thing, the elevation of the new system is elevation 14, but that is for a hurricane condition. A lot of times you see southern winds because of the configuration and that pushes the tide up and anytime it's approaching two and rising we need to close that off so we can maintain detention on the backside.

**Rep. Robert Billiot:** Why don't you point to where that canal runs up to the pumping station. To where it connects on the pumping station.

**Sami Mosrie:** It's on the backside of this yellow, the protected or east side of that yellow. There is a canal that connects the two together.

**Mayor Shaddiner:** The pressure on the back of the wall and I think the question that he has and you weren't able to answer tonight, is that given the fact that this is a multi-million dollar project and

# Public Meeting Summary

it seems to me that we know tonight that this will be in place and it's 75 or 95% completed, should we know what the new wall and all the money that we spent, given the fact that we are now making these changes as opposed to the existing floodgate, does that change from two feet, does that change to six feet or eight feet?

**Sami Mosrie:** The water will never get that high. As you recall, I indicated that this backside is going to be brought down to an elevation four so anytime you have a southern wind or an approaching storm and you have tide drives into the back side, we have to close off the gate in the front to maintain the backside at the lower level because we need to be able to pump into it.



**Rep. Robert Billiot:** I guess, just to satisfy myself, I think everyone else may know, but just to satisfy myself once again. The yellow part is the dangerous part, that's the part that if too much water comes in here the levee and the bottom of the levee is going to give you problems. The levee was built here, which now will determine a different elevation almost all together on how much water is going to come up here. Because the levee is so high back here and so strong back here now that, I don't know what the elevation is going to be, but it's going to be higher than what it is now because what you have up here now could blow out if you have too much pressure on the levee system.

**Sami Mosrie:** It will never blow out. We are reducing it down to elevation four because that's what we can safely lower it to.

**Rep. Robert Billiot:** But the new part of it now can handle way more than what this could handle.?

**Sami Mosrie:** When you refer to way more, we are talking about a hurricane surge. We still have tidal variation through here and we will still have to close it off at lower levels.

**Chris Dunn:** We can tell you with certainly that elevation three is as much water that we will let into that detention basin. Now with tidal events versus hurricanes, there may be some different decisions and as Ken said, we are working on the water control manuals right now and....

**Giuseppe Miserendino:** If you are going to say elevation three, is elevation three because you need a foot to pump or is elevation three because of the stability of the floodwall?

**Chris Dunn:** The floodwall has been designed for water elevation four, the top of the wall condition. The elevation three provides the freeboard and [Inaudible].

**Giuseppe Miserendino:** Make sure everyone understands that. What he's saying is they are giving you a foot of freeboard so they have the water from the old Westwego Pump Station to pump in for them to move the water to the other side. So it's probably going to be somewhere around three that they are going to have to close it.

**Rene Poche:** As was mentioned earlier, those manuals are being worked on. There will be a definitive answer; to throw out a number right now might be a little misleading. We have a good idea, but the manuals are being worked and we will get that information.



# Public Meeting Summary

**Chris Dunn:** I think the one thing we can say just on that subject, closing the sector gate is a much less onerous process to get closed and your opening and closing times are a lot shorter than what happens with the barge gate out there.

**Jimmy Frickey:** Talk about closing the gate when the tide becomes high. I might be out fishing 10 to 12 hours a week and I'm coming back to get to my dock at Company Canal and the gates closed. Is there a possibility of getting some mooring on the south side of the gate because a lot of fishermen will be out and coming in and can't get back inside to the dock and there's no place to park. The only thing you have there is the...there ought to be a place to park our boats. When you are building this what is the possibility of building some moors or piling or something in case we miss the gate coming in and you've got your boat sitting out there with a hurricane facing in the south you can't go back down toward Lafitte and you're stuck. What's the possibility of getting some moors on the south side so we can park in case we miss the gate and they close it before we get in?

**Sami Mosrie:** I can almost guarantee you that we will not allow any boats to be in the path approaching the sector gate; we are concerned that something will break away and impact our structure. Now there will be a guide wall on both sides that you don't see here, a timber guide wall, and there is a possibility we may be able to moor on the backside of that guide wall, but that hasn't been determined yet.

**Jimmy Frickey:** Because you are talking that anytime the tide comes up to a tree or something, you will be closing the gate and that's any kind of high tide.

**Sami Mosrie:** Yes it is....

**Jimmy Frickey:** Here we are petitioning Grand Isle and Dulac and the fact that...I have a 60-foot boat and you have a lot of boats that will be out and can't get back in and there's no place to park.

**Sami Mosrie:** We understand that.

**Jimmy Frickey:** It use to be that you could park by the parish dock, which right now y'all are on the south side of that and cut that off. James can run his tourist boat by the parish dock, now there's no place to run it. Whenever you close the gate there's no place to run his tour. Once you pass the pumping station, there's no place to park anymore, for the public and you can't go park by the public property so while you are drawing this up, why not put something for us that might be stuck outside the floodgate.

**Sami Mosrie:** That's something we will take into consideration.

**Jimmy Frickey:** [Inaudible] but there's no place for me to park. I live right there and have parking right there...

**Sami Mosrie:** Well you don't want to dock in there because that's going to be in front of the pump station and that's going to be flowing water.

**Jimmy Frickey:** Anywhere by the bridge or anywhere you can put some clusters where the boats can park.

**Giuseppe Miserendino:** You are making a valid point. In the past, we worked closely with the fisherman and when we closed the barge gate we had that parish facility in there and they would get the biggest boat and tie it right next to that wharf and they will start tying each other up and cluster the boats and it all worked well. He's right, once that gate is closed and you still have the large boats that...



# Public Meeting Summary

**Ken Holder:** I think the easiest thing to say is, that's why we hold these public meetings to get your comments so we can figure out what we can do to make it better. I don't know if we will be able to do anything with the project improvement or not, but that is something we will take back and look into.

**Jimmy Frickey:** [Inaudible] and you spend 40 to 50 million dollars to build something here...

**Sami Mosrie:** I understand your concern. That is something we will take into consideration.

**Jimmy Frickey:** I would tie to a tree and y'all spend 40 to 50 million dollars build something and ...

**Sami Mosrie:** I understand your concern. That is something we will take into consideration.

**Chris Dunn:** Can I ask one question? Your concern is more with those seasonal high tides we get around March where they have been having to close the gate or are you referring to times right before a hurricane?

**Jimmy Frickey:** Anytime. For a hurricane, sometimes I might be working out in the Atchafalaya River and it takes me 14 hours to get back in. Sometimes we race the storm as we hear it coming and by time we get in the tide is high; some of the bridges might even be closed. I'm going to miss this as I'm too far away and there's no place to park my boat for a hurricane. If we evacuate what am I going to do with my boat? Where I have it now, I have a dock where I can park it there and not worry about it. I'm not the only one, there are a bunch of us like that.

**Ken Holder:** We will take your comment back and we will get you an answer back.

**Audrey Richard:** I want to make sure I understand. You talk about the pump, how many gates do we have – just one gate?

**Sami Mosrie:** There's one sector gate that is 56-feet wide; it's a double leaf...

**Audrey Richard:** And then you are putting another gate?

**Sami Mosrie:** No, that's it, that's the new gate. The gate you are talking about right now is the Company Canal Barge Gate that was a temporary gate; that's going to be removed.

**Audrey Richard:** Because when you have flood surge, I don't think that gate is going to help.

**Sami Mosrie:** The Company Canal Barge Gate?

**Audrey Richard:** Yes, the original one that you have now.

**Sami Mosrie:** That is temporary, that's why we are building all this.

**Audrey Richard:** Where is the gate?

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.



# Public Meeting Summary

- Sami Mosrie:** The gate is located right here; this is the area we are concerned about.
- Audrey Richard:** I'm talking about the gate where the old pump is.
- Sami Mosrie:** The gate by the old pump?
- Audrey Richard:** Isn't there a gate ....
- Sami Mosrie:** The Barge Gate right here.
- Audrey Richard:** Is that going to stay there?
- Sami Mosrie:** No ma'am that will be removed as there is no need for it.
- Audrey Richard:** I don't think it's safe, I'm sorry. Are y'all planning in the future to add another gate due to flood surge?
- Sami Mosrie:** Ma'am the gate is right here, it's a new 56-foot sector gate and that will be for navigation and that's what we have here, a 56-foot sector gate; much higher and stronger than what we have right now as a temporary.
- Audrey Richard:** What I'm concerned about is that all this that we are putting in is not helping the people who have to pay flood insurance. I did not take flood insurance and I should have it because I'm in the back.
- Sami Mosrie:** We are hoping that this will help your rates tremendously.
- Audrey Richard:** Well I sure hope so because they keep going up and up and the people next to me had to drop theirs because they couldn't afford it. By time you pay your wind and fire insurance, and all other insurance you can't afford it. I tried to get my house raised but I couldn't by going through Road Home and ....
- Sami Mosrie:** After we complete the whole system we will revise the FEMA flood plan maps.
- Ted Reine:** Just wondering, in the past with Rita and Ike, we had problems when the floodgates were closed there's no access for small boats to come in and out. People that live back there, like in Lafitte, they had to come to a place and they couldn't pick up their boats or possibly go over the wall to have access to the camps and make sure everything is alright. I'm just wondering if they could possibly have something like a ramp to go up and down over the wall once the gates are closed.
- Giuseppe Miserendino:** He's talking about WVB 24 by the state park. They use that boat launch to come....
- Sami Mosrie:** This is an opening in WBV 24 on the roadway
- Ted Reine:** When it's closed we have no access to go in and out and have access to our camps or for people that live back there because once it's closed, that's it. You can't even go to Lafitte or nothing; there's no place for the people.



# Public Meeting Summary

**Sami Mosrie:** There's a, and I shouldn't be telling you this, but we do have ladders that go up and over and that is for the levee board people when they close this gate they are actually on the wrong side of the wall. It's for them to be able to climb back over. I don't suggest that anyone climb the wall and go over to the flood side...

**Ted Reine:** But I'm talking about to launch your boat and pick your boat...

**Sami Mosrie:** There is nothing we can do about that.

**Ted Reine:** There's a ramp to go on top?

**Sami Mosrie:** There's a levee ramp on the south end.

**Male Speaker:** This will be something that will need to be worked out. Any access there would need to be worked out with the levee authority. We are not designing for that access

**Female Speaker:** Like you said, bringing up things that could work. This is something that could work that would be very simple to build a ramp because you have a lot of camps back there that can't be taken care of.

**Ted Reine:** But Rita had a lot of people coming out of Lafitte coming to Westwego and ...

**Giuseppe Miserendino:** We tried to close that gate at the very last minute as we try to leave one open to the very last minute but a lot of time people get caught because they are coming in with tropical storm winds and we already closed them. To let y'all know, we leave one gate open to the very last minute then we close it and that's as much as we can do. Once it gets to tropical storm winds we have to get our guys back in.

**Rep. Robert Billiot:** Like I said, once the weather passes, the water is so high you will likely have an availability to go back and check their property that's back by the camps and all so somewhere along the line Teddy, why don't you email that in and let them look at it and see if there is something that can be done.

**Sami Mosrie:** This gate access right here will be the highest points in the system as far as access. And I'm sure our levee board...over the wall?

**Male Speaker:** They want to be able to come in and out over that wall when it's closed.

**Male Speaker:** You know for emergency vessels can launch or something. They do practice runs back there and they use the state launch.

**Chris Dunn:** I have heard several of you mention Lafitte. There will be a ramp going outside the system that will be at Lafitte Larose Highway to get access down to Lafitte if the flood waters don't block access that way that could be...

**Female Speaker:** So you could be able to launch a boat there?

**Chris Dunn:** If the roads are passable I don't see why not.

# Public Meeting Summary

**Giuseppe Miserendino:** [Inaudible] but it would be levee crosses. They don't have a gate there anymore. They never had a gate there it's just a road ramp so that you would have emergency access back to the ....



**Sami Mosrie:** This is the area right here where Highway 3134 crosses and that is a ramp that won't be closed off.

**Male Speaker:** A news crew was out there [Inaudible] and it seems like be good for emergency to launch...

**Sami Mosrie:** As it stands right now Highway 3134 is the only access north to the south.

**Rene Poche:** We do have your comment for the record Mr. Mayor.

**Mayor John Shaddinger:** Yes, I have several questions and several people have contacted me about this. First, I would like to ask about traffic on Laroussini Street and you mentioned earlier [Inaudible] and you give some time and you've had contact with that and that's been a big concern; addressing the issue with the heavy trucks on that street. The next thing is you clearly stated that there is no need for that additional wall and it's just going to be removed and the rocks are going to be removed. What is the harm of just leaving it there? I don't think you've expressed that or it's been pointed out. If you decide to leave it as it is current, excluding the way it look esthetically, what is the harm?

**Sami Mosrie:** The only thing is leaving it there gives a false sense of additional capacity so to speak. Like I said earlier, we have capacity of 400 cfs coming in and 400 going out. We also have rainfall that is going to fall in this area also so we need to maintain that. So based on stability on our design criteria, once it reaches elevation four, it's just going to flow over. Now, we predict that it will never reach that elevation as we can pump this down pretty quick, but we would not want to leave it in place because of stability. As I said about traffic, we will have vibration monitoring for our construction operation and anything that we have going on will be monitored. As far as truck traffic, we look at the Westwego Police Department as our contractors are required to comply with speed limits. If anyone is out there speeding, the police department can issue citations as needed.

**Mayor John Shaddinger:** We may have to do something else in that regard because let's face it, a fully loaded truck at 20 mph is different than a car and there is substantial difference for anyone living in the zone. What about currently having lights on the exiting wall?

**Sami Mosrie:** Those lights on will be reused.

**Mayor John Shaddinger:** With the wall sinking as it has, damage to the pier and the wall, will that be repaired?



# Public Meeting Summary

**Sami Mosrie:** We don't have any current plans to replace the pier on the flood side; we currently don't have plans to replace that.

**Mayor John Shaddinger:** Can you look at that because there is some damage. This project, when it's totally completed, is about a quarter of a billion dollars?

**Sami Mosrie:** Overall it's about \$110 million.

**Mayor John Shaddinger:** After the wall is completely finished and this project is completed done in the Westwego area, who is going to be in charge to maintain that wall?

**Sami Mosrie:** It will be the state of Louisiana, our non-Federal sponsor as we turn it over to them; the Coastal Protection Restoration Agency and whatever agreements they have is beyond our...

**Giuseppe Miserendino:** What wall are you talking about? The one in red or yellow?

**Male Speaker:** The one in yellow.

**Giuseppe Miserendino:** The one is yellow, that's a very good question; this is not part of the levee system and that is a very good question.

**Sami Mosrie:** But it's still part of the project.

**Giuseppe Miserendino:** I think the mayor's question goes back and the walkway adjacent to that wall has never been repaired to the point where we have many documentations showing that the wall was sinking and rubbing against the walkway. If you plan on us maintaining it maybe we need to do some work on the walkway and place the gates back in the condition that they were in. We have some pictures here, if I'm not mistaken, they took some of the gates out.

**Male Speaker:** We have a process for going through claims, right?

**Rene Poche:** Yes.

**Giuseppe Miserendino:** If it's going to be part of the system I think the mayor makes a valid point then you need to turn over the area in the condition that it can be maintained.

**Rene Poche:** That's nothing we can solve here tonight. I think the best thing we do is take that information and go back.

**Mayor Shaddinger:** I just wanted to ask the question because I wanted to .... I also wanted to point out that again, my understanding right now as it stands, plus we have the Corps of Engineers and thank you for having this meeting and hopefully if there is a need for additional meetings we will do that, we truly appreciate your support in having a separate meeting here so the public has the opportunity to ask questions as needed. When a flood occurs the boundaries are not limited to Westwego. In view of that, I have some concerns because after we knew this meeting was scheduled I contacted Giuseppe myself and asked him that I truly believe at the end of the day the Southeast Louisiana Flood Protection Authority West could be responsible for maintain these walls. They are the first person we call; I call Giuseppe or Susan or Jerry; those are the people I know. Given the fact that this is so crucial, I want to know by what means did you contact them to let them know that this meeting was taking place?



# Public Meeting Summary

**Sami Mosrie:** I'm sorry? Did we contact them?

**Cheryn Robles:** Yes, you are on the email list and mailing list and you should have been notified.

**Giuseppe Miserendino:** I wasn't notified. The only thing that we received was from one of our commissioners who was a private citizen found out about the meeting during the Christmas holidays. Y'all sent him a card as a private citizen not as a commissioner and he sent out an email asking what this was about. The reason I'm here is that the mayor called me and asked me to be here. If I'm not on that distribution list...

**Ken Holder:** It was also in the Times-Picayune and we also did a news release. What we will do when we get back is check the mailing list and make sure you are on it.

**Mayor John Shaddinger:** My point is that if it happened, it happened. Let's just correct it. This man I talk to him on a regular basis. And thank you Cheryn, you have done a great job of answering my calls and some of my constituent's calls who live in the direct area that is being impacted by this project.

**Lisa Valence:** I own a houseboat on Louisiana Street that's on pilings, it's about 100 feet from the wall that you are about to cut in half. Who do I speak to about vibrations? You said you are monitoring vibrations and I'm just concerned because I just recently had it stabilized so I just wanted to check as I'm very close to where you will be doing piling. I called the construction hotline and ...

**Ken Holder:** That's actually us, that the public affairs office.

**Donald [Inaudible] and did not sign in:** I also have a boat in the Company Canal and the wall that you are speaking about cutting down to four feet, there are gates that close that cannot be closed. It seems pointless to have a wall there is you can't close the gates because of the docks collapsing those gates can't be closed. What do we have to look at in respect to what are we going to do with our boats without docks.

**Chris Dunn:** As far as the gates are concerned, what do we have?

**Male Speaker:** [Inaudible]

**Chris Dunn:** Basically a smaller version of the gate that is right next to [Inaudible] ....

**Donald [Inaudible] and did not sign in:** Put a smaller version of it [Inaudible]

**Male Speaker:** [Inaudible]

**Sami Mosrie:** Like Charles just said...

**Donald [Inaudible] and did not sign in:** Any of that construction of cutting these walls down protects our [Inaudible].

**Male Speaker:** No, the construction will not affect the mooring of the boats to the [Inaudible].

**Chris Dunn:** The lion's share of the work will be on the protected side. We've made every effort to leave the flood side completely alone so that we don't want to get into the business of getting into mooring and affecting how you guys are tying up your boats. They will have to go on the flood



# Public Meeting Summary

side a bit to do the demolition, but we are not looking to do major efforts. There are some areas where we will have to put some [inaudible] on the flood side and I believe that's closer to the Barge Gate on the Louisiana Avenue side, but we are not planning to do anything with docks.

**Mayola Cheraimie:** Can I bring you some pictures and talk a little more about these trucks.

**Rene Poche:** That might be better addressed after the meeting.

**Mayola Cheraimie:** These are your trucks that brought all this metal and stuff out there. I just had to get my floors re-grouted costing me almost \$600 and then I get this letter saying you are going to come out there and tear the walls again. These trucks were here and we tried to get them to go 10 mph because my house was built in the early 40s and we are putting all kind of money in our house to make it look nice and all, and every time we think it's over with, here they come start tearing it up again. I live on social security and I can't keep putting out this kind of money. The first time I did my floors is was over \$1000 and now they had to re-grout and then the sealant. If they are going to do this work, we would like them to at least go 10 mph, slow so our houses won't be shaking and cracking.

**Sami Mosrie:** These are our trucks and I think that's doable.

**Rene Poche:** You are also working through the claims process right now, correct?

**Mayola Cheraimie:** Yes.

**Denise Nolan:** It is a problem with the trucks and what the work is going to do to our property. The work that was done in the past, we had the vibration meters and with the trucks going 20 mph, our houses are shaking. I have spent a lot of money getting my house leveled and with all the shaking it's already separating.

**Sami Mosrie:** I think it's obvious in talking...

**Denise Nolan:** ...we are concerned about that...

**Ken Holder:** Is that a city street?

**Sami Mosrie:** Yes it is.

**Male Speaker:** Can we change the street route?

**Male Speaker:** Just reduce the speed of the trucks and we got it all the way around.

**Sami Mosrie:** We can probably take that one step further and maybe require our contractor to maintain lower speed limits.

**Denise Nolan:** Our concern is when is this project supposed to be complete?

**Sami Mosrie:** We are talking about the Company Canal access through Laroussini Street, that's going to be between 60 and 90 days and we will be out of there.

**Male Speaker:** When does it start?

**Sami Mosrie:** Within a couple of weeks.

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.



# Public Meeting Summary

**Denise Nolan:** My concern is that last time they came and they took our rocks there and [Inaudible] and that's when they undid everything they did so we had to go through the history of the trucks and the shaking of the house twice.

**Sami Mosrie:** We will try and control the contractors speed.

**Rep. Robert Billiot:** You are going to remove the rock, right?

**Sami Mosrie:** Correct

**Rep. Robert Billiot:** And you are going to put the curb back? And then it's going to be nice where you are going to cut the grass and keep everything nice and maintained. The people who are concerned about some of the things, the email address that's up there, if you have any comments or anything pertaining to that that you didn't get an answer for or would like to get a response, please email them or maybe you can give your address so they can mail something to you so they can get some response from you so that when things like this come up, it's already taken care of. Giuseppe it very much surprises me what you mentioned but I do know that you've been meeting a bit about what is going on outside Westwego. I know it was an oversight...

**Rene Poche:** And like we said, we are going to take a look at it. The best way to communicate with us is the toll free number; it rings in our office and we can get the information and we can get with Sami and the team right away.

**Ken Holder:** I'll leave a stack of cards that has a physical address over here if you want to pick on up.

**Ronnie Temento:** I'm glad you are getting rid of that whole barge thing, Giuseppe had a hard time closing that thing. My question is, the new gate that you have, the maintenance requirements on that gate, will that be a shut down or will you let water rise it on both sides for maintenance or is it almost maintenance free where you don't have to shut it down?

**Sami Mosrie:** There is a periodic inspection program that is required; I don't know what the cycle is for the sector gate.

**Chris Dunn:** They are trying to keep it on a 15-year cycle and there would be plenty of notice in advance.

**Ronnie Temento:** How long is it shut down for?

**Sami Mosrie:** I would adventure say that would be based on what we need to address at the time and what we find.

**Ronnie Temento:** In that interim time, let's say it just happens to fall when James or the new tour company we have going out has a lot of people going out...

**Sami Mosrie:** A schedule shut down like that would be announced far in advance.

**Ronnie Temento:** What is far in advance?



# Public Meeting Summary

**Sami Mosrie:** We don't have anyone from operations division here, I can't answer that but we can get you an answer.

**Rene Poche:** That is something that would be coordinated, it wouldn't just pop up. There would be a lot of lead time there.

**Ronnie Temento:** Do you have a bypass when you shut a gate down where a bypass could be use?

**Sami Mosrie:** There is no bypass on this project.

**Ken Holder:** For routine maintenance, we will make sure we get something out, a media story out.

**Ronnie Temento:** It's very important to know how long the gate will be shut down. I have another question. This is Louisiana Street and it's my understanding that the wall is coming out and the rocks are being removed and the earth goes back with grass. This is in back of the restaurant and the rocks are going to be completely gone and the wall is coming out. All of this section has been done already to this curve and this section is going to be done after we gave the Corps and 80-foot easement in this area. How far back are you coming to this wall going east and west with the rocks being removed?

**Chris Dunn:** It's all coming out. We will be going back to where the sidewalk is.

**Ronnie Temento:** Right now there is a sheet pile sticking up with no cover. Is that coming out or is that staying?

**Chris Dunn:** That's actually going to be driven down to elevation four or little lower...

**Ronnie Temento:** Which will be the same height as this one?

**Chris Dunn:** Correct, and then we will put a concrete cap on that wall.

**Ronnie Temento:** Great, and this man talked about the aluminum type fill-ins that you will have for emergency use because you have a platform you are sitting on and there is a void and here comes the water out the void out into the street. Am I correct on that?

**Rep. Robert Billiot:** Once again, all this should be emailed over to you [Inaudible].

**Ronnie Temento:** When it comes to protecting life and property, the first ones to jump all the time and we've worked with all these people since the 80s. I call Giuseppe the new guy but he's been here for years. The final thing I have, the walkway. When we first put the walkway in, it was built so I could put docks and moor people to those docks. The walkway has become deplorable and I've walked with my insurance man and how I don't have a big a law suit on my hands I don't know, but what caused it to do what it did was the issue of putting the rocks, which was to make the ground more dense and goes back to Hurricane Katrina. Jerry of the West Jefferson Levee District called me on Saturday morning at 9:00 and we met with Gordon Stevens who, I don't know if they have companies we lease through, but they needed to put these rocks to make the ground more dense to keep the sheet pile from falling into an approaching hurricane season and everyone was grasping to protect everyone and their property. We gave him permission and [Inaudible] The mayor stopped him on Monday. Some people complained that it was going to hurt. Well the Corps and all their wisdom was trying to protect the citizens of Westwego. Needless to say after Robert called every alderman, I was in his office, Gary Brouse was the director and he had two



# Public Meeting Summary

engineers with him and after lunch that day they began to put those rocks in place. [Inaudible] and the walk way and some of these things are really bad. I've taken some pictures of bad trips so this definitely needs to be addressed. I didn't know who to talk to because I work with West Jeff, but this walkway, when you first put it down, is in need of some desperate repair. I can just see the liability coming and I plead with you to take that back and talk with someone. Jimmy Fricke's boat is a prime example [inaudible], you can see this piece of ply board that Jimmy put there to protect people from falling in that hole. It becomes a public walkway but now, I can tell people they can't get on this man's boat but I can't tell people to stay off the walkway. You have people in today's time making money off of something like this. I made a point of it and I am pleased to address this and I think we can work something out to get this back to the way it was.

**Rene Poche:** Thank you and we do have pictures already.

**Giuseppe Miserendino:** I know a lot of people in the audience have asked questions and y'all have suggested how to get back in touch with people. What is the procedure to making responses to these questions; how does this work? I think a lot of us would like to know the process to answering the questions.

**Cheryn Robles:** If they have an answer, like if we were answering tonight's questions, we will post them on noalenvironmental. If you have anything separate, I was writing down everyone who was speaking tonight, if you sign in tonight and gave us your contact information we will get back to you with your answer.

**Giuseppe Miserendino:** For example, the answer to the walkway, I don't know if responding to a nolaenvironmental email address will....

**Cheryn Robles:** I have Mr. Temento's phone number and once we have an answer we will call him back.

**Rep. Robert Billiot:** The only thing I'm going to say that there is no doubt in my mind or anyone else's mind that goes to this levee system back in here that you are not aware of all these problems. You had to go out and get prices to get levee work accomplished, the trucks going back there; all this is just over and over. What we are saying, you know. You see it every day, the problems that they are talking about. We need to do something because something is going to happen. Someone is going to get hurt and then we are all going to be looking at each other wondering how this child fell through this hole? We all know about the problems as you are on that levee everyday so let's don't act like it's news to us with the pictures and other things going on.

**Ken Holder:** Actually sir, it was news to me; that's the first time...

**Rep. Robert Billiot:** Well let me tell you, if it's news to you and you've been working on ...

**Ken Holder:** No sir, I don't work on the levee I don't go out to the levee. I work in the Corps office so it's the first time I've seen the picture.

**Rep. Robert Billiot:** We don't want to debate that. We know that it's out there and now you know it's out there so if we have to put an addendum on the job to get it repaired, tell us what we need to do so we can get it done.

**Rene Poche:** Once again if you haven't signed in, please do as we can better communicate with you.