



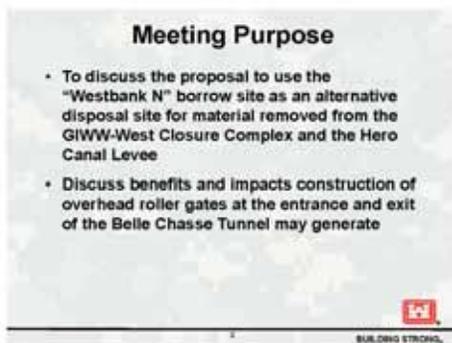
Public Meeting Summary

Individual Environmental Report #12 Supplemental Addendum October 25, 2010

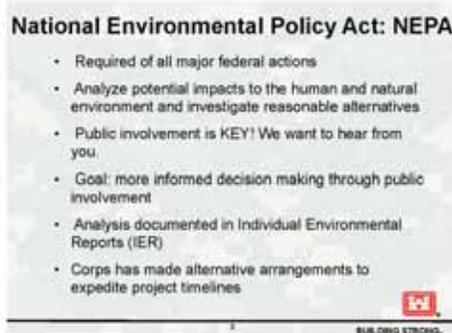
Location	Belle Chasse Auditorium
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx. 45
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Algiers Canal Risk Reduction Fact Sheet Oct. 2010 • Eastern Tie-In Fact Sheet Oct. 2010 • GIWW West Closure Complex Fact Sheet Oct. 2010 • Approval Process Brochure • 2010 Status map
Facilitator	Rene Poche



Rene Poche: Thanks for coming out this evening for this meeting. My name is Rene Poche and I will be facilitating tonight's meeting.



We are here tonight to discuss the proposal to use the "Westbank N" borrow site as an alternative disposal site for the material removed from the West Closure Complex and the Hero Canal Levee. We will also look at some of the impacts and benefits of construction of the overhead roller gates at the entrance and exit of the Belle Chasse Tunnel.



The National Environmental Policy Act requires that we have these meetings for all major federal actions so we can discuss impacts to humans and the natural environment. We will also look at reasonable alternatives for that. We want to hear from you and address these issues tonight. We also want to make an informed decision as we go through the process and we

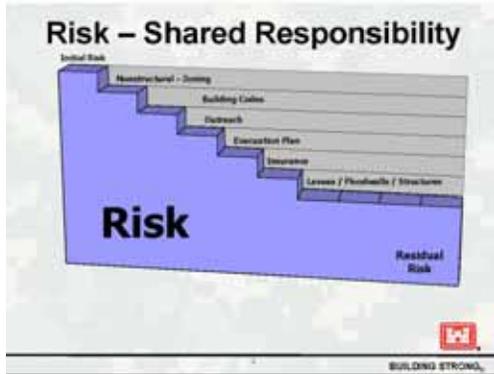
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Public Meeting Summary

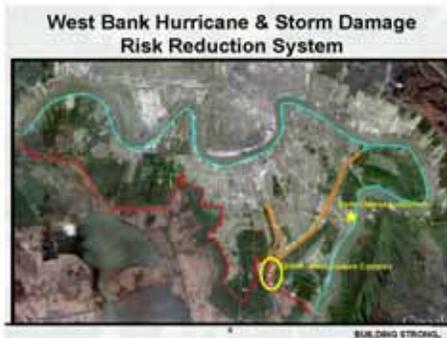
also have alternative arrangements to expedite this process.



Risk is a shared responsibility and that is exactly what it is, everyone has to play a part in bringing down or reducing the risk in the system. We do that in a variety of ways; through structural and non-structural codes, by deciding where to live and if you need to carry flood insurance or raise your house. We will never eliminate risk 100%, but we can reduce risk.



To show where we have work going on through the entire system, here is a map. We have work bordering the southern part of the Lake Pontchartrain then coming around through St. Bernard Parish, Plaquemines and back up into Jefferson Parish all the way out to St. Charles Parish. At this time I'm going to turn it over to Patricia Laroux and she will talk about some environmental issues.



Patricia Laroux: I am the environmental manager for the IER #12 document and I'm here to discuss the supplemental portion, which is the disposal of material into Site N. As you can see, here is the West Closure Complex in relation to the Belle Chasse Auditorium and the Hero Canal Levee. Here is the Westbank N site. Basically what the supplemental covers is the removal of material from the West Closure Complex as well as material from the Hero Canal Levee and it's going to be disposed of into the Westbank Site N.

Public Meeting Summary

Original Disposal Plan

Algiers Canal Dredging Extent and Beneficial Use Areas

- Corps has refined plans throughout construction
- All unsuitable earthen material excavated from the GWV West Closure Complex site was originally to be disposed of in the Walker Road borrow sites
- Material dredged from the Algiers Canal is being disposed of in Jean Lafitte National Historic Park and Preserve "Geocrib" site



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The original document covered the dredging of the Algiers Canal as well as the removal of the material of the West Closure Complex. The material from the Algiers Canal was going to be deposited into the geocrib and it is still going to be deposited there. The material from the West Closure Complex was originally going to go into the Walker Road borrow site.

Geocrib



Per the original disposal plan, material dredged from the Algiers Canal has been deposited into the geocrib and is helping to rebuild marsh lands.

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This is the geocrib today. They have been depositing material from the Algiers Canal sites for the past four months and they have rebuilt approximately one mile of marshland.

Proposed Modification to Disposal Plan Westbank N Borrow Site

Individual Environmental Report
12 Supplemental Addendum

- Proposes unsuitable material be placed in Westbank N borrow site, in addition to Walker Road borrow sites
- Is a more economical disposal site, shorter haul distance
- Reduces risk of Belle Chasse Naval Air Station aircraft encountering birds on landings and takeoffs



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This is site N and originally with the removal of borrow material from Site N they were going to let the area pond in and it would create a suitable habitat for birds in the area. When the option came up to take material from the Hero Canal Levee and from West Closure Complex and place it back in site N, it was deemed to be more economically viable; it's better for the tax payer dollar. Additionally, it prevents certain birds from nesting that could pose a problem for the nearby Belle Chasse air station with takeoff and landing and this area can cut down drastically on bird strikes. Right now I'm going to turn it over to Ted Carr and he will discuss the addendum to the supplemental, which includes the Belle Chasse Tunnel closure.

West Bank Hurricane & Storm Damage Risk Reduction System



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Ted Carr: I'm the project manager for the Belle Chasse Tunnel project as well as other projects along the Algiers Canal. We can see where our Belle Chasse Tunnel project is with the tunnel and the bridge and I want to first look at the Algiers Canal in relation



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of Engineers
New Orleans District

Public Meeting Summary

to other parts of the project. The Algiers Canal project is what we call a detention project, it's a detention basin. When the West Closure Complex is built, when those gates are closed, there will be water that is pumped into the Algiers Canal. The pumps on the Algiers Canal pump more than what the West Closure Complex can pump out so that is why we call it a detention basin. It is detaining water in the Algiers Canal because there are more pumps that are pumping in than the West Closure is pumping out. One of the things you will see along the Algiers Canal is elevations of 8.2 feet; that is the design height of that project. You will see elevation on the elevation Eastern Tie-In on the order of 14 ft and higher because of structural superiority that is built in. Here we are along the Algiers Canal and it's about 19 miles if you go up and down the canal. The Harvey Canal is also part of that detention basin as well so it's storing water during a tropical event. During the event the rainwater that is pumped into the canal some of that will be detained in the Harvey and Algiers Canals. One of the things that is different since Katrina that we are looking at this as a system. The parts and pieces that we had before are now interconnected so if we look at the southern part of the system in red here, you see that it ties into the Mississippi River Levees, which is in blue, and this is what we call the Westbank and Vicinity Project. There are also other projects to the north that was shown earlier. That's a little bit of background on the canals and this shows the different elevations of the risk reduction system.



Here we have the project area and what we are talking about are risk reduction structures around the tunnel that will close in that part of the detention basin through the Algiers Canal. I've already talked that it will be raised to an elevation of 8.2 feet and it's a series of gates, floodwalls and levees that make up this West Bank and Vicinity System contract 6.2, that's how we identify it internally. You will know it best as the Algiers Canal-Belle Chasse Tunnel Project. One of the things we will be doing first will be in December when

we award that contract. The contract is currently out for bid. We expect to have bids in early November and have the contract awarded in early December and as soon as possible, the contractor will begin work on this project. One of the first orders of work is to do a pile load test. We had done a pile load test previously but we had conflicting information so we will repeat that test. That will start the project up in the December time frame and you will see some indication of construction. Tunnel construction won't begin until March, the beginning of March.



Here is what we are talking about when we say Belle Chasse Tunnel Project. You see here we have some existing earthen levees and what we are doing is tying into those to the elevation of 8.2 ft through a series of railroad swing gates near the New Orleans Gulf Coast Railroad, so we are going to be putting swing gates

contractors. These notes are intended to provide an overview of the meetings, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.



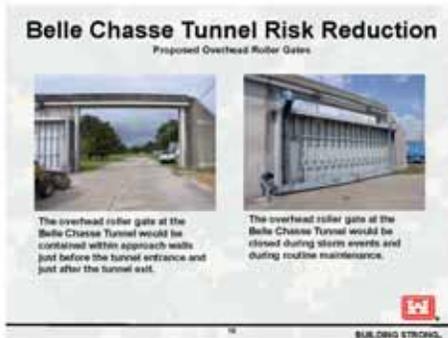
Public Meeting Summary

across that. There will be overhead roller gates that will be going in front the tunnel's entrance and exit and there is a series of swing gates on the access roads as well as an additional one right here. There will also be an earthen ramp. This is a bypass road that was originally built for trucks that were too tall to get through the tunnel they had a way to bypass around. This is a relocation of R Street and I will talk a little bit more about that.

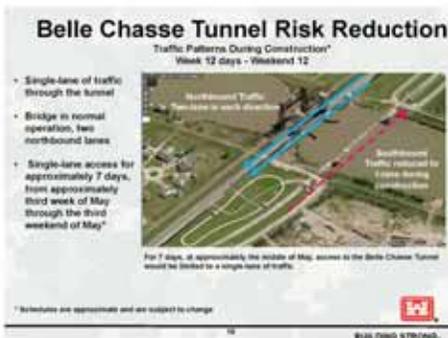


R Street needs to be relocated as we have depicted here. One of the things that happen is that the floodwall will basically be going down the middle of R Street where it is right now. Some may say why not move the floodwall? What is going on between the bridge and the tunnel is what is called a duct bank, it's a large way to get utilities through the area; a major utility corridor. Associated with the project are a lot of piles that we have to drive and there is also the future bridge. The future bridge foundation as well as the utilities has been

incorporated into the footprint of our structures so we don't interfere with the building of the bridge and the utilities. We have coordinated with everyone and have a project that integrates well. So what happens? We are going to build that gate there on R Street, traffic will continue to go to the golf course this way so we will be building that gate and then once that is complete, we will shut off this and start doing the work in here and traffic will be diverted to here to go to the golf course. I know we were talking with Corey of Barriere Golf Course and Mr. Hero and there will always be access to the golf course. When we build this gate down here, there will be a flag person at that location that will direct traffic, but there will always be access to the golf course during construction. It simplifies the design around the subsurface utilities and it also allows for a straight pathway through the gates by adding a curve over here.



Here is an example of an overhead roller gate. It's like a big pocket door. It slides on this beam up here and it slides on this system right here and there.



We have done an extensive amount of coordination on this project. We've coordinated with the Louisiana Department of Transportation, a key partner in this project. We've also partnered with Plaquemines Parish. The council passed an ordinance in January to approve this project, but there is also an ordinance to work 24-hours that we've asked for. We've had a large number

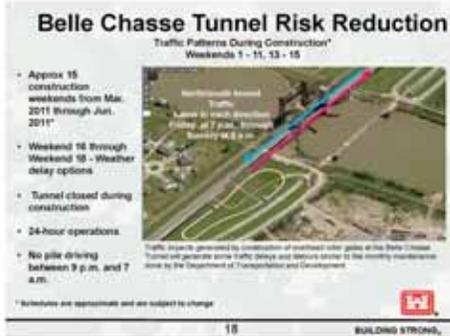
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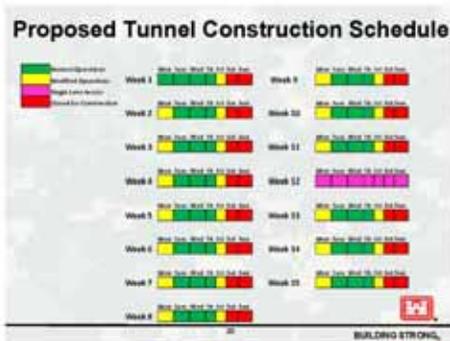
Public Meeting Summary

of meetings with Mr. Hinkley, Blair Rittiner and President Nungesser so it's been well coordinated and through CPRA and other state partners, all have been involved and this is the second public meeting we have done to discuss this project. Here is what we normally experience with traffic. The bridge is two lanes going in the west direction and two going south through the tunnel.

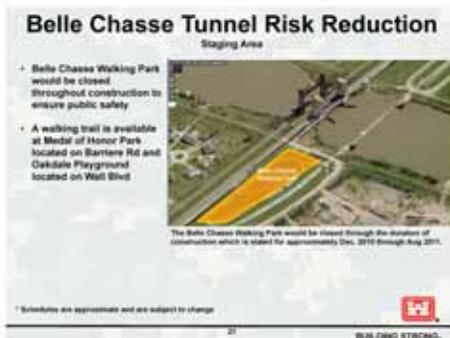


So what are we going to be looking at during construction? We are looking at a period of 15 weeks where we will have interruptions in traffic. What we have talked about worked through is that we would do this on weekends; this work would be done on the weekends so normal traffic during the week will be minimally disturbed. What we are looking at is somewhere around March 2011, and that is subject to change, but at the beginning of March we would start our 15 weekend closures. We also have three additional

weekends we've asked for weather issues and delays. If we have weather delays or other issues we will have the contingency built in. The tunnel will be closed during construction primarily. There is one weekend that there will be traffic through the tunnel and I'll discuss that with you. We are asking for 24-hour operations and that request is before the Plaquemines Parish Council with the stipulation that there would be no pile driving between 9 pm – 7 am. I did mention that there would be one weekend with one-lane traffic through the tunnel and it's weekdays 12 through weekend 12. What is going on there is that there is some concrete and rebar work so if they don't need to shut it down we won't. We are trying to impact traffic the least amount. So the normal traffic during this week would be two-lane traffic on the bridge and one-lane traffic through the tunnel.



This is a diagram of the 15 weekends and it shows you what is going on and when. This is week 12 and you see one-lane of traffic through the tunnel and the rest of them are Friday night at 7:00, the tunnel would be closed that's when LA/DOTD studies show traffic is reduced down, and then it would open up Monday at 5 am.



One of the things we are sensitive to is the walking park and we made arrangements in the first pile-driving test to keep that park open as much as we could with the construction area. Unfortunately we are going to have to shut it down, but there are some alternatives. I understand there is the Oakdale Playground on Wall Blvd., but the one I'm most familiar with is the Medal

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Public Meeting Summary

Of Honor Park on Barriere and that is a good alternative.



What To Expect During Construction

- Construction impacts
 - Elevated noise levels from motors, pumps, generators, pile driving, etc.
 - Increased truck traffic
 - Traffic delays during partial closure of Belle Chasse Tunnel
 - Detours during full closure of Belle Chasse Tunnel
- Corps' efforts to minimize impacts
 - Contractor has ability to both use canal and road access
 - Wet unpaved roads (to minimize dust)

Construction of Tunnels in front of Pump Stations will require pile driving.

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What to expect during construction? I think I'm preaching to the choir because you have been living this for years. There will be elevated noise levels from motors, pumps, generators and pile driving. There will be increased truck traffic but that's something you have been living with and one day the system will be in place and it will become a distant memory. There will be traffic delays due to traffic closure in the tunnel. There will be detours during full closure of the Belle Chasse Tunnel but there will be two-way traffic on the bridge.

One of the things I didn't mention is that the Woodland Bridge is another option that you may want to think about during those times. We try to minimize these impacts, but there is so much going on. The contractor does have the ability to use both road and canal access. It all depends on what the contractor proposes. Some of the materials may be coming in by barge and some by truck. One of the things we do quite a bit is on the hauling access is that we wet down those roads. An example is Walker Road and since that project has....

Male Speaker:

Walker Road is a mess [Inaudible]

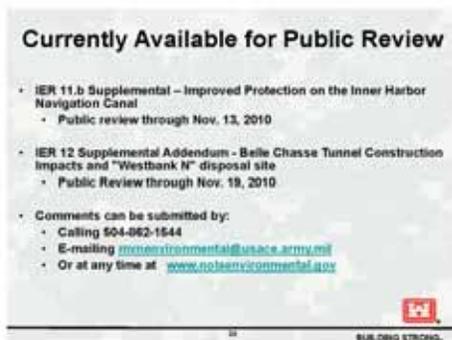


Onsite Inspection
Quality Control/Quality Assurance

- 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

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Ted Carr: We will talk about that. On all of our sites there is always an on-site Corps person for oversight; they are responsible for monitoring the construction and the contractor to make sure the site is safe and the signage is clear and confirms traffic control. This is our eyes and ears to make sure the contractor is performing the work that the contract specifies.



Currently Available for Public Review

- IER 11.b Supplemental – Improved Protection on the Inner Harbor Navigation Canal
 - Public review through Nov. 13, 2010
- IER 12 Supplemental Addendum - Belle Chasse Tunnel Construction Impacts and "Westbank N" disposal site
 - Public Review through Nov. 19, 2010
- Comments can be submitted by:
 - Calling 504-962-1544
 - E-mailing nolaenvironmental@usace.army.mil
 - Or at any time at www.nolaenvironmental.gov

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Rene Poche: So currently available for public review we have a couple of IER Supplemental on the Inner Harbor Navigation Canal and then the Belle Chasse Tunnel Construction Impacts and the Westbank N Disposal Site. The first one, the public review goes through November 13th and the other is November 19th. You can submit comments three ways; the phone number there, the email or anytime at nolaenvironmental.gov.



Public Meeting Summary

Upcoming Public Meetings

Tuesday, Oct. 26, 2010
New Orleans East construction update and IER 110 Supplemental
St. St. Marie Catholic Church
7300 Crowder Blvd.
New Orleans, LA 70127
Open House is from 6 to 8:30
Presentation begins at 8:30 p.m.

Wednesday, Nov. 10, 2010
LCA - Myrtle Grove Construction Report Scoping Meeting - Lafourche
South Lafourche Levee District
17064 Hwy 5225
Walleria, LA 70764
Open House 6:00 to 8:30 p.m.
Presentation 8:30 p.m.

Thursday, November 18, 2010
LCA - Myrtle Grove Construction Report Scoping Meeting - Plaquemine
Woodland Plantation
21887 Highway 23
West Point a La Mache (Port Sulphur), LA 70083
Open House 6:00 to 8:30 p.m.
Presentation 8:30 p.m.

Monday, Nov. 8, 2010
IER 110 Supplemental
Light City Church
8117 East Cause Ave
New Orleans, LA
Open House 8 to 9:30 p.m.
Presentation 9:30 p.m.

Tuesday, Nov. 9, 2010
LCA - Myrtle Grove Construction Report Scoping Meeting - Crown Point
Joseph's Hall
8121 Barataria Blvd.
Crown Point (Marrero), LA 70072
Open House 8 to 9:30 p.m.
Presentation 9:30 p.m.

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These are the upcoming public meetings we have in the metro New Orleans area. A couple that may be of interest; there is the Myrtle Grove Construction Report Scoping meeting down at the Woodland Plantation on November 18th and then we have another one at Crown Point on November 9th.

Opportunities for Public Input

- Regular public meetings throughout the Hurricane 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

Questions and comments may be submitted to
Telephone 504-862-2201
Email: AskTheCorps@usace.army.mil

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Again, your input is important as it helps us make informed decisions. We have the public meetings and we have a construction impact hotline. We have magnets and please take one so you can call at anytime. Comments can be submitted anytime at nolaenvironmental.gov. If you have any questions you can call the Public Affairs Office at 504- 862-2201 or email us at www.askthecorps@usace.army.mil.

Social Web Marketing Communication

twitter is an online messaging and social networking system that allows people to share their ideas, opinions or interests. You can post the text, audio or video for use with computers or mobile phones. You can also connect to other people who have similar interests. You can also connect to other people who have similar interests. You can also connect to other people who have similar interests.

flickr is an online community platform for global photo management and sharing applications via the web. Flickr Photo Database Data has been a part of the community and is used by Flickr to identify images and provide a search engine for users.

facebook is a global social networking Web site that links people every where they would and is currently ranked as the most popular of its kind. Facebook (status is following) is the second most used to using Facebook to update the public about projects, events, activities and quality resources. Because Facebook users have more choices for visiting www.facebook.com, search New Orleans District.

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We do have a social media presence. We post everything on Facebook and you can follow us. If you want to see pictures or video on the projects, you can go our Flickr site and we have a Twitter account as well.

Resources

www.nolaenvironmental.gov

<http://www.hrn.usace.army.mil>

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We have several resources and these are the sites and these have information not only the risk reduction system but what the New Orleans District is doing in general.

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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Now we want to hear from you. We do have some ground rules. We will give you three minutes to comment and after everyone has had a chance to speak, you can come up again. You can't yield your unused time. Everything you say or submit to us in writing becomes a part of the official record for this IER. Please confine your comments to what we are here to talk about tonight. If you have questions or comments about any other projects going on in the area we can discuss those after the meeting.

Mena Marinovich: I just wanted to know, the tunnel is pretty old and with all the construction going on around it, is there any chance that you may compromise any part of the tunnel?

Ted Carr: What we have done is work closely with LA/DOTD to design a system to maintain the integrity of the tunnel. We will have vibration monitoring equipment and we do feel the tunnel will maintain its integrity during this process. That's one of the reasons why we are building this system as opposed to building on top the tunnel is that it's because we didn't want to put additional loads on the tunnel. From a stand point of safety we feel we are doing the right thing.

Butch Ruiz: Tunnel is obsolete, correct? They are going to build a new bridge to bypass the tunnel, correct?

Male Engineer: [Inaudible]

Ted Carr: What's fair to say is that there is an active design process ongoing to put plans in place for a future replacement.

Butch Ruiz: Did it ever occur to y'all to make the world's largest biggest pumping station a little bit bigger so you don't have to retain all this water, which is potential energy if you have a levee failure? Did that come up?

Ted Carr: Of course it did. Our engineers are balancing all the different ways of completing this project. What we feel like we've done is we've designed the best project that allows you to have the West Closure Complex designed as it is as well as have a detention system that also performs well; they are integral parts of each other.

Butch Ruiz: How about all the dirt you are going to pile behind the levee all the way down, to haul all that dirt with the cost, wouldn't it be reasonable to make the pump station a little bit bigger.

Ted Carr: Tim Connell is one of the engineers with the West Closure Complex and he can speak to some of the more specifics with that.

Tim Connell: Exactly what you are saying was heavily considered in the design of the system. We looked at pump stations as large as 25,000 cfs, but the engineers looked at this very carefully with respect to the stability of the levee system along the Algiers Canal and it was an optimization of trying to get the best balance. Additionally, one of the things that comes out is that we could have built a 29,000 cfs pump station at the end of the canal and basically done nothing on the Algiers Canal and let the levees be lower, but those



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

levees do other things, they create basins even behind the West Closure Complex. It was an analysis that was done and the engineering group determined that this was the most efficient and economic balance; the size of the pump stations that we have, the levee system and the fronting protections that are being put in place.

Butch Ruiz: How many hundreds of millions of dollars will it cost to haul all of that dirt to put behind that levee from the river all the way to the pumping station and around?

Tim Connell: I don't know the cost estimates along the canal, but I'm thinking it's....for all the projects along the Algiers Canal, does anyone want to guess the amount?

Julie Vignes: We can provide that as we've awarded most of those contracts. For the levee improvements, it's minimal. There will be some costs for these floodgate locations we are talking about tonight, but the value of those contracts have yet to be bid so we don't know the value, but as far as the levees stability berm work, it's pretty small quantity.

Tim Connell: Most of that work is in the fronting protection...

Julie Vignes: [Inaudible]...the levee work is very minimal.

Butch Ruiz: How about when the guy goes through the tunnel with the dump bed up and knocks the gate down, does that come into your equation?

Chris Dunn: You are going to have more clearance through the floodgate then you ...

Butch Ruiz: No, last year the guy knocked the bed off the truck. The guy went through the tunnel with the bed up and knocked the bed off the truck.

Julie Vignes: I think the point Chris is making is our beam is going to be higher than the tunnel...

Butch Ruiz: No, he hit the tunnel. The thing was 8 -9 feet up in the air and he knocked the bed off the tunnel. Did you think of that? What if he comes through and it compromises the closure?

Chris Dunn: In going through the design process, you have to take what's reasonable. The lawyers will call it the reasonably prudent person standard. Most of your drivers will not have that type of incident happen and if it does, that would fall under routine maintenance. Just to give you an example there have been incidents where trains derail on railroad gates, one comes to mind on the IHNC. In that case an emergency contract would be let to get repairs done. We've designed the gates so we have a precast beam that will expand across the top so we can get another precast beam manufactured as long as it's not significant damage to the columns.

Butch Ruiz: But if you don't raise the level in the canal to store all this potential energy then you don't have to go through all of this. Does that ring a bell?



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Rene Poche: You are now speculating on a whole lot of “what if” types of scenarios and as it was explained already, there is the reasonable person factor that came through this. We could go all night in this big circle talking about what if and you wouldn’t be satisfied because there is always another counter-point. If you have any other questions we will be happy to entertain those, if not we will move on.

Mr. Brooks: I’m Mr. Brooks and I live on Walker Road. The road part is fine, but the problem is you can’t get your houses at five in the morning because there are so many people going to work at the highway and it’s pitiful. At three in the morning they want to dig on half the road and wake people up all night long.

Rene Poche: We have your comment sir, thank you.

Unidentified Male Speaker: Is there an operating plant as far as when we are pumping into this canal faster than we are pumping out? Is there an elevation we are going to stop at? What’s that elevation? You said the levee goes to 8.2 feet and we are pumping in faster than we are pumping it out and we are making all these changes and spending all this money so that we can create this detention pond or holding basin in these levees, which is higher elevation than these houses. The question is there an elevation that we stop at? How do we control that? Is there a plan where we call the pump operators on the canal and say we are at eight feet we need to stop?

Tim Connell: The system was modeled after what is known as a 10-year rainfall event, which for this location corresponds to the 100-year or 1% tropical event. What is going to happen is when we get within the 5-day warning cone, there will be a procedure for closing these gates not yet fully determined yet as we will have a public meeting associated with that. There will be a procedure to determine when the gates close. When the gates are closed, there will be a pump down of that detention basin; we will drop the water level inside the Algiers Canal down to elevation zero. Once that is done, there is a set up where you have can store so much volume and then you have this 19,000 cfs pump station that’s evacuating the water. There is a delicate dance going on. As you get further down the line there can clearly be significantly more water being pumped into the basin than is being pumped out. That storage capacity is what allows that balance to take place and to have a smaller evacuation of the West Closure Complex pump station than what’s being input from the nine pump stations along the Algiers and Harvey Canals.

Unidentified Male Speaker: The question is as elevation rises, there is a point where you are worried about collapsing and crushing, right? Is that the reason why we are adding all this because we are running out of the tunnel and flooding all the houses out here? Is that the reason for building all the floodgates around the tunnel is to protect the houses because the elevation of the water. Isn’t that the reason for the elevation at the pumps? That’s part of the equation here why we are doing this.

Tim Connell: It does form the whole system and encapsulates the tunnel within that system. Another way of doing it would have been to run floodwalls on top of the canal, but in the analysis of the whole system, it was determined that the safest way to deal with the tunnel to avoid any impacts to the tunnel was to put this and offset this protection away from



Public Meeting Summary

the tunnel itself so that we don't wind up cracking the tunnel causing structural damage to the tunnel. Let me just say that under the current system the highest water that could possibly occur in the Algiers Canal is 8.2 feet; that's the highest that could occur.

Unidentified Male Speaker: That's the top of the levee...

Tim Connell: That's correct, that's the highest that will occur. If there was more water in there it would flow over the levees. The highest that can possibly occur is 8.2 feet under this system. The highest that could have occurred in the Algiers Canal if we didn't build the current system, could have been with waves up to elevation 14 in the out years, the 2057 project. There has been a significant amount in the reduction of water that is actually over the tunnel by the implementation of this system. The highest design elevation that is supposed to occur, water level inside the Algiers Canal is 5.1 feet under the model scenario. That balance of water coming out and water coming in, in all the hydraulic models, the highest elevation is 5.1 feet and it is from the Belle Chasse Tunnel toward the Algiers Lock and that gradient goes down to elevation four at the pump station.

Unidentified Male Speaker: So this is not being done because we are worried about the water hydraulic head pushing on the walls of the tunnel and busting the tunnel? It's not being done to prevent water from running out of the tunnel and into houses so it's being done to provide the 8.2 feet?

Tim Connell: It's providing the same function...it's water containing, yes.

Chris Dunn: The tunnel has an adequate factor of safety. There are a few higher heads than what Tim is talking about. For hurricane protection structures you require a higher factor of safety. On top of that, the tunnel [Inaudible] so what we are doing here is assuring we meet our Corps guidelines for safety to the surge and detention water and we are getting in a lot of protection in now so that no further work will have to be done on protection when the bridges are [Inaudible] down the road.

Unidentified Male Speaker: What's the elevation of Highway 23 after you get out the tunnel?

Chris Dunn: It's actually about minus two.

Unidentified Male Speaker: When you come out the tunnel a lot of Highway 23 is the same height as the railroad bridge and the railroad bridge comes straight across the top of the levee that is 8.3 feet to begin with. So at some point it comes up to an eight foot elevation or close to it when it comes out the tunnel it has to come up to at least that high.

Chris Dunn: Actually, the existing levee is somewhere around eight or nine right now. You can see when you come out and the roadway levels out, you are not on level with the top of the levee. It may be around zero, I'm going on memory and I'm going out the west side just outside the [Inaudible] and I believe it's around [Inaudible].

Unidentified Male Speaker: At the point where we have these overhead gates, what elevation is that?



Public Meeting Summary

Chris Dunn: On one side of the tunnel it's around -18...

Unidentified Male Speaker: So these gates are real close to the tunnel?

Chris Dunn: Yes, we are trying to keep a 50 foot clearance from the tunnel in all directions and that includes underneath the [Inaudible]. In some instances we wound up doing vertical piles to maintain that clearance.

Rene Poche: We are getting kind of deep here so if you want to have that discussion we might want to do that after the meeting.

Unidentified Male Speaker: The other issue is that we are using this as a catch basin. I was here during Hurricane Katrina and I saw all the boats come up and I stayed and all the boats are going to be coming up from Lafitte and tying up in the canals and you are saying we are going to pump this down to zero foot elevation to start out and that's about the same time these guys are mooring the boats and then we are going to let this pump up to eight feet before it stops...5.1 you shut the pumps off...or does someone just keep on pumping until it comes over the top of the levee? Someone is going to have to call these people and tell them to shut them down when the water comes up because they are going to bust the levees or bust the gates. Or if we have a breach in a 100-year storm elevation, I don't want people to still pump into this while 100-year storm elevation has breached or cracked and is filling this up because that doesn't give me any secondary protection. There's no room here because it's taken up with rainwater.

Rene Poche: We really to have this discussion afterward, this is getting way too deep.

Tim Connell: I just want to let you know there will be public meetings shortly that have to do with the operational plan of the basin and I would encourage you to attend those meetings.

Unidentified Male Speaker: The thing that scares me is that I would rather my flood with rainwater than the busted levee and flood with water from the canal which is now going to take two to three weeks to pump out and full of dead fish and mud. If it floods with rainwater, pump it out the next day, change the carpets and done with it. We bust this levee this is going to be a major problem and you are taking away our secondary levee protection by letting this level come way up. I'm just concerned about how high the levels come in this canal and all the boats that come into this canal and breaking moorings and landing up against this levee system and up against everything. I'm concerned and I'm looking at it like we would rather have a detention pond at the lowest possible elevation, let's say at the suction on Planter's Canal Pumping Station, and the rest of the suction at the secondary pumping stations not the 100-year pumping stations. That way you are protecting from a catastrophic failure. You turn around and bust this levee system and then we have thousands of houses that are flooded for weeks.

Rene Poche: Your comments are noted and in the record.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Blair Rittiner: I'm with Plaquemines Parish government. On the R Street rerouting, first of all is that permanent or is that just temporary.

Ted Carr: The rerouting would be permanent.

Blair Rittiner: Second, and we've talked about this, is there going to be a gate at that intersection? My question again is why can't we build it like the by-pass road on the other side and eliminate that gate? Are you worried about putting fill on top the tunnel? How can we eliminate one gate structure on that side? If the ramp would go from under the bridge onto the other side, when you make the turn going under the bridge, why can't you bring that up to a +8.2 and eliminate that gate? That's what I'm trying to get away from.

Ted Carr: You are talking about eliminating this gate with a ramp?

Blair Rittiner: Yes, same as you did on the other side with the by-pass.

Ted Carr: Chris, do you know if that was looked at.

Chris Dunn: Yes, we did look at that. As you turn that corner just west of the gate, that is where our duct bank penetration is going to be, our 4 x4 concrete fiber optic cables and that whole area is a spider web of AT&T fibers and other utilities that we are trying to avoid with the line of protection. The secondary thing we were trying to do is avoid the bridge piers in there so we ended up with the wall alignment that we have. The optimal weight to get up to the elevation that you are talking about would have put us pretty close to the crown of the existing levee and that's where the floodwall and duct bank penetration has to go. Our criteria is such now that we are trying to all these utility penetrations through a pile-founded structure so we don't have the kinds of potential failure modes like you saw during Katrina; where the pipelines were penetrating and just got blown away. Part of the issue was concern about additional down drag on the tunnel due to the extra weight of the fill. The other concerns we had were the down drags on the floodwalls there and you are talking about a substantial amount of fill. As I recall one of the governing factors along the Algiers Canal levees, when considering the designs, was the low water condition; the actual condition where you could have a failure into the canal and piling up as much fill we would have to have done in this location for a ramp crossing could have exacerbated that problem. On the other side we were practically there already. You already had the earthen ramp in place; we only had to raise it by a couple of feet to get it where we needed it to be.

Blair Rittiner: [Inaudible]

Chris Dunn: Basically the new floodwall is going down the middle of the existing roadway and the other part of that, that's where the pocket for the overhead roller gate is going to be. I think it edges just into the existing road footprint.

Rene Poche: Any other comments? Thanks for coming this evening.