

Public Meeting Summary

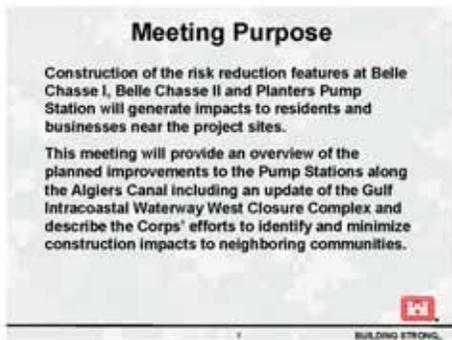
Plaquemines Parish Pump Station and GIWW West Closure Complex construction impacts Thursday, Sept. 3, 2009

Location	Bayou Barriere Golf Clubhouse 7427 Hwy 23 Belle Chasse, LA 70037
Time	Open House 6 p.m.- 6:30 p.m. Presentation 6:30 p.m.
Attendees	Approx. 40
Format	Open House Presentation Discussion
Handouts	<ul style="list-style-type: none"> • Borrow • Status Map
Facilitator	Rene Poche, public affairs

Rene Poche, public affairs



Okay. Ladies and gentlemen if we could please get you to take a seat, please, we'll go ahead and get started. Good evening and welcome. Thank you so much for coming out this evening to the meeting to discuss some of these pump station improvements and the GIWW West Closure Complex. My name's Rene Poche and I'll be facilitating tonight's meeting.



This is why we're here, we're going to talk about the Risk Reduction features at Belle Chasse Pump Stations I and II, and Planters Pump Station. We're going to talk about some of the potential impacts to residences and businesses. We're also going to talk about [Inaudible] the West Closure Complex and talk about some of the impacts and things that are being done to minimize those impacts. One thing we won't discuss tonight, because it will be discussed at a later date, is IER-13. The flood [Inaudible] Eastern Tie-in, whatever you want to call it. September 19th at Belle Chasse High School, there's an all-day workshop and you can go over there and ask all the questions you want about IER-13, Eastern Tie-in. Next slide, please.



The buy down risk, this is something we called our shared responsibility. What do we mean by that? It's shared between us, the Federal Government, multiple governments, contractors. These notes are intended to provide an overview of the events, and are not intended to provide a complete or verbatim account to be a legal document.

Public Meeting Summary

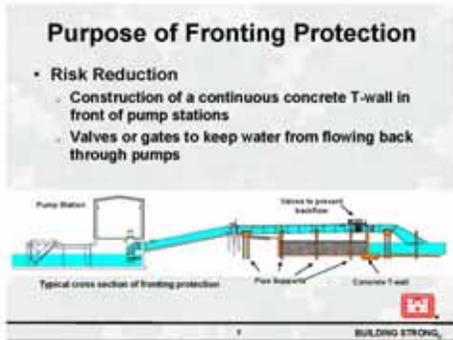
and you. What are some of the ways we can do that? Through salvaging building codes, outreach education, have an evacuation plan, insurance, levees, flood walls, and structures, buying down the risk. Ultimately, though, it's up to you, as a resident, to decide how much risk you can tolerate. And, what I would suggest to you is once you determine that, listen to your elected officials and when they ask you to tell you that it's time to evacuate to go ahead and pack up and head on out and ride it out in a safe location then come back. I'll turn it over to Ted Carr now.

Ted Carr: Hi, my name is Ted Carr, Project Manager for the Fronting Protection Project. I was really wondering, you know, how many people were really going to be here tonight because of the Saints game, you know, it starts at seven as I understand so I don't want to keep everybody late, actually, now, we've got work to do here. I'm very glad you all are here to learn about the projects that are in your area, I think it really shows, you know, a lot of your interest and worry about these projects, that gives us information to help design these projects. So, what I want to do is I want to talk to you about three pump stations, Belle Chasse I, Belle Chasse II, and the Planters Pump Station. First, I want to get us all a little bit located on our map here.

We use this map all the time because it's the Westbank and Vicinity Project description, it basically points out the group that I work in, our area of responsibility. Basically, we're right there, this is where the Bayou Barriere Golf Course is located, that's where we are located. Now, if we look at where Belle Chasse I Pump Station is, it's right here, it's a little bit south of us; and a little bit north of us is Belle Chasse Pump Station #II and the Planters Pump Station. So, now that we can kind of see where we are what I want to do is kind of like give you a little bit of an idea of what these projects, the Westbank and Vicinity Projects, encompass. It starts all the way over here, we call this our Western Tie-in. Tie-in to what? It ties-in to the Mississippi River Levee System. And, so what we have is we have a system, we call this the Hurricane Storm Damage Risk



Reduction System, it is a system. Why is it a system? Because when it is done it will enclose this area. So, the enclosure will be from the Western Tie-in, and you just follow these lines right here this is the system, it comes down here, the V-line, and then right here, this is where the Harvey is, comes up here, then comes up all the way through the Algiers, comes back down, and Western Closure, we're going to be talking about as well, is right here, comes down and then this is what's called the Eastern Tie-in. And, the Eastern Tie-in is going to be a main topic of that September 19th meeting, that's Saturday, starts at 9:00. I encourage all of you all to come out, you'll learn a lot about what's going on there as well as the Plaquemines Non-Fed Levee, that's going to be the New Orleans to Venice Project. So, what

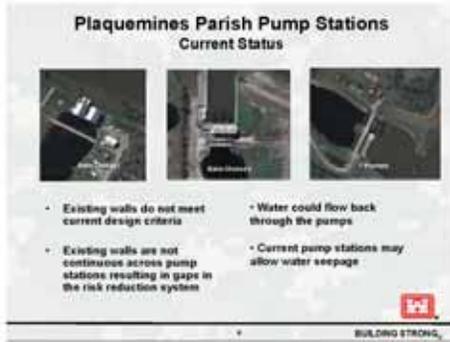


happens with this Western Closure Complex is that we make these systems right here, the Algiers Canal and the Harvey Canal, we call those then detention systems. They're detention basins will basically now be behind the Western Closure Complex and you're going to learn more about the Western Closure Complex. We have Tim Connell here and Kevin Wagner who are the project managers for those two projects. This system back here is to elevation 8 1/2 and the system here is at elevation 14. So, because this is a detention system it's at a lower elevation. I know Tim, in the past, I'm sure he'll touch on it again, he'll talk to you about what that all means. Next slide, please.

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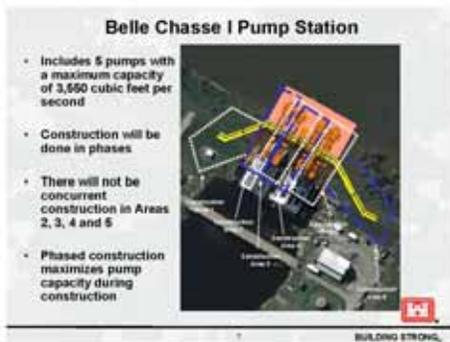
Public Meeting Summary

So, one other thing I want to talk to you about is fronting protection. You know, you go like, why fronting protection? What does fronting protection do? People talk about fronting protection that has



pump stations but what does it do? Well, it's one of the features that we want to do to reduce risk, we are constructing a continuous concrete T-wall in front of the pump station, and also valves or gates, you have valves, typically you have valves associated with vertical pumps and gates associated with horizontal pumps that keep the water from flowing back through the pumps. If the pump station if, for some reason, is down and water levels were rising, if that backflows through the current system that actually could backflow the pump station the wrong way. So, here's a little schematic of it. What we are looking at right here, here's our T-wall, this is our T-wall right here, that's going to be the

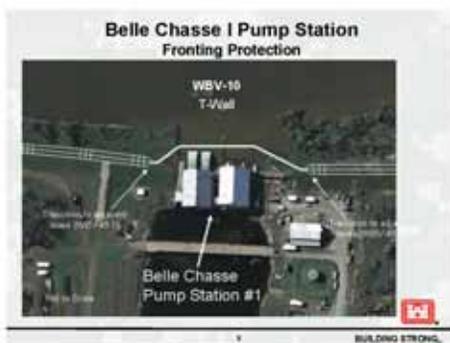
main construction feature associated with fronting protection, that T-wall. Now, associated with the pump stations themselves and the discharge piping is a valve, this is more like the system associated with pump stations, so here is the valve. That valve keeps water from going the wrong way. So, what we want to do is pump from the pump over the T-wall and then to the Algiers Canal. That's the idea, that's what fronting protection's about. So, why do we need it? Let's go to the next slide.



So, if we look at the current status of our pump stations, here is Google aerial that if you go out there and Google you can look at these but they are really small and its really hard for you all to see over here so if you all want to move over here that would probably be a good idea. Here are our three pump stations, this should be Belle Chasse I, Belle Chasse II, and Planters. And, we've got some bigger pictures if you want, all you have to do is pull it up. So, what's going on here? Well, existing walls do not meet current design criteria.

Some of them are brick walls, they're not designed for a hurricane. So, existing walls do not meet current design

criteria, existing walls are not continuous across the pump station resulting in gaps in the system, and the system is only as good as the weakest link so these are weak links in the system as they are right now. As we talked because they don't have that valve the water could flow back through the pump, and in some cases there also could be seepage underneath the pump station. So, fronting protection addresses all these issues. Next, please.



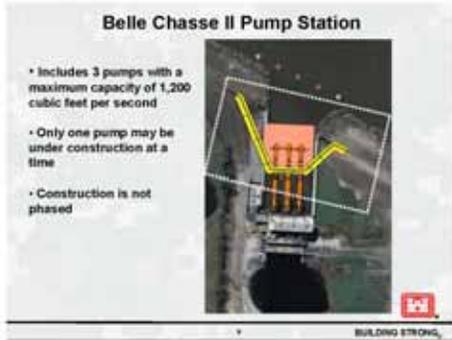
So, let's look at each pump station separately and we'll start with Belle Chasse I. So, what do we notice here? There are five pumps with a maximum capacity of 3,552 feet per second. Well, I don't know if that means anything to anybody so I kind of converted it, that means about 2 ¾

olympic-sized swimming pools. An olympic-sized swimming pool holds 660,000 gallons. So, you know, this thing is pumping 2 ¾ swimming pools every minute. That's quite a bit of water, actually, so it's moving some water. You'll notice here, what we have is these different outlines and they're alternating and light dashes and blue dashes, we have in this case, there are six different construction areas. So, construction will be done in these phases, these six different phases. There will not be any concurrent construction in construction areas 2, 3, 4, and 5. So, why phases? Because phase construction maximizes the pump capacity during construction. So, what I have here is I can tell you that in Phase II, there's a

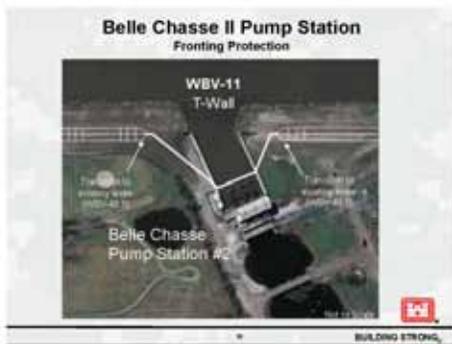
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Public Meeting Summary

pump that pumps 800 cubic feet per second



that's going to be down for a period of time while they're working on that part of the system. There's one pump down at a time. About 25% of this station, actually its 23, when we get over in this area here, these are a little bit larger, these are 900 cubic feet per second pump and that's about 25% of the station that will be down. So, as soon as they get one done they'll move to the next one. So, we're minimizing the amount of pumping capacity that is lost during the construction.



So, that's Belle Chasse, so let's look at Belle Chasse I, okay, hey we've done the work, here's our levees, this is the levee, this is the earthen levee, basically we're tying in with this T-wall, then we tie back into the levee on the other side. So, now we have a continuous level of risk reduction across the front of that pump station.

Because of the configuration of this, each pump should only be down for like up to two to three to five days just to make the connection. So, while we make those connections the pumps will be down but it's really minimal, each pump will be down somewhere between, I think we were saying two to three days, could be a little bit longer but that's the idea. This is a

Next one is Belle Chasse II. This is a little bit different because we basically have one construction area, and this is going to be constructed differently. The first thing that we're going to do is we're going to extend the discharge tubes of these pumps to the T-wall, where the T-wall is going to be.



much smaller pump station, it's only 1,200 cubic feet per second, that's a little less than an olympic pool. So, basically after they extend these discharge tubes then they will put the TRS in and then they will do the other work, that's putting in the T-wall and getting that work done.



So, we have a picture of what that's going to look like after that's done. Basically, you're going to be able to get the third one, it's basically the same. We tie-in to the levee, this is the earthen levee, tie-in with the T-wall, tie-in to the earthen

levee, and that eliminates all the problems that we talked about that we currently have with this system, the weak links in this system.

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Existing Fronting Protection Ames Pump Station

Once construction of fronting protection on the Plaquemines Parish Pump Stations are completed, the view from the Algiers Canal will look similar to the Ames Pump Station.



ting Summary

Okay. We've got one more, Planters. Planters, we've got six different construction areas. We have nine pumps with a maximum capacity of 2,440 cubic feet per second, that's about two Olympic size pools. As you can see it's done in phases. Areas 3 and 4, that's where the pumps are, there's basically four pumps at 310 cubic feet per second, and then there's another bank in area 4 that has four at 288 cubic feet per second. At any one time

only one pump will be down so the percentage there is around 13% of total capacity will be down at any one time. So, this phased construction maximizes pump capacity during construction so we're doing everything that we can to minimize the amount of pump capacity that's down at any time. Okay. Everybody can figure this out, right?

Here we have the levee, here's the levee tied-in to the concrete T-wall, tied back to the levee. Currently, that levee is being built, you can probably see out there from [Inaudible] to the Harvey to the Algiers, there's a project that's been going on for about a year now, we call it our [Inaudible] it's raising that to a construction grade of ten, you know, so when it settles down and consolidates we'll have our authorized grade of eight and a half. And, that's our levee. Okay?

What To Expect During Construction of Fronting Protection at Pump Stations

- Construction impacts
 - Elevated noise levels from motors, pumps, generators, pile driving, etc.
 - Increased truck traffic
- Corps' efforts to minimize impacts
 - Contractor has ability to both use canal and road access
 - Wet unpaved roads (to minimize dust)



Construction of T-wall in front of the Belle Chasse I, Belle Chasse II and Planters Pump Station will require pile driving.

So, this is the Ames Pump Station, we wanted just to see, what are we doing? Here's the T-wall, okay? Here's the T-wall, here's that piping that's coming through the T-wall and then discharging. We're getting that piping from beyond the pump station to the T-wall and a little bit beyond so that it dumps out beyond the T-wall. Next please.

So, what can you all expect that we're working on these pump stations? Well, there's going to be a construction noises, there's going to be elevated noise levels that will be associated with pile driving, sheet pile driving, pile driving, there's going to be motors running, pumps, generators, there's also going to be increased traffic, truck traffic. What are we going to do to try to minimize these inconveniences? The contractor will have the ability to use closed canal and road access so we're anticipating a lot of the transportation of materials will be done on the canal. So, whatever the contractor decides, I think, a lot of material moved on the canal and it will be, of course, there will still be material that will have to be moved on the roads. In unpaved road areas, what we typically do to keep the dust down is we keep using water. So, that's what we do to try to minimize that. So, there's going to be dust, there's going to be noise but in the end we end up with a system that's better than it was before.

Next, please.

Waiver for Extended Work Hours Granted

- Corps requested a waiver from Plaquemines Parish to allow for extended work hours
- Belle Chasse I work hours would be 24/7
 - No pile driving limitations
- Belle Chasse II work hours would be 24/7
 - There will be no pile driving or extracting operations from between the hours of 9:00 p.m. and 6:00 a.m.
- Planters Pump work hours would be 24/7
 - There will be no pile driving or extracting operations from between the hours of 9:00 p.m. and 6:00 a.m.

We've applied with Plaquemines Parish and we want to validate this but this is what we applied for with Plaquemines Parish. This is some extended work hours for working on these pump stations. These are very aggressive schedules, there's a lot of work that has to be done, you saw in a number of cases there's different construction areas where temporary cable structures are going to have to be put in place. To get this work done by storm season 2011 we need to work 24 hours a day, 7 days a week, we typically do not drive piles between the hours of 9:00 p.m. to 6:00 a.m. So, one of these projects at Belle Chasse I, there's so much

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work to be done that we've asked that we can work 24/7 with the pile drivers. And, Plaquemines Parish council has met on that and the indication that we got back was that they had approved that. We've been trying to get in touch with our council, Blair Rittner and others, to validate that here recently.

Male speaker: It was approved.

Ted Carr: It was approved, thank you very much. Thank you. So, that is good news. Thank you. So, there are two pump stations that will not have pile driving 24 hours a day, one pump station that will, Pump Station I will have 24 hours with pile driving. I'm going to turn this now over to Tim Connell.

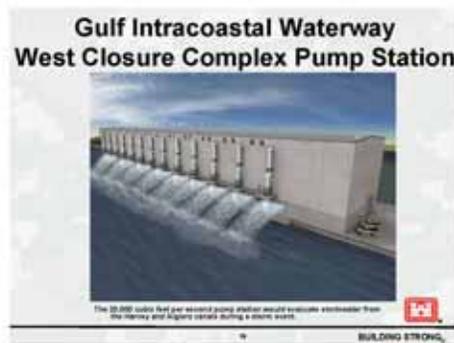
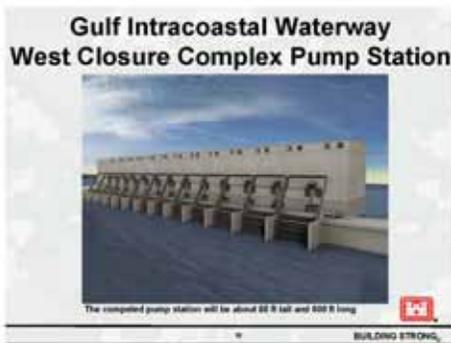


Tim Connell: Hello. I'm the Project Manager for what's called the GIWW West Closure Complex. If you all have been to a public meeting before we've talked about it for about two years and it's really happening as we speak. I'm going to give you a little overview on what it is and what it does, and I guess then we'll take questions.

As Ted went over, in the red lines here, along here, along the Algiers, Harvey Canal and out in this area out here, that red line which I don't know if you can tell it's red, is the

Westbank and Vicinity Project it consists of a levee and flood walls, gates, pump stations, fronting protection, that runs for about 66 miles, and that provides the protection or the risk reduction for the 250,000 residence of the Westbank. Our plan here is to place a structure in this location here, and what

that does, that takes out about 26 miles of that levee and flood walls, about 40% of that distance, it takes the levees and flood walls that are along the Algiers and Harvey Canals, takes them out of the primary role of protection against the storm surge and puts them into a secondary role in the detention basin where their function will be to take the rainwater that's pumped into those areas by the nine pump stations and basically temporarily contain it and convey it to the large pump station that's going to be part of the West Closure Complex.



Here's the West Closure Complex, a conceptual rendering of it. It consists of the 20,000 CFS

basically five major components which is pump station, a large navigation gate, a secondary navigation gate, what's called a 404(c), flood wall, and water control structure, and then the site where the levee [inaudible] on the Eastbank. The significance of

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Public Meeting Summary

that is that is currently the largest pump station in the world. When it's completed it will be the largest in the world, the navigation gates are the largest navigation [Inaudible] in the country, the gated structure. That's the plan we came up with was to provide the risk reduction and take the storm surge out before it gets into the Algiers and Harvey Canals.



This is just a conceptual rendering of, that's actually more than conceptual, that's pretty much a final rendering of what it's going to look like. That's the intake side, it's about 600 feet long, and what's unique about this, in addition to its size and the number of pumps, is that the type of pumps that are in this pump station, they're called, for the lack of a better word, a flowerpot pump, its basically a vertical pump that discharges over a weir so that when these pumps are operating we'll actually see what appears to be a waterfall.

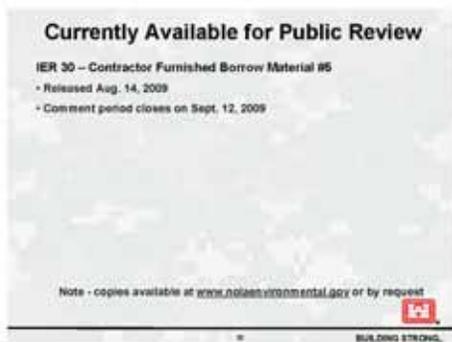
If you want to go to the next slide.

Like I said, we are fully underway, we're contracted and fully mobilizing. This is showing the cleared area. Since this picture was taken it's gotten even wider. This is the Algiers Canal in the background. As far as impact to this area, there's going to be basically none. You guys are far enough away from this area to hear the pile driving and the activity. We meet actually tonight on a weekly basis, we meet with the residents that are close by to here and also the residents on Walker road and [Inaudible] to basically resolve issues and keep them in the loop. So, in order to meet the goal of the June 1st, 2011, trying to get



the storm surge barrier in place, this contractor has requested that he's going to need to schedule. The only way he's going to meet it is if he works 24 hours a day, 7 days a week. And, so we are currently in the process of working out with the council and I believe there will be a vote on that next time we meet.

Ted Carr: So, onsite construction quality control, quality assurance. When a contractor submits his bid, he has to have a safety plan, a quality assurance plan in there, and we also have Corps employees that are onsite who monitor the construction contractor, and they provide the quality insurance over that. They ensure the sites are safe, signage is clear, and they look at traffic control, again safety standards, and they're very knowledgeable about the site activities. The safety record, as far as this system goes, is pretty phenomenal given the complexity of the work that's being done throughout metro New Orleans. So, it's a very good safety record.



Currently available for public review is IER-30 that's contractor furnished borrow material. Contract period closes in just about a week or so. And, you can look at nolaenvironmental.gov and see all the IER reports out there.

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Upcoming public meetings, there's a whole bunch of them. Saturday the 12th we'll be down at Woodland Plantation talking about New Orleans to Venice scoping meeting, and I'll be at the open house from 9:00 to 9:30 and then the presentation at 9:30; and it'll be the same thing at Boothville-Venice Elementary School later in the day. On the 14th, if you're interested in what's going on on the other side of the river, and construction impacts and some of the things that are happening in the Orleans Parish you can go to St. Dominic's School to see that. And, then we'll be out in Metairie on September 17th looking at some lakefront construction in East Jefferson as well. The one that most

probably interest you the most is Saturday, September 19th, we'll be talking about the Eastern Tie-in all day, and it will be in the High School itself. And, we'll talk about the Non-Federal levees, they'll be some opening remarks by Colonel Lee and others at 9:00, and then 9:30 until about 2:00, 2:30 we'll have break-out sessions to look at various options out there. And, then the last one, September 23rd is a look at the work that's happening out in Causeway Lake, and that will be out in Metairie as well.



Public meetings is what we're all about, we have to get the input from you to make an informed decision. So, if you haven't signed in we'd really like for you to sign in, we ask you how you'd like to be contacted, you know, whether it's email, snail-mail, whatever way that works for you, we want to get the information to you. So, please if you haven't signed in, please sign in, like someone mentioned a couple meetings back, that we're [Inaudible] not collecting the data for the administration that they can use down the road. You can submit comments any time a nolaenvironmental.gov, you can call the number 862-2201, that's the main public affairs

number, or you can email askthecorps@usace.army.mil. So, plenty of ways.



Again, nolaenvironmental.gov, the Corps at New Orleans District public website, you can get a lot of information about the system there as well.

Okay. We'll move into the discussion period of tonight's meeting. Before we do that we just need a couple ground rules to go over. First, we acknowledge you have strong feelings about the Corps and we'll accept those so it does you no good to get up here and tell us how terrible we are and we're the devil and all those things, We're looking for

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constructive comments tonight's on these projects, Belle Chasse I and II, Planters, and West Closure Complex. So, if you could just limit your comments to those questions, statements, whatever you have, if you could limit it to that, we'll have a really good meeting. So, with that, if you have a question or comment, we have a microphone setup to my right, your left, right over here, you can stand up there, please state your name for the record so we can get it in the record that will go on the website as well, and we'll take it from there.

Female speaker: I'm a little confused...

Ted Carr: Yes.

Female speaker: ... [Inaudible]

Ted Carr: Talking about [Inaudible]

Female speaker: The one that you just showed [Inaudible]...

Ted Carr: [Inaudible] to discuss that.

Female speaker: That's true. Is that a river or is that a canal? It's a river, isn't it?

Ted Carr: No.

Female speaker: No? That, that's what I had thought.

Male engineer: That's the Algiers Canal right here.

Female speaker: Oh, okay.

Male engineer: And, that's the Harvey Canal along this side.

Female speaker: I was confused.

Zeek Austin: Yeah, my name is Zeek Austin, and I live in Jesuit Bend. I guess the question that I have, I'm real confused about the Westbank and the West Closure thing. What has the Corps done, you put this huge pumping station in, what work have they done to address what's happening after that?

Male engineer: Okay.

Zeek Austin: And, what work have they done even before they start pumping, when, you know, when the storm surge is coming and they close the gate, what's happening then?

Tim Connell: What's happening then is, let me see if I can try and deal with this a little bit. As the storm surge comes up, before the structures end here, the tide will start to rise, and as the tide starts to rise it's not coming in, in the initial stages, the tide's rising just like a regular tide, these canals are going to come up in elevation, and it's going to happen in both of those canals; as the storm would increase and as the elevation of the water would increase, these canals are going to fill up, there's going to be a point where those canals reach a certain level, and those canals are either going



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Public Meeting Summary

to be filled or they're going to spill over, they'll fill up and either contain the flood waters that are pushing in or they're going to fill up and spill over, spill over the levees if they're higher. The analysis was that once those canals fill up, and those basins are not very large when you're talking about the ability to store water that's coming in from a tidal surge, they would fill up relatively quickly, and once those are filled the effect of having the closure complex there is really sort of nullified, there's some small differences that are calculated and I think we have a meeting set up. Did you guys set up a meeting to get into the numerical values of a model with hydraulics? You're working on that, I'm sorry, I thought it was already set up. There's a meeting that's suppose to be set up that's going to get into the actual details of the numerical models that were done to model this situation, and so that's what I can tell you about that is that there are small differences that have been calculated, the exact numbers, I think I'm not really willing to discuss here, I think that's going to be done with the hydraulic people because they'll be able to give all the caveats to the model and such, the technical, the small technical information that I'm really not prepared to discuss.

With regards to the pump station here, the pump station currently coming in to the canal is 29,000, the maximum that can be pumped into the canal from all of the nine pump stations that are along the canal is 29,600 cubic feet per second. So, if the complex wasn't there and all those pump stations were evacuating the water and pumping it into the canal, there'd be 29,600 cubic feet coming past this point. As you know, the pump station has a maximum capacity of 20,000 cubic feet per second so the effect of the pump station of pumping water out is actually less than what the current condition is right now if you didn't have that station there. And, the reason why, there's a difference between this 20,000 CFS and the 29,000 cubic feet per second that are being pumped in by the nine pump stations along the canal is because prior to the storm these gates are going to be closed, they will start evacuating some of that water out of the Algiers and Harvey Canals down to an elevation of about minus 1.5, and what that will do is that will increase the ability of the detention basin to hold rainfall and that has been extensively modeled, and that difference between the 20,000 and the 29,000, if you do a little math, you're thinking, well, it's filling up and it's pouring over but the fact is there is storage capacity in there for the rainfall because it's been evacuated in advance and because of the amount of water that can be pumped in is limited to that 29,600. When we do the calculations for the 10-year rainfall event, what this whole system is designed for, with the 10-year rainfall event which corresponds to the rainfall associated with the 100-year tropical event, it's very, very close. And, so when that whole system is modeled and it's a three day event, the highest water elevation that is modeled to occur inside the canal is elevation 5.8, and that occurs in the Algiers Canal between the Belle Chasse Tunnel and Algiers lock. I hope I was clear but if you have any more I'll try and clarify it.

Male speaker: That was fine. You mentioned meeting with the hydraulic people, what date is that set? [Inaudible] sometime in September do you think?

Ted Carr: We hope it's next week.

Tim Connell: I apologize for that, I thought it was set, sorry about that.

Geneva Grille: My name's Geneva Grille, is it on?

Male Speaker: We can hear you fine.

Geneva Grille: I'm a resident of Belle Chasse, I'm also retired DOTD engineer. Let me ask you first, Belle Chasse Pump Station #II, when it was originally designed and built it was built in the first phase, the 1200 CFS, and later it was to be enlarged I think by another 1200 CFS, I don't know if that's still planned but it was always considered phase 1 at that pump station. At some of the other pump stations I've worked on in East Jeff where they had a planned pump station enlargement, that in the future

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Public Meeting Summary

they extended the T-wall fronting protection across to accommodate that future expansion, building a T-wall and then putting sleeves in for the future pump discharge pipes. Has that been considered here?

Ted Carr: Craig Waugaman is our Technical Engineer on this project, and I don't know the answer to that question but I was wondering, have we considered that?

Craig Waugaman: No, that wasn't considered with this project.

Geneva Grille: This area, Belle Chasse, between Belle Chasse Highway and English Turn, is a rapidly developing area and so I think you all need to consider that in this future plans for that fronting protection, and to take it continuously across. Your reference to look at a project would be Pump Station #5 on the west return in East Jeff.

Tim Connell: I'll just address one thing with that. One thing we found out when was all this hydraulic modeling was being done, the Algiers Canal, it really can't take any more water with regards to the pump stations. So, as part of the West Closure Complex Project, this dredging of the Algiers Canal from Belle Chasse Tunnel to the pump station.

Geneva Grille: Does the Parish know that?

Male engineer: Yeah, the Parish has been involved in the planning of this the whole time.

Greg Simpson: I can, I can give clarity to it if you want. The parish...

Rene Poche: Could you step up to the mic, sir, so everyone can hear you, please.

Greg Simpson: I'm Greg Simpson with Plaquemines Parish drainage department in Plaquemines. The Parish is looking at if we had to add capacity to the Belle Chasse District, we're looking at doing on the Hero Canal which would actually discharge after, on the flood side, of the WCC.

Male engineer: Right in that area. Is that right? Coming out through the...

Greg Simpson: Yes.

Male engineer: ... barrier.

Greg Simpson: Right.

Geneva Grille: So, what does that do for in Belle Chasse, like, right here? What does that do?

Greg Simpson: It takes the load off of Belle Chasse #I and Belle Chasse II by not having that water having to come from down by [Inaudible], Walker Road to come this way and it allows the water to flow to Belle Chasse I and II better for the area.

Male speaker: Where do you pump it back to, Baratavia Bay?

Greg Simpson: Yes. Well, it discharges into the same area, it goes in the Hero Canal which ties-in to the Intercoastal Canal but it ties-in on the flood side of the WCC.

Geneva Grille: And, what's pumping that out?

Greg Simpson: Nothing pumps it out, it drains naturally.

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Public Meeting Summary

- Female speaker: It drains naturally.
- Greg Simpson: Yes.
- Female speaker: [Inaudible]
- Greg Simpson: Right.
- Geneva Grille: That'll work. Looks like they need to make a new drainage levee there.
- Tim Connell: One of the things I want to point out is we've worked very closely with Plaquemines Parish gradients on these plans and these plans have all been vetted through Plaquemines Parish for these projects and closely coordinated.
- Geneva Grille: Okay. Just another comment, I hope you guys have a new drainage plan because it has to be transmitted a long distance to Walker Road. Okay. One other thing, what is the elevation of the T-wall fronting protection in the Algiers Canal?
- Male engineer: That will be, the Algiers Canal earthen levees will be built to 8 ½.
- Female speaker: What is the T-wall?
- Male engineer: The T-wall will be built to 9 ½, it will have, what we call, a foot of superiority on top of that.
- Female speaker: Okay. Is that a 2057 height?
- Tim Connell: These are acting as detention basins for the pump station. The pump station is at the 2057 elevation so [Inaudible] corresponds with the 2057 plan.
- Geneva Grille: One other thing is a question, since you're making a loop with the GIWW Complex and pump station, you're still going to consider the Harvey Canal levee and the Algiers Canal levees part of federal project for operation and maintenance? Is that considered part, will that still be considered part of the Westbank Hurricane Project?
- Male engineer: The Fronting Protection Projects and the Algiers Canal and the Harvey Canal, that will eventually be turned over to the non-federal sponsor. And, then eventually that typically has been the CPRA's, and the CPRA will then delegate it, if they follow the same pattern they will delegate it down to the Parish.
- Female speaker: It's delegated to the non-federal sponsor but it's still a federal project with [Inaudible] the levee, right?
- Tim Connell: The detention basin levees are an integral part of the entire Westbank and Vicinity Project.
- Female speaker: Okay.
- Tim Connell: Without the detention basin the West Closure Complex doesn't work.

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Public Meeting Summary

Geneva Grille: So, that in its entirety was the detention basin feature and the external closures when it's a complete system and you said that's 66 miles across which includes the internal levees, then that will be the system that has to be certified for the base flood by FEMA, right?

Tim Connell: That's an interesting question. [Inaudible] The storm surge barrier is going to be, the storm surge barrier is, once the West Closure Complex is in place, that's it.

Rene Poche: Does anybody else of any questions, comments they'd like to make?

Ted Carr: I used the term, I said CPRA, some of you may not know what a CPRA is, it's Coastal Protection and Restoration Authority.

Rene Poche: It's a State agency, they're acting on behalf of the State on all these projects and at some point the projects do get turned over to the non-federal sponsors which is generally the local levee authorities.

Benny Rousselle: Thank you, Benny Rousselle. As part of the project where you are going to dredge the intercoastal waterway and you now have a right-of-way for navigation only, Are you going to come back to the property owners to obtain a right-of-way for drainage and for also the digging of the dirt that belongs to the property owners that own the property now?

Male engineer: I think the county answered that the current easement is considered sufficient to do what needs to be done. That's the evaluation of the people who looked at that and the Corps of Engineers.

Benny Rousselle: So, the dirt that you take from the bottom of the canals your deal is included in the right-of-way agreement or servitude agreement that you have [Inaudible].

Tim Connell: The people within the Corps of Engineers who made that determination had determined that the current easement and what is being dealt with the material that they have sufficient rights to go ahead and do that. That's correct. I do not believe at this time that there is any intention to gain any additional easement associated with this.

Benny Rousselle: And, then if we come to some agreement on that, then if you turn this federal project over to the local sponsor, how will that be handled as far as a federal waterway onto the local sponsors right-of-way that you will then turn over to them for the private property owner are you going to transfer that to the state?

Tim Connell: The current system the way it is, the operations and maintenance is currently set up to be, the entire system to be set up and transferred to the state for operations and maintenance. So, the answer to that would be yes. All of the issues, all of the costs such is slated to be turned over to the state. That being said, the navigation industry, the Southeast Louisiana Flood Protection Authority-West are all looking and working to have legislation that will keep this in federal control, make the West Closure Complex and the associated levees and such operated by the Federal Government. All I can tell you is the way it is now, it is operated and maintained by the state once it's complete.

Benny Rousselle: So, if we do not want to accept that possibility of maintaining that federal waterway is that something we need congress to help us get this changed?

Tim Connell: I would say that would be the only way that it's going to be done.



Public Meeting Summary

Benny Rousselle: Thank you.

Rene Poche: Anyone else with any questions, any comments?

Ted Carr: The one thing I didn't say is what's going on with the schedule to these Fronting Protection Projects. These projects are currently out for bid, and we want to award bids by the end of September, we want construction to begin at its early stages in October, and fully in November. So, that's the schedule that those Fronting Protection Projects are on.

Pete Stavros: Is part of IER-12, I think there was some structures on either side of the Belle Chasse Tunnel, flood gates or something that was suppose to go there, once the WCC is built and you end up pumping down the Intracoastal, Algiers Canal **[Inaudible]** is it truly a requirement for those flood gates, or, you know, what is the purpose of the flood gate structure **[Inaudible]**? I know that some discussion was here at the meeting in the Parish **[Inaudible]**

Tim Connell: Although that was part of IER-12, ... Ted, do you want to answer that?

Ted Carr: You go ahead and get as far as you can get it and I'll see where I can finish.

Tim Connell: Okay. You know, originally, there were four plans that we evaluated for how we were going to deal with this area with the flood protection system. At one time, one of the alternatives was to have levees and flood walls that were totally up to the 20/57 elevation which was elevation 14 along the Algiers and Harvey Canals. The tunnel that's there, and Craig, if you want to step in any time, but the engineering division evaluated that and determined that there wasn't sufficient data on it and they were not comfortable with saying that that tunnel was going to be stable under those increased head that was going to be placed on that tunnel. And, so that was considered to be a vulnerability to the system and so those ways to get around that were conceived and those were the gates. As the elevation is dropped due to the West Closure Complex, I believe that there's a re-evaluation, Ted, is that correct?

Ted Carr: They are look at it. All right. What we're talking about, let me just, let me explain what we're talking about. The Belle Chasse Tunnel, we're all familiar with that, I even came through it to get here tonight, but on either end of the Belle Chasse Tunnel it's currently planned a series of flood walls and gates to isolate, go from the canal to go around the tunnel, you know the tunnel has that entrance, you know, where kind of like you launch into it and it has the walls on the side, basically have the series of flood walls and then gates that go across the front of the tunnel, and then would come back, and then there would be a gate that would then go across the railroad because there's a railroad on the other side. So, what we're talking about is this protection that basically goes around the tunnel entrance, back into the levees, and then across the railroad, now it does the same thing on both sides. And, the idea of that is to bring that whole system to the protection of elevation 8 ½. Now, what's going on? There's a recent development that Plaquemines Parish is pursuing to replace the tunnel with a bridge. There has been a preliminary study of the stage zero study, very early in its development, and so what Plaquemines Parish is asking, well, I'm speaking a little bit ahead because I've asked President Nungesser to write Colonel Lee, our commander, a letter expressing this which we have not gotten yet but we're starting to talk about it because it's developing some momentum. What alternatives could be looked at if, indeed, the tunnel was to be replaced with the new bridge. Now, we don't know what the timing is, we don't know if the bridge, you know, President Nungesser feels that he's going to be able to move that bridge, you know, sooner than later, what we need to do is get information that he might have as to what the schedule that replacement might be, and then we're looking at alternatives if, indeed, that bridge is to be built we don't want to have the protection in the footprint that would deter that bridge from being constructed. So, we're trying to coordinate our plans with future tunnel replacement plans. It's all very preliminary right now. But, the idea of what we're talking about with that series of flood walls and gates

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Public Meeting Summary

around the tunnel is to keep from building on top of where the tunnel is, we have to build, right now, in that area, it's around 8 so we'd have to build that area up and the additional weight on the tunnel, we weren't comfortable with putting on there. So, what we were planning to do is avoid the tunnel and go around it. So, that's what's getting questioned. And, I think there's more looking and more understanding that needs to be done with timing for that replacement, if plans get delayed on that project there could be a gap in the system and that's what we're trying to avoid is gaps in the system. So, that may have been a little bit wordier than what you wanted but that's what's going on.

Male speaker: As far as the whole bridge concept, you've already talked with Plaquemines Parish government about that. I will tell you, I did see a story in the Times Picayune last week where DOTD is quoted as saying that it's at least eight years down the road. So, we could confirm that with local government but the state is saying at least eight years.

Female speaker: I have a question. Did the Corps build the tunnel with the navigation project, I don't think [Inaudible]?

Male engineer: I don't have that history on that tunnel. Does anybody from Plaquemines, with Plaquemines Parish, [Inaudible].

Male engineer: All I know is it was built the same time the canal [Inaudible].

Male engineer: I want to say, and I don't know exactly who actually constructed it, but the State Department of Transportation is the one who has the records and [Inaudible]

Female speaker: Wouldn't that be a federal responsibility [Inaudible].

Male engineer: That is a good question to go back and get a good answer for.

Male engineer: I can answer that. That document, there are several things along the canal that are federally built, federally owned, and federally maintained, those are the only levees in the New Orleans District where the Federal Government, up until the Hurricane Protection System, was actually responsible for the operations and maintenance of those levees. We still, the Federal Government construction, the constructing Pump Station #11 down there in Orleans Parish and is still owned by the Federal Government, and we pay the Sewerage and Water Board to operate that pump station. And, I know that because I used to [Inaudible] GIWW, we never paid any money to the state for operation and maintenance of the tunnel so that tends to make me think that we don't have federal responsibility on that as part of the navigation project.

Female speaker: Okay. Let me ask you one other thing. When you're talking, you have to turn over the [Inaudible] of the Algiers Levee to the local sponsor, [Inaudible] protection of the authorized navigation structure, the authorized levee along the Algiers Canal, and then you still have the Algiers Lock in the Mississippi [Inaudible]

Male engineer: Yeah, the efforts of Hurricane Katrina, that's the way those levees were being raised because the GIWW project is, federally, is paying to get them up to the original elevation that they were built, and then there was a cost share between the Hurricane Protection Project and the State, and then when...

Female speaker: So, did you all change this? [Inaudible] or is there some change here, because you also have the maintenance of all the [Inaudible] protection along the Algiers canal, which was not a feature in the Hurricane Project, did something change after Katrina?

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Public Meeting Summary

Male engineer: Yes.

Female speaker: You changed the wording of all this?

Male engineer: After Hurricane Katrina, I can't get my supplemental numbers right but if you paid 100% federal to get it up to the authorized elevation. So, the money that was being split 65/35 on several of the breaches that were completed, after Katrina, became 100% federal to get them up to those elevations. ...The question is, does the [Inaudible] responsibility...

Female speaker: You had a legal obligation, you were to maintain the navigation [Inaudible].

Male engineer: [Inaudible] The decision, the navigation features now, and the navigation features are still federal. The rock is to protect the levees, that's federal, to maintain the channel is federal but the navigation part of those levees is now buried underneath the Hurricane Protection, and so those are the intentions to turn those over.

Rene Poche: Tim and Ted and talk with you more after if you have some more questions. We want to bring it back around to the three pump stations and West Closure. Anybody else have any questions, comments, or concerns they'd like to have addressed? All right. Well, thank you for coming out this evening. Tim and Ted will be available after to talk to you individually if you wish. Don't forget, September 19th, Saturday, 9:00, Belle Chasse High School we'll be talking about IER-13, the Eastern Tie-in, and the Plaquemines Parish Non-Federal Levee. Thank you. Thank you all.