



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

## Greater New Orleans Hurricane & Storm Damage Risk Reduction System Jefferson Parish Lakefront Construction Update May 3, 2011

<b>Location</b>	Congregation Gates of Prayer
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx. 37
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Corps Approval Process Brochure</li> <li>• Jefferson Parish Fact Sheet</li> </ul>
<b>Facilitator</b>	Nancy Allen



**Nancy Allen:** Good evening, I'm Nancy Allen and I'm a member of the public affairs staff with the Corps of Engineers.



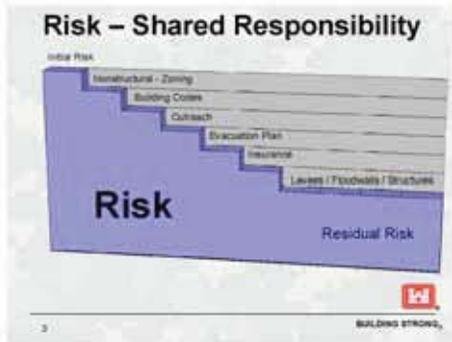
The purpose of this evening's meeting is to provide you with an update on the risk reduction construction on the Lakefront of Jefferson Parish. I ask that you let us get through the presentation and then we will take your comments and questions. All of the information from tonight's meeting will be available on-line at [nolaenvironmental.gov](http://nolaenvironmental.gov). I want to introduce a couple of partners we have with us; from the East Jefferson Levee District, Fran Campbell, and from Jefferson Parish

Drainage Department, Kazem Alikhani. Tonight you will be hearing from Justin Smith, who is a project manager with the Protection and Restoration Office, but I also want to introduce some Corps staffers we also have here tonight. We have Brett Herr and Carl Anderson. So the purpose of tonight's meeting is to provide an update status on these projects; the airport levee, the West Return Floodwall, levee enlargements, foreshore protection, Causeway Bridge and other sorted projects. For this hurricane season, we will have all the contracts in place to defend against a 100-year storm event, which is great news for this region.

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



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We like to start off our meetings starting with the discussion of risk and how that is a shared responsibility. We all start with an initial risk and through a variety of means we reduce that risk through things like nonstructural zoning and building codes, outreach and education, having an evacuation plans and insurance. Of course we also have levees, floodwalls and structures. We always have residual risks in this area. We do remind you that hurricane season is coming up so please have your evacuation plans ready and heed to evacuation warnings if they are given.



The projects that we are talking about tonight are part of the overall Hurricane and Storm Damage Risk Reduction System, which is a 120-mile system that goes around the perimeter on both sides of the Mississippi River. By June 1<sup>st</sup>, we will be able to defend against a 100-year storm surge event. With that I will turn it over to Justin for an update on the Jefferson Parish projects.



**Justin Smith:** What we have here is a zoomed in map of the Jefferson Parish area. We are here where this star is here; we are behind what is called Reach 4 in the system. This map shows our 16 contracts, all which have been awarded. It's approximately 14 miles that starts near the airport runway in the southwest and runs out to the lake and all the way across to the 17<sup>th</sup> Street Canal. Of the 16 contracts, nine are substantially complete.



The airport runway is this area in green right here and it's approximately 1700 feet and ties into the south to the Canadian National Railroad Gate, which is part of our St. Charles Risk Reduction System. In the north, it ties into the West Return Floodwall. This contract is being done in two phases. The first phase is this upper portion, which is approximately 1000 feet and is a levee enlargement. It should be finished within the month. There is another portion down here, approximately 700 feet that we are waiting on the airport to finish a landing



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light relocation before we can do that work. In the meantime, we have HESCO baskets in place for the upcoming start of the hurricane season. Once the light relocation is completed we will go in and complete our work.



This slide shows the access to the airport project. We have one on the south and one on the north and the grey area is the airport. The contract for this was awarded last year in September 2010.



This is a view of the West Return Floodwall before construction started. We are looking from the lake to the parish line canal. The West Return Floodwall is approximately 3.5 miles in length.



What we are doing is building a new wall on the flood-side of the existing wall that is approximately 30 feet west. What we want to show is that the old wall is staying in place until the new wall is built. Once the new wall is completed, we will demolish just the stem of the old wall. The base and piling will stay in place.



The West Return Floodwall is split into two contracts; north and south. Here in the corner is the north project that starts out in the lake and it runs down to I-10. Over here, this is the access to the north; it's Williams, West Esplanade to Loyola to Vintage. The southern project runs from I-10 down to the airport and that includes Williams to Veterans.



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**West Return Floodwall Northern Contract**

- Award Date: 15 July 2010
- Contractor: Odettech/Johnson Bros
- Impacts
  - Increased truck traffic; narrow access for delivery of materials and equipment
  - Public access to Parish Line Canal and access road temporarily closed
  - Increased noise
  - 24-hour operations permitted; pile driving 7 a.m. to 10 p.m.
  - Terms of working restricted to follow completion of new floodwall installation of levee reach
- Minimize impacts

Construction along the northern portion of the wall

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This is the Northern Contract and this will give you an idea of just how close the new wall is to the old one. You can also see the construction is well underway where we have the new wall up. We do have some impacts in the area; we have increased truck traffic. We do have marine access while construction is ongoing; public access to the parish line canal is closed. We do have 24-hour operations but pile driving is limited to 7:00 a.m. to 10:00 p.m. and we are working with the contractor to limit non-critical activities to daytime

hours so that we don't perform unnecessary work at night and generate any unnecessary noise at night. I also want to point out again that the existing wall will stay in place until the new wall is complete. The Northern Contract should be complete in spring of 2012.

**West Return Floodwall Southern Contract**

- Award Date: 29 July 2010
- Contractor: Cajun Constructors Inc.
- Impacts
  - Increased truck traffic
  - Increased noise
  - 24-hour operations permitted; pile driving allowed 7 a.m. to 10 p.m.
  - Terms of working restricted to follow completion of new floodwall

Construction along the southern portion of the wall

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The Southern Contract will have similar impacts but with only truck traffic, no marine impacts. The same 24-hour operations are in place. This contract is expected to be finished by the end of the year.



We are now going to talk about levees. They run from the recurve wall all the way to the 17<sup>th</sup> Street Canal and are split up into five reaches and that total about 9.5 miles.



We just wanted to show you here that not only are we enlarging the levee itself, but we are enlarging the flood-side and protected-side berm. We are also building a new all-weather access road along the levees.

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### Levee Status

<p><b>Reach 1</b></p> <ul style="list-style-type: none"> <li>Award Date: 18 August 2009</li> <li>Completion: 10 Sep. 2010</li> <li>Construction Access: Williams Blvd. to Joe Yarns Blvd. to Duncan St.</li> </ul>	<p><b>Reach 4</b></p> <ul style="list-style-type: none"> <li>Award Date: 3 September 2009</li> <li>Completion: 8 Sep. 2010</li> <li>Construction Access: Causeway Blvd. to West Esplanade Ave. to Severn Ave.</li> </ul>
<p><b>Reach 2</b></p> <ul style="list-style-type: none"> <li>Award Date: 14 July 2009</li> <li>Completion: 5 Jan. 2011</li> <li>Construction Access: Williams Blvd. to Treasure Chest Casino Parking Lot</li> </ul>	<p><b>Reach 5</b></p> <ul style="list-style-type: none"> <li>Award Date: 27 October 2009</li> <li>Completion: 13 Oct. 2010</li> <li>Construction Access:             <ul style="list-style-type: none"> <li>Causeway Blvd. to 5<sup>th</sup> St. to Ridgeland Dr.</li> <li>Bonnetant Blvd.</li> <li>West End Blvd. to Hammond Highway to Coast Guard Ramp</li> </ul> </li> </ul>
<p><b>Reach 3</b></p> <ul style="list-style-type: none"> <li>Award Date: 14 July 2009</li> <li>Completion: 25 Oct. 2010</li> <li>Construction Access: Clearview Pkwy</li> </ul>	

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I want to point out Reach 4 because that is the reach we are behind. It was awarded in Sept. 2009 and we had substantial completion about a year later and right now we are working on establishing turf; we are trying to get the Bermuda grass established. What we have right now is a mix of Bermuda and Rye, but the Rye is winter grass and as the summer comes along we are working to get the Bermuda established. As for the rest of the reaches, they are all substantially completion and in various stages of turf establishment.



These are pictures of the levee construction, but you shouldn't be seeing this anymore with the exception of the airport job. As I said earlier, all the lakefront reaches are in turf establishment.



We have two foreshore protection projects and this is what it will look like. This is the existing shore and with the foreshore protection, we are going to extend the wave berm out into the lake and then add rock armoring at the end of that to prevent erosion.

### Foreshore Protection

<p><b>Reach 1 and Reach 2</b></p> <ul style="list-style-type: none"> <li>Award Date: 17 September 2010</li> <li>Impacts:             <ul style="list-style-type: none"> <li>Limited shoreline access during construction</li> </ul> </li> <li>Construction Access:             <ul style="list-style-type: none"> <li>Marine only</li> </ul> </li> </ul>	<p><b>Reach 3 and a portion of Reach 4</b></p> <ul style="list-style-type: none"> <li>Award Date: 19 August 2010</li> <li>Impacts:             <ul style="list-style-type: none"> <li>Limited shoreline access during construction</li> </ul> </li> <li>Construction Access:             <ul style="list-style-type: none"> <li>Marine only</li> </ul> </li> </ul>
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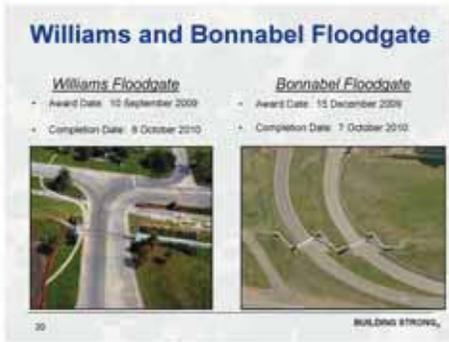
This project is split into two separate contracts. The first contract is encompasses Reach 1 and 2, which are on the western end. They are both under construction. The impacts will be the fence out there. It is a temporary fence for the duration of construction so that the public can access the road yet keep people safe from ongoing construction; we have very large trucks hauling dirt, rock and sand. The construction access is marine only so all the construction access is on the lake-side of the fence. Both contracts are well underway and will be completed by the end of this year.



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I now want to talk about the floodgates and floodwalls.



First, we have Williams and Bonnabel. Both of these are substantially complete and the pictures down here show the preconstruction photos of the floodgates.



This slide shows construction during and then the bottom two, show the completed work. On both of these, we are also trying to establish Bermuda grass.



Moving on to Causeway; this is a picture of what the completed project will look like. What's different is that we have a floodwall that's in line with the levee; this is Reach 5 and this is Reach 4 over here. This will require a new bridge over the floodwall and what that will do is replace the existing flood protection we have at Causeway.



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We have some animation here that shows the construction in different phases. The first one is that they are pushing traffic to the inside here so that they can build the walls on the outside. Once they have completed that they will push the traffic to the outside so they can finish the wall on the inside. This is another view of the completed construction; the wall underneath the bridge and the new all-weather access road. It will transition from the flood-side to the protected-side and will run underneath the Causeway Bridge and then transition back to the flood-side. The bridge will terminate around 6<sup>th</sup> Street.



This contract is underway and it's under the phase one that I mentioned earlier so they are working on building the outside T-walls. They have also removed the old Causeway buildings there. There will be some impacts. There will be increased truck traffic and 24-hour operations are permitted. Pile driving is limited from 6:00 a.m. – 9:00 p.m. It's important to note that two lanes of traffic going both ways will be open during peak hours. Outside of peak hours it may drop below that.



Moving on now to our fronting protection. We have four pump stations along the Lakefront. Together, we have breakwaters and then we have the fronting protection right in front of the pump stations themselves. We have two new breakwater structures that we built at Duncan and Bonabel and then there were already breakwaters at Elmwood and Suburban.



This is an existing breakwater at Suburban Pump Station and there is a similar one at Elmwood. Under the fronting protection contract, these will be strengthened and widened and we are adding concrete and increasing the height. I want to point out, this is a before construction photo. Right now you have a lot of work going on at both Suburban and Elmwood and I believe they have made good progress on completing this.



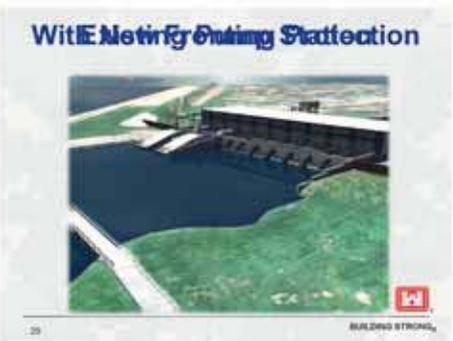
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Our two new breakwaters are at Bonnabel and Duncan. They are completed and I mentioned before, there were no breakwaters there. They were completed last summer.



So we now have fronting protection at four separate pump stations; these are pre-construction photos.



We have some animation of what the existing protection looks like and once the construction is complete, you have a new wall out in front of the pump station, the vertical pumps are extending out from the new wall and the gates are built in front of horizontal pumps.



This fronting protection contract is broken up in two phases. The first phase is ongoing and they are performing the work at Elmwood and Suburban. Over there we have pictures of the ongoing construction; over here these are the pump stations themselves and out here you have the lake. This is actually the outfall canal that you are looking at but it's de-watered. Because of that you have a temporary cofferdam, a temporary work platform and over here they are driving piles and putting in slabs and concrete and the new walls will actually run along these basins here. Once phase one is completed the contractor will move to phase two, which is work to the outer pump stations.

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### Phase 1 Fronting Protection

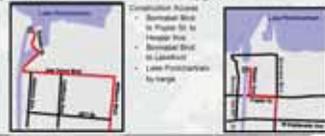
Elmwood Pump Station	Suburban Pump Station
<p>Award Date: 15 April 2015</p> <p><b>Impacts</b></p> <ul style="list-style-type: none"> <li>Increased truck traffic on access roads (maine access will be used to minimize impacts)</li> <li>Increased noise in close proximity to the Pump Station</li> <li>24-hour operations permitted, pile driving restricted to daylight hours</li> </ul> <p><b>Health</b></p> <p>Construction Access:</p> <ul style="list-style-type: none"> <li>Williams Blvd to George St to George St</li> <li>Lake Frontage to barge</li> </ul>	<p>Award Date: 15 April 2015</p> <p><b>Impacts</b></p> <ul style="list-style-type: none"> <li>Increased truck traffic on access roads (maine access will be used to minimize impacts)</li> <li>Increased noise in close proximity to the Pump Station</li> <li>24-hour operations permitted, pile driving restricted to daylight hours</li> </ul> <p><b>Health</b></p> <p>Construction Access:</p> <ul style="list-style-type: none"> <li>Clearview Pkwy to Avron Blvd to Lake Villa St</li> <li>Lake Frontage to barge</li> </ul>



We are in Phase 1 at Elmwood and Suburban and we do have impacts. We have increased truck traffic, barges coming in, marine access, 24-hour operations are permitted but pile driving is restricted to daylight hours. These maps show the construction access. For Elmwood it's Williams to Vintage to Caryota. At Suburban it's Clearview to Avron to Lake Villa.

### Phase 2 Fronting Protection

Duncan Pump Station	Bonnabel Pump Station
<p>Award Date: 13 April 2015</p> <p><b>Impacts</b></p> <ul style="list-style-type: none"> <li>Increased truck traffic on access roads (maine access will be used to minimize impacts)</li> <li>Increased noise in close proximity to the Pump Station</li> <li>24-hour operations permitted, pile driving restricted to daylight hours</li> </ul> <p><b>Health</b></p> <p>Construction Access:</p> <ul style="list-style-type: none"> <li>Williams Blvd to Joe Yenni St to Duncan St</li> <li>Lake Frontage to barge</li> </ul>	<p>Award Date: 15 April 2015</p> <p><b>Impacts</b></p> <ul style="list-style-type: none"> <li>Increased truck traffic on access roads (maine access will be used to minimize impacts)</li> <li>Increased noise in close proximity to the Pump Station</li> <li>24-hour operations permitted, pile driving restricted to daylight hours</li> </ul> <p><b>Health</b></p> <p>Construction Access:</p> <ul style="list-style-type: none"> <li>Bonnabel Blvd to Popular St to Hesper Blvd</li> <li>Bonnabel Blvd to Lakefront</li> <li>Lake Frontage to barge</li> </ul>



In Phase 2, we have Duncan and Bonnabel and you will have similar impacts. They are expecting to start this phase towards the end of the year, which means they will be finishing up Phase 1 towards the end of this year. Construction access for Duncan will be Williams to Joe Yenni to the street that runs out to the pump station. For Bonnabel, it's Bonnabel to Popular to Hesper and then there is barge access via the lake. You won't see major construction start until next year, but you may see some activity towards the end of the summer. They have staging areas out there that they may utilize and they are

allowed to do a little bit of work on some of the walls, but again, they will be focusing on finishing the first two pump stations at Elmwood and Suburban before they get to these.

### Onsite Inspection Quality Control/Quality Assurance

- Onsite Corps employee oversight
- Monitors the construction contractor
- Ensures sites are safe and signage is clear
- Confirms traffic control measures are maintained and meet safety standards
- Knowledgeable of site activities



**Nancy Allen:** The Corps is very committed to delivering high quality projects so we want to give you a brief overview of our quality control and quality assurance plan. We do have onsite Corps employees onsite who monitor our contracts and assures that the site is safe, that signage is clear, confirms traffic control measurements and that those plans are properly vetted through the localities. This person is also very knowledgeable of site activities. Quality is an important aspect to everything that we do.

### Safety

- Safety is the Corps' single greatest priority
- Each day we are working towards building a system that will reduce your risk
- We are committed to implementing and promoting safety measures for the benefit of our team
- Team New Orleans has a zero-tolerance safety policy

Safety is the Corps greatest priority. By that I mean the safety of the public and safety on our construction sites. We are building a system that will reduce your risk but we want to do it in the safest manner possible. Justin made mention of a few things like the fences so you don't get into a construction site where you may be injured. As for our contractor safety, we have had two fatal accidents in the last few weeks and both of those accidents are under investigation as we take those very



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seriously. We are monitoring safety constantly as we have a zero tolerance safety policy. We have great onsite safety people who do everything they can to keep everyone safe.

**Currently Available for Public Review**

- New Orleans to Venice Supplemental Environmental Impact Statement
  - Public review through May 8, 2011
- Comments on I/EIS may be submitted by:
  - Calling 504-862-1544
  - E-mailing [nolaenvironmental@usace.army.mil](mailto:nolaenvironmental@usace.army.mil)
  - Or at any time at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

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We do have one environmental document out for public review and that is a Supplemental Environmental Impact Statement about the New Orleans to Venice Project in Plaquemines. Those are the ways you can make comments on that project through May 8<sup>th</sup>.

**Upcoming Public Meetings**

Monday, May 9, 2011  
St. Charles Parish east bank construction  
St. Charles of Borromeo Catholic Church  
Auditorium  
11390 River Rd., Desmeton, LA 70047  
Open house is from 6 to 6:30  
Presentation begins at 6:30 p.m.

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We have a public meeting in St. Charles Parish on May 9<sup>th</sup> at the St. Charles of Borromeo Church so if you are interested in attending we encourage you to come out for that.

**Opportunities for Public Input**

- Regular public meetings throughout the Hurricanes and Storm Damage Risk Reduction System (HSDRRS) Area
- Make sure to sign in tonight to get on our meeting notification mailing list
- Construction Impact Hotline: 1 - 877- 427- 0345
- Comments can be submitted at any time at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

Questions and comments may be submitted to  
Telephone: 504-862-2201  
E-mail: [AskTheCorps@usace.army.mil](mailto:AskTheCorps@usace.army.mil)

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There are always ways for you to give us input. We do have regular public meetings. We also have a construction hotline. We get calls daily and we do our best to answer questions and address the issues. There are some magnets on the table so you can have that number handy. Comments can also be submitted on our website at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov). We also have a telephone number and an AsktheCorps email as well.

**Social Web Networking Communication**  
and outreach ideas ensure the best

**twitter**  
Use twitter to connect with other people who are interested in the project. It's a great way to stay up to date on the latest news and to share your thoughts. Check out our guide at [www.twitter.com/usace/neworleans](http://www.twitter.com/usace/neworleans).

**flickr**  
Flickr is an online community platform for sharing photos. It's a great way to share your construction photos and to see photos from other people. Check out our guide at [www.flickr.com/photos/USACE/neworleans](http://www.flickr.com/photos/USACE/neworleans).

**facebook**  
It's a global social networking site that lets people share photos, videos, and messages. It's a great way to stay up to date on the latest news and to share your thoughts. Check out our guide at [www.facebook.com/usace/neworleans](http://www.facebook.com/usace/neworleans).

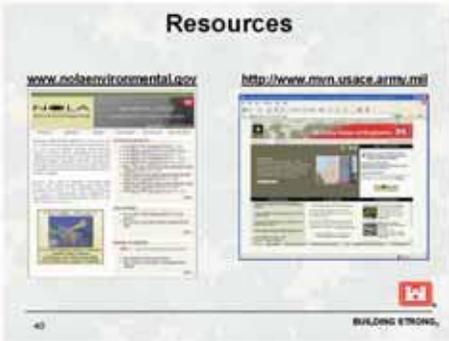
We are also using social media through Twitter, Facebook and Flickr especially now that we have high water on the Mississippi River. There are also a lot of great construction photos on Flickr if you are interested in seeing the projects.

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Other resources as I said, we have [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov), all of our public meetings are listed there and we will put a summary of this meeting on-line as well as our district website at [www.mvn.usace.army.mil](http://www.mvn.usace.army.mil).

We are now going to open it up for questions and comments. We do make a summary of all the meeting so before you ask your question please give me your name so we have that for the record. Please be respectful of everyone's time and keep it to three minutes.

**Col. Richard Tracy:** I'm here as an independent but I am a member of the Pontchartrain Shore Civic Association. I have battled with you, the Corps, as my branch of service is engineer. You have destroyed the homes along Clearview with your trucks and mud. I moved out here in 1980 and I've seen you come out and put pilings up and I've seen you rebuild the levee and now this is the third rebuild that you just recently finished. You just rebuilt the park right there at Clearview a few times. So my concern is what are you going to do for the people who have to deal with all the dust caused by the trucks? Are you still coming down Clearview or are we finished? Right now you are making a turn with your heavy trucks and if you send someone out to look at the house at the corner of Avron and Clearview, you will see the trucks have run up on the property and the parish has come out three times to repair that. In your contracts are you set up to clean the streets and get the dusts off people's houses? I get a little mad but you have failed to work with the parish in getting the streets cleaned and getting the mud up. You recently built a pipe to catch the water coming off the levee. Is that 30" pipe still going to be there to carry the water down to Suburban where you pump it over?

**Justin Smith:** Yes, it will still be there.

**Col. Richard Tracy:** I've talked to the contractor who stopped at my house many evenings, but I could never find the Corps out there to help me get the street cleaned and get the dust off the house. Stop ruining my automobile. Every time I buy a new one you come on the levee. I see your trucks making turns and running up on the pavement. You need someone from the parish to put a police car there to make them make the turn right and give them a hand to clean the street.

**Justin Smith:** Unfortunately with the limitations we have on the lakefront we will be out there making a lift in the future. We do not know if our access will be Clearview. Under our contracts we do have language to address street cleaning and we are aware of the issue at the corner of Avron and Clearview, it's a very tight turn. As far as the trucks on the streets, we can only police the trucks on our job sites. If we are aware they are speeding off the job site we can throw them off the site, but we can't police the street itself. Your best avenue to address the truck speeding is to contact the police. If you have a complaint you can also call the



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construction hotline and that will go to our public affairs office and they will get in touch with the proper Corps person to address the concern.

**Brett Herr:** As Justin said, there is going to be a need to raise that levee again in the future. Just to let you know that we've overbuilt the levee as much as we could, about 1.5 feet. We overbuilt the wave berm so we shouldn't be out there for at least five to 10 years so you will have a major break before we come out again. Any future work will be much smaller than the existing work that has been done so it will be a much shorter duration. Also, the work at the pump stations are being built to 2057 conditions so we have no intention of coming back to do work at the pump stations.

**Lee Longstreet:** After 35 years I decided to downsize and move to West End, but that didn't work out. After I moved to Eden Isles and it might happen again someday. My concern is Jefferson Parish and area that you are working on. My concern especially with the West Return Wall as I've always heard it was weak and glad you are replacing it and putting something there that's more substantial. The question is why are you taking down the old wall as it seems like leaving something there is better than nothing. Also, what were the engineering challenges out there as I know the ground out there was pretty much like coffee grounds? I would like to know how it was handled. Just looking at your outline of the whole project area, I can't help but think about the 17<sup>th</sup> Street Canal Wall on the Jefferson Parish side so I still have some concerns about that. I know there are plans to put a long-term pumping station there that will negate the need for that wall, but until that happens anyone who crosses Vets at the 17<sup>th</sup> Street Canal can see that the water is at roof level and I'm interested in knowing if that canal can fail on any given day. On your strengthening the pumping stations, what are you doing for backflow prevention? That's all I have to say and I'm glad you are doing all this work.

**Justin Smith:** Starting with the West Return Floodwall, the reason why we are getting rid of the old wall is due to a maintenance issue and the fact that leaving the old one there, people could throw trash over there as it's harder to get in there and maintain it. We are leaving the old base slab and the piles in place so that gives you more stability, so we are just cutting off the part that is sticking up above ground. The engineering challenges out there, the water is not that far on the flood-side of the existing wall so what they had to do is bring in a lot of sand and put that in place before they could start building the new wall. I do want to point out that in this diagram, the old wall has fewer piles than the new wall and this will give more green space. They will also be building a drainage ditch as you will get additional runoff with the green space. As for the pump station, we do have backflow prevention in place. On the horizontal pumps, we have the sluice gates, which they will be able to close if they need to and they also have valves that can close on the vertical pumps.

**Nancy Allen:** About the 17<sup>th</sup> Street Canal, Dan Bradley who is our project manager is not here tonight, but I can speak briefly to that issue. Immediately after Hurricane Katrina we put into place the three interim closure structures, those are gates and pump stations at the mouth of each outfall canal. We have just awarded the contract to replace those structures with permanent gates and pumps in roughly the same location. Those are scheduled to be completed by late 2014. So once you put the gates and pumps in place during a hurricane or tropical event, those gates can close. The 17<sup>th</sup> Street Canal and the other outfall canal floodwalls



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and levees become a secondary line of protection. We have just done a thorough engineering analysis of all of those levees and floodwalls to bring them up to the post-Katrina criteria and we have identified some issues with seepage and stability so we are remediating sections of each outfall canal and if you would like more information on that, I can send you that information. We want to ensure a consistent level of risk reduction along those canals so that is why we only need to remediate sections of them. We did a thorough analysis to see where remediation was needed and that work will be completed in June 2011 and as I said by 2014, the permanent closures and pump stations will be constructed. After that the interim closure structures will be decommissioned and removed.

**Justin Smith:** A couple of more points, the West Return Floodwall will be 2.5 to 4-feet higher than the existing wall and on the pump stations for your horizontal pumps, before there was nothing in place and after the new construction, they will have a gate in place and they can close that if they need to. So if a pump stops working during an event, they can close the gate to keep water from flowing back into the canal.

**Robert Baker:** The Bonnabel Pumping Station is right behind my house and I'm more interested in the recreational aspects than anything; the bike path for running and having access to the lake. I like taking my grandkids to the lake but I can't do that because of the fence there and they just finished a project not long ago at Reach 5 and that was closed for what seems like forever and finally they were literally waiting on grass to grow to open it up again. It's now finally open and then they come along with the fence. I'm interested in time frame; when we will be able to access the lake and bike paths again? Also, just today they came and started putting the fence by the Bonnabel Pumping Station and the rate they are going it will be finished by tomorrow. You indicated that the probably won't start work on the station until the end of the year or the beginning of next year. Why are they fencing this off at this point and time? I understand the need for safety, but there needs to be some degree of consideration to the public who likes to have access to the lake.

**Justin Smith:** When you speak of the all-weather access road, right now it's open on all the Reaches...

**Robert Baker:** When you speak of the access road are you referring to the bike path?

**Carl Anderson:** Yes, it's an all-weather access road; the Levee District is allowing people to use it as a bike path but it's a road.

**Robert Baker:** We the public haven't been saying that we are going to take a ride on the access road; it's a bike path.

**Carl Anderson:** I can't build a bike path but I can build an all-weather access road.

**Justin Smith:** It's an all-weather access road so the Levee District can use it to perform maintenance so they have a hard surface so they can get equipment and vehicles up there. Right now it's closed between Reach 2 and 3 and 3 and 4 and I believe at Causeway. At



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these two points, that Elmwood Pump Station and Suburban Pump Station so it will be closed there until probably towards the end of this year. Causeway, I'm not sure, I think it's 2012. So that leaves Bonnabel. The fence out there along the lakefront is a contract that the East Jefferson Levee District let to repair their shoreline after damage from Katrina. We meet with them often to talk about their progress and the last time I spoke with them we are looking at the end of this year when they are expected to complete the project. That fence is temporary so that fence along the lakefront should be removed by the end of the year. Now the fence that you are seeing going up right now, they are working on the fronting protection contracts; working on Suburban and Elmwood first. Now at Bonnabel, they have staging areas there and they are limited with space at those two areas so what they are doing, is laying down some of the materials at Bonnabel. As of right now we don't know if they plan on doing any work at Bonnabel before they finish at Elmwood and Suburban, but if they want to there is some work they can perform, but like I said, at this time we don't know if they plan on performing that work or not. They will be using that area to place materials so they won't be doing any construction there but they are fencing an area off to put materials inside. Once they start construction we are anticipating 2013 to finish at Bonnabel and Duncan Pump Stations. During construction those areas will have fences that run across the levee so the bike path will be closed during construction, a portion, not the entire levee but in the vicinity of the pump station.

**Robert Treuting:** My immediate neighbor to the west is the safe house to the Elmwood Pumping Station so I've watched some magnificent stuff going on over the years. The widening of the pumping station was an incredible project; amazing how they preserved the trees, which I personally planted up there 25 years ago. I was impressed with the safe house construction as it will stand up to just about anything. I do have two questions; I really want to applaud you for the work you are doing. Living that close I expected lots of rattling and shaking and I didn't, so it's been well done. The first question on the rock wave break seems to be a patchy thing right now as it's completed right now from Elmwood to a quarter mile east. Is that going to extend the entire length of that particular Reach or will it be a patchy thing?

**Justin Smith:** No, it will extend the entire length of Reach 3 and will tie into Suburban Pump Station at the end of Reach 3 and the contractor really wants to finish by the end of this year so they can avoid getting into winter storms.

**Robert Treuting:** There is a space between the new bike path and the rock berm is now partially filled with water and the old bike path is still there. Is that going to be demolished and then built?

**Justin Smith:** The plan there is that they will demolish the old bike path and they are going to fill that entire portion in with sand and embankment. After all that is done they will go in and seed and fertilize so that we will get grass. What you end up with is that you will be able to see some of the rock but some of it will be covered up with new dirt so we will have a slope running from the new all-weather access road out to where that rock is.

**Robert Treuting:** You are going to keep that mold or will you allow for natural ...



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**Justin Smith:** We will turn it over to the East Jefferson Levee District so it will be up to them as far as maintenance.

**Robert Treuting:** And the completion date for this is the same as the rock?

**Justin Smith:** Yes, the end of the year.

**Robert Treuting:** The other question has to do with the breakwaters. Before Katrina these were open to the public and people were using them for walking, fishing, recreational-type structures. Is that recreational access going to be brought back?

**Justin Smith:** Fran was standing up in the back to answer that question.

**Fran Campbell:** Hi, I'm Fran Campbell from the East Jefferson Levee District. There isn't going to be anymore access out to the breakwaters like there was before as fishing piers. For one thing it's really not safe; we had a lot of trouble policing that as they are pretty long. We tried to light them with solar panels but we never could keep that. Unfortunately we will not be able to have fishing piers anymore, but there are piers at Bonnabel and Williams Blvd. Another problem with the breakwaters is that there was never any parking so people were parking along the streets and we got complaints. The other question was whether we are going to let grass grow or cane or whatever. We are not going to allow cane to grow we will trim it all the way to the rocks and keep the weeds down because we have a lot of problems with snakes up in the rocks and we need to be able to inspect to the edge of the waterline and make sure we are not losing our shoreline so need to keep it clean. Something I do want to address is the truck turn on Clearview. If anyone ever sees a contractor violating the speed limit or something like this instance on Clearview, you can call 911 and the Levee District will send a dispatch through Jefferson Parish Police and with the police or the Levee District will come. We do try, if they are speeders in the neighborhoods, we do want to stop them. We had a problem like this before and we set up our police officers with radar guns and issued tickets. Sadly a lot of people who got tickets were from the neighborhood so sadly that backfired a little bit. Anyway, we do try and talk to the contractor as well. When we get complaints from people calling the Levee District we talk to the contractor and ask them to talk to their truck drivers and be considerate of the neighbors. Also, the street cleaning, that's another thing the Corps can enforce against the contractor and make them keep the streets clean because they have wash down racks and their loads should be covered.

**Col. Richard Tracy:** That's not true. I have lived through four different times of the levee being [Inaudible] and those trucks...we have gone to the civic association meetings and [Inaudible] I've got dust in my house, I've got dust on my cars. I asked a simple question about that pipe that's catching the water flow off the levee. You did it [Inaudible] is the pipe still there and is it going to work and pump the water over Suburban Canal? That's important to people.

**Justin Smith:** I did answer that question and I do apologize if I didn't make it clear. Yes, it will be in place.



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**Col. Richard Tracy:** I have called the councilmen about the street cleaning and I've only seen it out there twice in a year and a half. You tell me these people are going to clean the street and they never do it.

**Fran Campbell:** Call the Levee District. We will get them to do it.

**Col. Richard Tracy:** I have walked down there looking for them in their trailer and I can't answer. I would like to make sure as I have your name and phone number and if you are going to come between Avron and the lake with these dirty trucks, go over to Transcontinental [Inaudible]. You've got a paved street there to go up there.

**Fran Campbell:** You call me and I'll call them.

**Robert Treuting:** This question is addressed to the Levee District, how are the decisions made to eliminate the recreational aspects to the breakwaters and was it ever open to the public for input? There never was any problem before Katrina with the cars. There are rats and snakes and everything that will be in the breakwater regardless of what you plant there. I would like to know what I, as a citizen, can do to challenge this as it's seems to be a summary decision without any public input into the safety or the merits of eliminating a nice fishing area and I also live right there and I have never had any problems with people driving in and using it for recreation.

**Fran Campbell:** You didn't.

**Robert Treuting:** Well I live right there and my neighbors haven't had problems.

**Fran Campbell:** We've had calls.

**Robert Treuting:** I'm just wondering. You made the decision. What do we have to do to challenge that decision? I would like to challenge this.

**Fran Campbell:** We would have to have the money to police it probably because we have had crime on the breakwaters. Maybe you don't know about it but our police reports show that and we have had problems with vandalism. If we could light the breakwaters and police and they would have been safe, that would be one thing. Those breakwaters were built as breakwaters. Incidentally, we tried to make them fishing piers but we could not police them and we couldn't maintain them. If you recall, before Katrina they were closed for a long time because of vandalism and we couldn't keep the railing up. People would go out in the middle of the night and cut the railing out. We had 30 rails cut out in one night. I know you know it was closed.

**Robert Treuting:** I know but my question is what can I do to...

**Fran Campbell:** You can talk to the board and the board meets the third Thursday of every month but I'm going to tell you right now that the focus of the Levee District is flood protection, flood protection, flood protection and recreational is something that we've done and



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we've tried to do and we will do, but we can't spend all of our funds on recreation. Because Jefferson Parish and Kenner have built nice fishing piers, that's a safer place to go and a nicer place to fish. I know you like going in your neighborhood, but we have had a number of people call us and say we don't want these people parking in our neighborhood so there are a lot of things to consider about a fishing pier. It's not just to create the fishing pier, it's to create a parking area. We can talk about it...

**Robert Treuting:** This was a summary decision...

**Fran Campbell:** Yes, it was, but that's the way it got to be a fishing pier as well. It wasn't public input that created the pier. They did it, I wasn't there, but I'm told it was an afterthought and they decided to put some rails there and make it a fishing pier. Well it turned out not to be such a good idea. It was a maintenance nightmare for the Levee District. We are trying to spend our money on flood protection, but if you want to talk about it...what we will probably have to do is get grant money to be able to spend money on the fishing pier again.

**Robert Treuting:** ...it is open, I think you said...

**Justin Smith:** Yes, the all-weather access is open, they are all open except for at the pump stations.

**Fran Campbell:** Again, they are open but not all Reaches have public access from the street. Reach 3, the only place to get in is at Clearview; Reach 4 is Severn. Reach 1 there is no place as it's between Duncan Canal and the St. Charles Parish line and it's private property the whole way so at every pump station there is construction so the bridge that crosses from one side to the other, you can't get there. For a little while you can get across at Bonnabel but for the most part you can't. Duncan, even though you said earlier was open, is not open. Duncan is closed because the contractor has all the fronting protection and he has that area down there so the bridge is closed off. You can't easily traverse from one end of the lake to the other because it's chopped up. You can ride your bike and walk within a Reach, you can't get to the next one. We don't want to put up fences and keep people away from the lakefront, but we did try to put rocks before Katrina and we had people riding bikes through the dump trucks; it was very dangerous. These trucks were 18-wheeler trucks and when they would pick their load up a bike rider would be right next to them so we couldn't keep people out so this is why I asked for the fences to try and keep people out because they will not stay out. I know it's unsightly, but it's temporary.



**Vincent Montalbano:** Could you put up the picture you have of the West Wall? This is what you plan on putting and you are supposed to be taking part of the top of the other one off? You consider this better than what they have at 17<sup>th</sup> Street Canal? Would the Corps consider this better?

**Justin Smith:** I can't answer that.



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**Brett Herr:** Are you asking about the wall that runs along the 17<sup>th</sup> Street Canal?

**Vincent Montalbano:** Yes.

**Brett Herr:** The wall that runs along the 17<sup>th</sup> Street Canal to date is an I-wall, which means it's sheet piling in the ground with concrete on top. As you can see in these pictures, this is a T-wall, which has battered steel piles driven well into the ground. It's much more stable.

**Vincent Montalbano:** Why are you doing that now? Why are you spending the money on the 17<sup>th</sup> Street Canal? On three-quarters of it on Jefferson Parish's side, more than half of it you aren't doing anything to it.

**Brett Herr:** Not going to do anything to 17<sup>th</sup> Street?

**Vincent Montalbano:** At [Inaudible] going to Veterans you aren't doing anything.

**Brett Herr:** Because they are building the new permanent pump station at the lakefront and they are taking that canal out as flood protection just like in Jefferson Parish, your main line of protection is along the lakefront, so you take out all the floodwall along the canal as your main line of protection because it won't see a storm surge. The pump station at the lakefront will block the storm surge.

**Vincent Montalbano:** Awhile back someone was talking about the fact that you were going to cut down the wall short.

**Brett Herr:** Just the West Return Floodwall. We are talking about two different flood walls. The West Return Floodwall, which is along the Jefferson Parish/St. Charles line, we are building a new wall that allows us to take down the old wall.

**Vincent Montalbano:** One time someone was complaining and talking about the 17<sup>th</sup> Street Canal walls somewhat.

**Brett Herr:** I think the Flood Authority has mentioned that as a possibility but that's not being looked at by the Corps.

**Nancy Allen:** There are no Corps plans to lower the levees or floodwalls along the outfall canals.

**Vincent Montalbano:** Why wouldn't you be redoing the whole wall in Orleans Parish like you are doing in Jefferson?

**Nancy Allen:** Because those areas were not identified as needing to be remediated for seepage or stability concerns. We analyzed the entire canals with the new criteria and we are remediating the areas that need to be addressed for seepage and stability issues with



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a variety of techniques. As Brett mentioned, those walls will not be subject to the storm surge because of the permanent pumps and gates in the outfall canals. That is a secondary line of protection. We are remediating to ensure that we can support interior drainage but that is not storm surge protection.

**Vincent Montalbano:** Right now you have a leakage on the Metairie side behind Deanie's where they are doing work.

**Nancy Allen:** I'm not sure about that but we can talk afterwards and have a project manager follow-up with you. We are not aware of that but we can put you in touch with someone.

**Beverly Crais:** I back up to the West Return Floodwall and I heard you mention that you were going to do some drainage. Do you know when that will be? Is it going to be after you complete everything?

**Justin Smith:** Yes, it's at the end of the project, but as I mentioned before, the existing wall will stay in place until the end of the project as well.

**Beverly Crais:** So once you take the top of the existing wall, then you will do drainage or do you do it before you take down the top?

**Carl Anderson:** We haven't quite worked that out but most likely it will be concurrent with when we are taking the old wall down and as we get that going, we will be working with the drainage.

**Beverly Crais:** When you take down the top of the existing wall, what method are you going to use to dispose of that concrete?

**Carl Anderson:** They are going to saw cut it in sections and then haul it off by truck.

**Beverly Crais:** So you are going to have dump trucks loaded down with concrete running behind my house?

**Carl Anderson:** We are running between the walls into we get to Vintage and then run out.

**Beverly Crais:** So you are not going to run them along the bike path?

**Carl Anderson:** I don't believe we have worked that out completely; I don't know if they are taking them out by barge or trucks, I'm not sure.

**Justin Smith:** I don't think the details on how they are going to remove that concrete have been worked out.



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**Beverly Crais:** It's a big concern of mine because you shook my house for six weeks from seven at night until six in the morning with dump trucks doing up to 21 mph; you actually shook my bed that we woke up and had to go outside and my husband and I stayed up many nights until early morning because the only way they would slow down is if they saw us standing on our deck with a light trying to slow them down. We went out and bought a radar gun and we were told to call the Kenner police. The Kenner police wouldn't do anything and I was very disappointed in the Corps because I thought that the people you were going to hire were going to be of a higher caliber, but we found out through the Kenner police that the contractors were having a problem controlling the truck drivers. No one knows how frustrating it was to live through that and that's why I'm concerned about how you are going to dispose of all that concrete.

**Brett Herr:** Certainly I understand your concerns and what you've been through. If it is brought out by truck we will run the trucks as close to the new wall that we can so it would essentially be between the old and new walls. The old wall will be coming down as we are removing the concrete.

**Beverly Crais:** Are they going to have a speed limit?

**Brett Herr:** I think the speed limit is 10 mph on our job sites and I understand what you are going through as we have gotten a lot of calls from you and other residents. It's a problem we face on all of our jobs. The contractors we hire then hire out truckiers who are interested in getting the most money they can get so they want to go back and forth as fast as they can because they are paid by the trip. When we get complaints we talk to our contractors and we've thrown a number of the truckers off the site, but it's a continuing battle. The contractor also got radar guns and a couple of nights we posted an inspector out by the houses watching all night long.

**Beverly Crais:** Was he in a white Jeep-type looking truck? My husband and I were out there every night for six weeks; we didn't leave home.

**Brett Herr:** I only ask that in the future, and I know it's frustrating, but please don't shine lights in their faces...

**Beverly Crais:** That was not our intention. We have been trying to get the name off the side of the truck that we could report which drivers were speeding. We tried looking for license plates but couldn't see them.

**Brett Herr:** All of the trucks should have identification on them with a number and if you call us up we can correlate that to a truck driver.

**Beverly Crais:** I figured you would bring up the subject of the light. Our intention was to get the name, because we were told to find out which trucks were speeding. We were trying to see them...

**Brett Herr:** I understand, I just don't want anyone getting hurt and ...



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**Beverly Crais:** How could they get hurt? You built a fence and put green in it so people can't see what is going on back there and as far as protection, it only stretches behind a few houses. The fence doesn't go all the way down the levee and I think I know why. That's the section that you were going to use to run those dump trucks and we were told there would be little excess from the levee side, that it would be dumped from barges. Another thing, why did you run all night?

**Brett Herr:** They were trying to increase production rates by running at night so they could do other work during the day. They had to remove the debris first and then build the sand road between the two walls to run on and that was the work occurring at night.

**Beverly Crais:** If it ever happens again, I hope you all come and stand with me at my home and we did, we were told that we should appreciate this. If you are destroying my house, I don't care what kind of wall you build...As far as shining the light, yes, maybe it did shine the guy's eyes but that was not our intention.

**Brett Herr:** I understand. We've had other cases where people got out and tried to slow the trucks down and ...

**Beverly Crais:** You know what, call the police on me or do whatever you have to do, but if I'm protecting my property and I need to shine a light to see who it is or what it is, I'm going to do it. I've been living there 31 years and I don't intend to have anyone come and destroy my property. Thank you.

**Ronnie Crais:** My only suggestion to you all is to have security, not Levee Board security. The East Jefferson Levee District is a joke. Fran Campbell is a joke. Fran owns a boat that she keeps in Florida; she doesn't even run her boat in Lake Pontchartrain. This man that was talking about having recreation on the lakefront, Fran doesn't even have her boat here; she doesn't spend her money in Jefferson Parish. I would suggest that the Corps have its own security to stop these truckers from doing what they are doing. The last time they built the first wall, I had to replace the gutters, [Inaudible] all the way around my house because they vibrated out. I didn't know this and it didn't happen until a year after the building of the first wall. It was when contractors came out to do the repairs they told me the trucks shook the nails out of your house. Steve Caraway, the chief of the Kenner Police Department, told me he couldn't do anything about speeding trucks on the levee even though I told him they were destroying my home. He just washed his hands of it and would do anything.

**Brett Herr:** He's right as far as speeding trucks on the construction site, that's our responsibility. The city or Levee District doesn't have the authority.

**Ronnie Crais:** We thought it was your responsibility too. Then at a Kenner Council Meeting we were told it was the East Jefferson Levee District's responsibility and that their police department would be out there patrolling. It just so happens that the night we went to the council meeting was the last night you ran trucks so it ended, but now if you haul all this



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concrete with trucks, I just see more problems. My suggestion is put your own security out there that will stay and slow these trucks down. Just keep them at 10 mph and it will be fine.

**Fred Goodson:** A couple of months ago we had a lot of green grass and rainfall and then when we stopped having rain everything dried up and now we have cracks and so forth developing. I am wondering if part of the project plan if there is anything in the budget for water trucks when weather dries up to encourage the grass to remain established. Recently you put new seed up to grow the grass and we haven't had any rain so it seems that we would be getting some value from that seed if we followed that with some water. Also, as I look at the breakwaters they all seem to make a curve towards the east, so I'm wondering what happens when the strong winds come from the east, is that just not supposed to happen? Why are all the breakwaters designed as if the winds are coming from the northwest?

**Justin Smith:** The grass question. What we ended up doing, a lot of those levee projects, the embankment portion or the adding of the soil to the levees, a lot of that ended towards early to late fall so we were getting out of the Bermuda growing season. What we had to do in order to prevent erosion, we put down rye or winter grass to get us through the winter until the summer came around and we could then come back and establish Bermuda. Regarding the contract itself, the way it works is the contractor is required to establish turf, it's a performance spec. He is not paid until he gets the grass growing so there is a watering provision in the spec, but ultimately comes down to we will not release that contractor from his obligation until he establishes the turf. What has happened on Reach 5 is that the contractor left and we came in with a turf repair contract where we can come in and address issues if we need to.



**Carl Anderson:** For the breakwaters, what we did was run some mathematical models; we ran waves from different directions. The cone is wide enough so if the wave does come in this way there is enough land here to help knock that wave down.



On these right here, we looked at all the waves and we tried to optimize the location of those breakwaters the best we can from a mathematical standpoint. What we are trying to do is knock that wave down enough before it gets to the fronting protection. It's a combination, you try and knock down a majority of the wave and then you have the wall here that hold back the water and some of the wave.



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**Col. Richard Tracy:** I see a soldier in the back and I thank him for his service. [Inaudible] the 17<sup>th</sup> Street Canal and the New Orleans side [Inaudible] away from the wall. I don't know if the Corps knows it or the lady with the Levee District. If it breaks on the New Orleans side we are still going to flood in Jefferson. So I'm hoping that he gets to his boss to find out what Orleans is doing at Veterans and the canal and why they are digging away from the wall. They have mud and concrete right now on the New Orleans side of the 17<sup>th</sup> Street wall.

**Nancy Allen:** That's actually our deep soil mixing project. That's a method we call deep soil mixing. In order to strengthen that levee upon which the flood wall is built, they drill down with a large auger and pump cement slurry into the soil and they create columns. This is a Corps remediation projection along the canal.

**Col. Richard Tracy:** There was nothing in the newspaper about it and nothing is showing me that they know what they are doing.

**Nancy Allen:** We had a public meeting last fall and an Individual Environmental Report that has been covered several times. It's a proven method that helps strengthen the soil to provide additional stability for the walls. It's a messy process but what will eventually be created are columns of soil mixed with the slurry and that strengthens the levee underneath. That's what is going on along the canal.

**Harold Johnson:** My house is on the lakefront in Kenner and I have a comment on the people who experienced the vibrating of their house with dump trucks. I can tell you the grass cutting tractors vibrate my house so that will give you some idea of how soft the soil is back there; it vibrates especially when they get rolling back to the barn so I can only imagine what a dump truck with a full load will do to a house. I experience, being on the foot of the levee, a lot of vibration, but my question is this. The foreshore back in Reach 1, can you speak briefly on how you are going to get the fill back there. Are you going to use the service road? Is that going to be sand, rock or a combination?

**Justin Smith:** That contract is all marine access so the rock, the sand and the soil is all coming in by barge. The only access on the protected-side of that fence is for personal vehicles to get there. All the heavy equipment and material is coming in by barge. The way it will work is they are putting the rock in first and after that, they will come in and put in the sand between the existing shoreline and the new line and then they will cap that sand with clay. They have two or three accesses per Reach so for Reach 1, they will start on the eastern end near the Duncan Pump Station and they will dredge in and start unloading the rock first and as they get down...

**Harold Johnson:** So they have to dredge to get the barge can get in there?

**Justin Smith:** Yes.

**Harold Johnson:** So this will be a process.



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**Brett Herr:** This is one of the locations where they have dredged in. You have a barge with a large crane on it. This is the rock and it's overloaded into trucks and the trucks are running the levee and dumping the rock.

**Harold Johnson:** And that is going to be how far off from the existing levee?

**Justin Smith:** Approximately 90 feet and the rock itself is maybe 40 feet in width. Now you won't see all of that as some of it will be under water and some will be covered by the sand and clay and then you will have approximately 50 feet of clay.

**Harold Johnson:** Is that going to be higher than the road?

**Justin Smith:** No, it will not be. The road itself is about elevation 7 and the top of the rock is elevation 4.5.

**Nancy Allen:** We will ask that you fill out your questionnaire to help us improve our public meeting process. Tonight's public meeting slides and a summary will be available at [nolaenvironmental.gov](http://nolaenvironmental.gov). We will stick around to answer other questions that you may have.