



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

## Jefferson Lakefront Construction Update Thursday, Sept. 17, 2009

<b>Location</b>	Congregation Gates of Prayer 4000 West Esplanade Ave Metairie, Louisiana 70002
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx. 35
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Presentation</li> <li>• Approval Process Brochure</li> <li>• 2009 Status map</li> </ul>
<b>Facilitator</b>	Rene Poche

### Greater New Orleans Hurricane & Storm Damage Risk Reduction System



Rene Poche: [Inaudible] ... there's a variety of ways you can do that. Some things are kind of out of your control with zoning and building codes and things like that, you can have an evacuation plan, you can have the insurance that you need, and then the Corps comes into play with levees, floodwalls, structures, things like that. But, at the end of the day it's all about how much risk you can tolerate as an individual for you and your family. Okay. I'm going to turn it over to Carl Anderson now and he's going to take you through the projects.

### Meeting Purpose

- To discuss construction projects in the area and anticipated schedules
- To discuss access routes and staging areas for each contract
- To discuss overall construction impacts for the community

Carl Anderson: Thank you, Rene. Like he said, my name's Carl Anderson, Senior Project Manager. What we're trying to talk about is the project located along the Lakefront.

### Risk – Shared Responsibility



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.



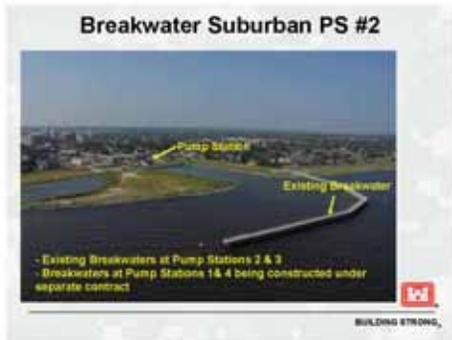
# Public Meeting Summary



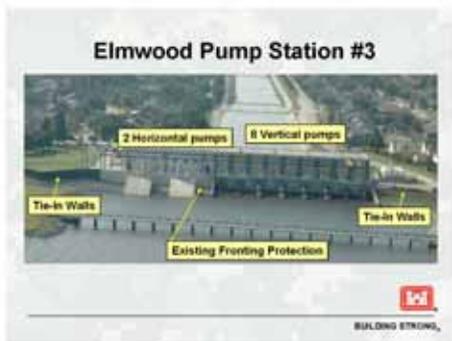
Right now we have currently accepted 13 contracts, we have awarded eight of those contracts. In the West Return we've got two contracts basically the divide line is I-10. We've got five separate contracts for the levees. There's four pump stations that we have, it's going to be one large contract, they're going to concentrate working on Suburban and Elmwood first, then will move out along Duncan and get those accomplished. We've got new breakwaters at Bonnabel and Duncan, we're going to enlarge and strengthen the ones that are currently at Elmwood and Suburban, and Causeway we'll put a floodwall with a bridge over it. And, we're going to enlarge the gates at Bonnabel and Williams, floodgates, make them basically look the same but a little bit higher.



This is a typical levee, what we're going to do with the levees. We're going to come in there and enlarge the levee, both the height and gerth, and then we're also going to put a new access road. On the flood side it's going to about elevation 7, so it's going to be out to influence the lake [Inaudible] so it can be high and dry.



Okay. Let's talk about the breakwaters. If you've ever been up to the lakefront, this is the breakwater at Suburban, this is what we call a breakwater, this knocks the wave down so that all we have to do is keep building wall levees and [Inaudible].



And, then this is a typical pump station. We've got verticals and horizontals, you can see this is the existing wall there and how we're going to build a brand new wall in front of it which is going to be higher and stronger and it will allow the pipes to pass through.



# Public Meeting Summary

**Purpose of Fronting Protection**

- Risk Reduction
  - Construction of continuous concrete T-wall in front of pump stations
  - Valves or gates to keep water from flowing back through pumps

Typical cross section of fronting protection

Risk reduction. Like I said, we're going to build a new T-wall in front of the pump station and then all the discharge pipe will either have a valve or sluice gate so that for any reason they have [Inaudible] pumps, they can close that valve so that doesn't come back flow.

**West Return Floodwall (South)**

We'll start here, this is the West Return Wall, basically just north of the airport and this is I-10. We're going to extend the wall and follow up. This is the stationary put into the contract. This basically limits on work. That's the access, basically, this is Veterans Highway, Loyola, I-10.

**West Return Floodwall (South)**

- Expected Award Date
  - 1<sup>st</sup> Quarter 2010
- Risk Reduction In Place By
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 3<sup>rd</sup> Quarter 2011
- Access
  - I-10 to Loyola Ave (Southbound) to Veterans Blvd (Westbound)

They expect it to award at first quarter 2010. Completion of the 100-year risk reduction will be in the second quarter 2011. And, like I said, the access is Veterans to Loyola.

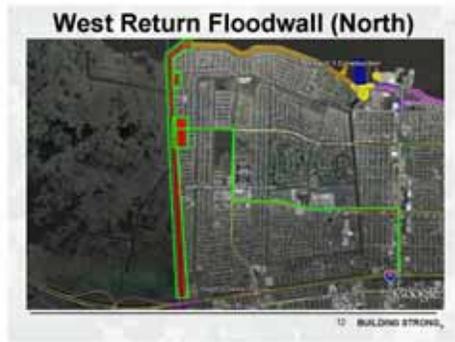
**West Return Floodwall (South)**

- Impacts
  - Increased truck traffic on access roads
  - Closure of West Return Floodwall Canal and Bike Path
  - Increased noise in close proximity to the floodwall
  - 24 hour operations permitted, including pile driving
  - Demolition of existing floodwall will follow completion of new T-wall

Impacts. You're going to see increased truck traffic, closure of the canal on the flood side, and bike path, increased noise. For a portion of this wall we will allow a 24 operation at a portion near the airport. We have to work with the airport to see if we can work at night while there is no air traffic so that it's [Inaudible] as possible. And, then the existing wall will be demolished only when the new wall is finished. So, you'll have protection the whole time we're doing construction.



# Public Meeting Summary



This is the West Return Wall, starts from another contract that goes from I-10 all the way to the lake. Those are the stationeries, that's the limit of the work, and then the access is Williams to West Esplanade to Loyola [Inaudible].

**West Return Floodwall (North)**

- Expected Award Date
  - 1<sup>st</sup> Quarter 2010
- Risk Reduction In Place By
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 4<sup>th</sup> Quarter 2011
- Access
  - Lake Pontchartrain by barge
  - Williams Blvd to West Esplanade Ave to Loyola Dr to Vintage Dr

11 BUILDING STRONG

And, that is expected to award next year, early next year. A lot of the work is going to be off barge from Lake Pontchartrain but there will be some access from the interior to be able to get the concrete trucks and all that.

**West Return Floodwall (North)**

- Impacts
  - Increased truck traffic on access roads
  - Closure of West Return Floodwall Canal and Bike Path
  - Increased noise in close proximity to the floodwall
  - 24 hour operations permitted; no pile driving allowed from 9 p.m. to 6 a.m.
  - Demolition of existing floodwall will follow completion of new T-wall

11 BUILDING STRONG

And, the same thing, you'll see a lot of truck traffic increase, the bike path will be closed, the noise. Now, this one we will not allow any pile driving between 9:00 p.m. and 6:00 a.m.



This is the levee drop. This is limits the work. This is one we just awarded and then the access is going through the back side of the pump station and then get on Joe Yenni Highway. We awarded it, should be completed early, halfway through next year. And, like I said, Williams, Joe Yenni, to Duncan Street. This is where you're going to see a lot of truck traffic, hauling dirt in to build the levees. Like I said, the access is to the back side of the pump station. This is a breakwater, we're building a brand new breakwater at Duncan. The ones that the elements destroyed were much shorter. And, the access for this is going to be from Williams along the [Inaudible], and it also has [access from] Williams to Joe Yenni.



# Public Meeting Summary

**Levee Reach 1**

- Award date  
– 18 August 2009
- Estimated Completion  
– 2<sup>nd</sup> Quarter 2010
- Access  
– Williams Blvd to Joe Yenni Blvd to Duncan St

 BUILDING STRONG.

This was awarded, it's going to be finished, like I said, within the second quarter of 2010.

**Levee Reach 1**

- Impacts  
– Increased truck traffic on access roads  
– Access to levee and lakefront will be closed from West Return Floodwall to Duncan Pump Station

 BUILDING STRONG.

Impacts. You're going to see some increased truck traffic but the majority of this work is going to be done by the lake, bringing in by barge, pile driver, all of that stuff, most of that stuff we'll bring in from the lake.

**Duncan PS Breakwater**



 BUILDING STRONG.

The next job is the fronting protection at Duncan. This is the limits and we have the stationary operators so we can bring in lay down areas for your piles or anything else. And, its access will be from Williams and also from Joe Yenni.

**Duncan PS Breakwater**

- Award date  
– 21 August 2009
- Estimated Completion  
– 2<sup>nd</sup> Quarter 2010
- Access  
– Williams Blvd to Joe Yenni Blvd to Duncan St  
– Lake Pontchartrain by barge

 BUILDING STRONG.

[Inaudible] award this in the fourth quarter of this year. This project is going to go quite a long time but we're going to achieve our 100-year risk reduction by the second quarter of 2010. Once we get the breakwater in place, the pump at Duncan will provide adequate protection until we get the new fronting protection up and running.



# Public Meeting Summary

**Duncan PS Breakwater**

- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the Pump Station
  - Limited lakefront access

 BUILDING STRONG



You'll see similar with trucks. This one is a 24/7 operation but we won't allow any pile driving between 9:00 p.m. and 6:00 a.m.

**Fronting Protection at Duncan**

- Estimated Award date
  - 4<sup>th</sup> Quarter 2009
- Risk Reduction In Place By
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 4<sup>th</sup> Quarter 2013
- Access
  - Williams Blvd to Joe Yenni Blvd to Duncan St
  - Lake Pontchartrain by barge

 BUILDING STRONG

**Fronting Protection at Duncan**

- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the Pump Station
  - 24 hour operations permitted; no pile driving allowed from 9 p.m. to 6 a.m.

 BUILDING STRONG



**Levee Reach 2**

- Award date
  - 14 July 2009
- Estimated Completion
  - 2<sup>nd</sup> Quarter 2010
- Access
  - Williams Blvd to Treasure Chest Casino Parking Lot

 BUILDING STRONG

This is reach 2. This contract was just awarded, the limits of work. You can see that we actually de-grassed this portion already. The access for this is following the back side of the Casino parking lot – this one on the edge there, to be able to build this portion. We've worked the access with the Treasure Chest – they were very cooperative in allowing us to get to the back side parking lot. This one, you're going to see a lot of hauling, we have trucks hauling a lot of dirt for us there. This is the Williams Floodgate. Its located right there, we're going to have to replace, basically, we're going to have to make it higher and stronger. The access will be from Williams but what we're going to do is we're going to build a temporary bypass road around that section so people can still get access to the Casino and to the boat launch. It was awarded just little while back. You'll see increased traffic, the equal road will allow people to access [Inaudible]. A pedestrian walkway will follow that temporary road, there will be a barrier between the road and where people can walk so it will allow them if they want to walk. We're looking at trying to get some additional fans to try to get people to use those. This is Elmwood. Now, at this location we're going, like I told you, we're going to put a new fronting protection but we're also going to go out there and strengthen the existing breakwater, we're going to add piles, and we're going to add height to it. The access for this one is Vintage to Williams.



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This, like I said, is all going to be one big contract. All four pump stations will be one big contract, and Elmwood is going to be one of the first ones they're going to work on. This one, the fronting protection we'll try to get completed by the second quarter 2010.

**Levee Reach 2**

- Impacts
  - Increased truck traffic on access roads
  - Access to levee and lakefront will be closed from Duncan Pump Station to Elmwood Pump Station

 BUILDING STRONG

Increased traffic, this one, like I said, we've got the 24-hour operation again with no pile driving between 9:00 a.m. and 6:00 p.m.

**Williams Floodgate**



 BUILDING STRONG

**Williams Floodgate**

- Award date
  - 10 September 2009
- Estimated Completion
  - 1<sup>st</sup> Quarter 2010
- Access
  - Williams Blvd

 BUILDING STRONG

**Williams Floodgate**

- Impacts
  - Increased truck traffic on access roads
  - Detour road over levee will be constructed for continued access to Treasure Chest Casino and boat launch
  - Pedestrian walkway to Treasure Chest Casino will be temporarily relocated to the detour road

 BUILDING STRONG

(Audio missing)

**Fronting Protection at Elmwood**



 BUILDING STRONG

(Audio missing)

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# Public Meeting Summary

### Fronting Protection at Elmwood

- Estimated Award date
  - 4<sup>th</sup> Quarter 2009
- Risk Reduction In Place By
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 4<sup>th</sup> Quarter 2013
- Access
  - Williams Blvd to Vintage Dr to Caryota Dr
  - Lake Pontchartrain by barge



### Fronting Protection at Elmwood

- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the Pump Station
  - 24 hour operations permitted; no pile driving allowed from 9 p.m. to 6 a.m.



### Levee Reach 3




### Levee Reach 3

- Award date
  - 14 July 2009
- Estimated Completion
  - 2<sup>nd</sup> Quarter 2010
- Access
  - Clearview Pkwy



### Levee Reach 3

- Impacts
  - Increased truck traffic on access roads
  - Access to levee and lakefront will be closed from Elmwood Pump Station to Suburban Pump Station



### Fronting Protection at Suburban




### Fronting Protection at Suburban

- Estimated Award date
  - 4<sup>th</sup> Quarter 2009
- Risk Reduction In Place By
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 4<sup>th</sup> Quarter 2013
- Access
  - Clearview Pkwy to Avron Blvd to Lake Villa Dr
  - Lake Pontchartrain by barge



Reach 3, it was just awarded also. It's enlarging the levee, it's approximately two miles long, and the access is Suburban. All access to the levees will be closed during the time of construction. All

these levee contracts are approximately nine to 12 months long. So, we're not going to allow people to be using the levees during that time.

The good thing is, all the levees, these will be substantially completed by the peak of next hurricane season, well before June 2011 deadline so we're going to be almost a year ahead of schedule on all of these levees.

This is Suburban, this is going to be the same thing that we've been doing Elmwood, we're going to be putting the fronting protection, we're also going to strengthen the

existing breakwater with additional piles and concrete. The access is Avron to Clearview.

A lot of the total work [Inaudible] for all these pump stations will be coming from Lake Pontchartrain.

# Public Meeting Summary

## Fronting Protection at Suburban

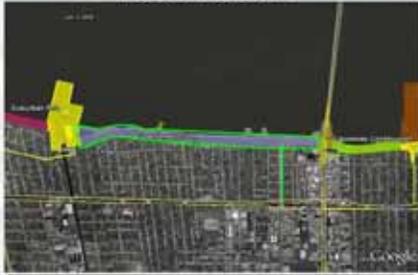
- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the Pump Station
  - 24 hour operations permitted; no pile driving allowed from 9 p.m. to 6 a.m.



11 BUILDING STRONG

You're going to have noise, you will have 24/7 but we won't allow pile driving.

## Levee Reach 4



12 BUILDING STRONG

## Levee Reach 4

- Award date
  - 3 September 2009
- Estimated Completion
  - 2<sup>nd</sup> Quarter 2010
- Access
  - Causeway Blvd to W. Esplanade Ave to Severn Ave



13 BUILDING STRONG

Reach 4, this contract was also just awarded. It's very short, it's only about a mile, mile and a half long. And, the access is Suburban to West Esplanade and Causeway. Access to the levee will be restricted. This is

## Levee Reach 4

- Impacts
  - Increased truck traffic on access roads
  - Access to levee and lakefront will be closed from Suburban Pump Station to Causeway Blvd

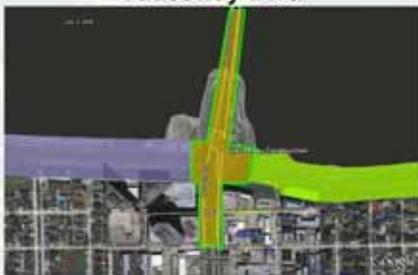


14 BUILDING STRONG

Causeway, the limits of work, we're going to be building a bridge going over a T-wall that would tie-in two levee drops on either side of it. The access is primarily from the lake and from Causeway Boulevard. We're going to have at least two lanes remain open at all times in both directions while we're building this, we'll be building bridges and detours.

They've got two lanes on the bridge now, we'll keep two lanes open in both directions throughout the construction period. It's going to be 24 hour operation.

## Causeway Blvd



15 BUILDING STRONG

## Causeway Blvd

- Estimated Award date
  - 1<sup>st</sup> Quarter 2010
- Estimated 100 Yr. Risk Reduction
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 1<sup>st</sup> Quarter 2012
- Access
  - Causeway Blvd
  - Lake Pontchartrain by barge



16 BUILDING STRONG

And, there's going to be a separate public meeting on September 23<sup>rd</sup> to talk about this in a little bit more detail.

## Causeway Blvd

- Impacts
  - Temporary lane detours and lane restrictions
    - 2 lanes to remain open at all times in both directions
  - Construction equipment and activities in close proximity to Causeway
  - 24 hour operations permitted
- Project will be discussed in detail at the September 23<sup>rd</sup> public meeting



17 BUILDING STRONG

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# Public Meeting Summary

**Levee Reach 5**

- Award date
  - 27 October 2008
- Estimated Completion
  - 4<sup>th</sup> Quarter 2009
- Access
  - Causeway Blvd to 5<sup>th</sup> St to Ridgelake Dr
  - Bonnabel Blvd
  - West End Blvd to Hammond Highway to Coast Guard Ramp



BUILDING STRONG

Reach 5 has been awarded for several months now. They've got this portion of the levee between Causeway to Bonnabel substantially completed, he's working on getting the rest of it. Access to this is three locations, primarily Causeway here, this is Bonnabel, and this is Hammond Highway, West End, to I-10. [Inaudible] Bonnabel Breakwater, this project has been out there for several months. We've [Inaudible] some sheet pile down and we're going to be driving piles to build that. Access to that is Bonnabel and most of the access we use is from the lake. Hopefully we'll have it done by the end of the year is what we're shooting for. You will see some traffic but, like I said before, most of it will be coming from the lake. The fronting protection here is one that will be going in front of the current pump station. Access is from Bonnabel, and then from Poplar to Hesper. This is going to be 24/7 operation. Like, I said, no pile driving will be done 9:00 p.m. to 6:00 a.m.

going in front of the current pump station.

**Levee Reach 5**

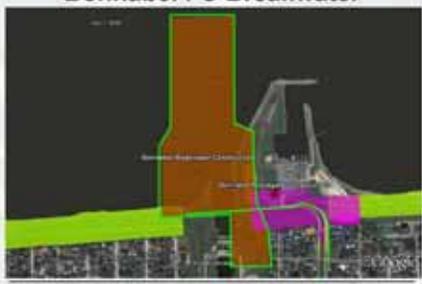
- Impacts
  - Increased truck traffic on access roads
  - Access to levee and lakefront will be closed from Causeway Blvd to 17<sup>th</sup> Street Canal Pump Station



BUILDING STRONG

This is Bonnabel Floodgate. This would also have a temporary bypass road while we're building the new floodgate. And, hopefully we can get this thing awarded in the next couple months. Access, we're going to keep the access to the boat launch and the dog park on that so it will still be accessible through that temporary bypass.

**Bonnabel PS Breakwater**




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(Audio missing)

**Bonnabel PS Breakwater**

- Award date
  - 7 May 2009
- Estimated Completion
  - 4<sup>th</sup> Quarter 2009
- Access
  - Lake Pontchartrain by barge
  - Bonnabel Blvd



BUILDING STRONG

**Bonnabel PS Breakwater**

- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the Pump Station



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# Public Meeting Summary

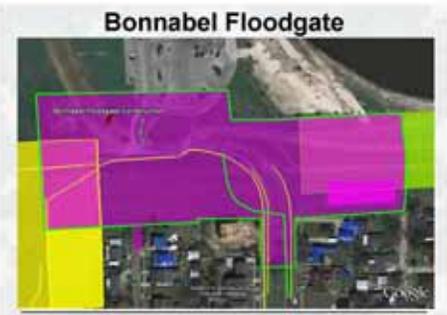


### Fronting Protection at Bonnabel

- Estimated Award date
  - 4<sup>th</sup> Quarter 2009
- Estimated 100 Yr. Risk Reduction
  - 2<sup>nd</sup> Quarter 2011
  - Contract complete 4<sup>th</sup> Quarter 2013
- Access
  - Bonnabel Blvd to Poplar St to Hesper Ave
  - Bonnabel Blvd
  - Lake Pontchartrain by barge

### Fronting Protection at Bonnabel

- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the Pump Station
  - 24 hour operations permitted; no pile driving allowed from 9 p.m. to 6 a.m.



(Missing audio)

### Bonnabel Floodgate

- Estimated Award date
  - 4<sup>th</sup> Quarter 2009
- Estimated Completion
  - 2<sup>nd</sup> Quarter 2010
- Access
  - Bonnabel Blvd

### Bonnabel Floodgate

- Impacts
  - Increased truck traffic on access roads
  - Increased noise in close proximity to the floodgate
  - Detour road will be constructed to provide continued access to the Bonnabel boat launch and dog park



### 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



BUILDING STRONG

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Rene Poche: So, you can see there's going to be a lot of work going on in the next couple years and safety is a very important aspect of all this to the Corps and to the contractors, and to you as well. So, I want to tell you a little bit about some of the safety issues that we have that go on through the Corps with our contractors.

On every project there will be an onsite Corps employee who will have oversight of the project. He'll monitor the contractor, ensures the sites are safe, the signage is clear, all those things. He'll look at the traffic control measures and make sure they're maintained and meet the safety standards, and he's knowledgeable of the site activities. The contractors, when they bid on these contracts, also have to have a safety plan in their contract. So, our folks look at that, make sure that's being followed plus all the safety regulations and standards that the Corps and federal government require are being followed as well.

### Currently Available for Public Review

- IER 2 Supplemental: West Return Floodwall, Jefferson - St. Charles Parish, Louisiana
- Public review period: Sept. 16, 2009 to Oct. 16, 2009

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### Upcoming Public Meetings

- Saturday, Sept. 19, 2009: Eastern Tie In and Plaquemines Parish Non-Federal Levee public workshop  
Belle Chasse High School  
8348 Highway 23 Belle Chasse, LA 70007-2684  
Opening remarks 9 a.m.  
Sessions 9:30 a.m.
- Wednesday, Sept. 23, 2009: Causeway Blvd. Section 106 Coordination public meeting  
Goldring Woldenberg Jewish Community Campus  
3747 West Esplanade Ave  
Metairie, LA 70002  
Open House 6:00 to 6:30 p.m.  
Presentation 6:30 p.m.

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Some items we have for review right now, the IER 2 Supplemental: West Return Floodwall. The review period is through October 16<sup>th</sup>.

### 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
- Comments can be submitted at any time at [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

Questions and comments may be submitted to Telephone: 866-882-2201  
E-mail: [AskTheCorps@usace.army.mil](mailto:AskTheCorps@usace.army.mil)

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### Resources

[www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)      <http://www.mvm.usace.army.mil>



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Some upcoming public meetings, we have one down in Belle Chasse this weekend, we're going to talk about the Eastern Tie-in and the non-Federal levees in Plaquemines Parish. And, then as Carl was talking about, next week just down West Esplanade on the other

side, we have the 106 Coordination public meeting where we're going to talk about the project at Causeway at the lake in particular. And, the same frame, 6:00 to 6:30, open house, and then 6:30 for the presentation.

Your input is important to us and there are a variety of ways that you can provide input to us. Coming to the public meetings, that's a great thing. If you haven't signed in and you would like to be notified of upcoming events our sign-in sheets are over here. Also, when you came in tonight you were given a survey questionnaire, that really helps us stay on-track with these public meetings so if you could just take a couple minutes before you leave so you can fill that out and turn that in, that would be a great help to us. You can go out to [nolaenvironmental.gov](http://nolaenvironmental.gov) at any time to submit comments. If you have any questions, you can call us at 862-2201, that's the Public Affairs main line. We'll take the information and

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we'll get it to the right subject matter expert and get an answer back to you. You can also email us at [AskTheCorps@usace.army.mil](mailto:AskTheCorps@usace.army.mil).

Other resources available to you, [nolaenvironmental.gov](http://nolaenvironmental.gov) and on the right side of the screen there is our public website, a lot of good information out there. You can find out just about anything about any project that's going on. You can ask Shirley Bristol that, she uses it all the time to get information.



All right. We'd like to open it up now for your comments, questions, concerns. We ask that you come to mic, we are recording the discussion tonight so if you come up to the mic and say your name, please, and your question.

- Bill Cromartie: My name is Bill Cromartie In the past project where you raised the levee you left about 15 or 20 foot strip on the backside adjacent to the homes, and I was wondering if that was going to be done this time. And, also wanted to ask, how do you tie-in with the drainage impacts of the [Inaudible]?
- Carl Anderson: We're going to stay away from that, there's a current deflection system to take care of the run-off from the levee, all the work has stayed north of that. So, we're not going to impact that drainage system that's out there.
- Bill Cromartie: So, you still have access to that back strip there?
- Carl Anderson: Yeah. Once we get done with the project it will be accessible to...
- Bill Cromartie: I mean, while it's going on.
- Carl Anderson: Well, we try to keep people out of the construction site, sir, for safety reasons.
- Bill Cromartie: But, I mean, you fence it in, don't you?
- Carl Anderson: Well, we're putting up some fences, and it will be fenced.
- Bill Cromartie: So, as long as you don't cross the fence.
- Carl Anderson: Please don't cross the fence.
- Bill Cromartie: But, then the fence will be at the lake at that landside runoff.
- Carl Anderson: You'll still have that landside runoff area. We need to deflect any runoff from the levee, the silt needs to be collected before that landside runoff. But, there will still be gates [Inaudible].

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- Bill Cromartie: Thank you.
- Doc Wifred: I am Doc Witfred and I would like to ask a very simple question, and that is that all of this is producing a levee which is huge. We learned in Katrina that a very small hole can force a disaster, and we now have a large levee coming up [Inaudible] system which [Inaudible]. My question is simple, why are we not looking at putting a dam or floodgates close to the [Inaudible] which would block it in small easily [Inaudible]?
- Carl Anderson: That is actually being looked at under the LACPR investigation. That report should be in...
- Doc Wifred: Towards the end of this year.
- Carl Anderson: ... end of this year, right.
- Doc Wifred: That was considered multi years ago, way before Katrina. [Inaudible] It's a small thing which would block it, we don't have to worry about all the problems in this huge [Inaudible].
- Carl Anderson: It's being evaluated. It's in their report. And, it's got to go [Inaudible]
- Doc Wifred: I guess it's a stupid question.
- Carl Anderson: No, no, it's not stupid, it's not a stupid question. There was an injunction in there that blocked...
- Doc Wifred: There was an injunction that blocked it a while back which forced over a thousand people to die. But, it says right on that [Inaudible]. So, yes, when it comes to fighting injunctions by people who have no sense of the lives of people, but it's engineers – I am a physicist whose training is in engineering. When you have [Inaudible]
- Carl Anderson: Okay. I understand.
- Rene Poche: Thank you, sir.
- Carl Anderson: Thank you.
- Al Russell: My name is Al Russell of the Bonnabel Civic Association. I want to know where you get the soil for this, where is it coming from?
- Carl Anderson: All of the borrow is coming Bonnet Carre, Bonnet Carre Spillway.
- Al Russell: Good stuff?
- Carl Anderson: Yes, very good stuff.
- Al Russell: My next question. You mentioned about the discharge, are the pumps being raised?

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- Carl Anderson: No, no, we're not raising them, we're going to keep them the same level. Whatever that level that pipe [Inaudible].
- Al Russell: I heard [Inaudible] when the lake is under siege from a storm that lake water rises, the head pressure affects the discharge capability of the pumps. I don't if maybe this would be a good time to raise those or are you trying to get away from that?
- Carl Anderson: Well...
- Al Russell: [Inaudible]
- Gary Brouse: ... if you raise the pipe that also affects the pumps. See then its got to go over the [Inaudible] of the pump
- Al Russell: [Inaudible]
- Gary Brouse: I'm sorry?
- Al Russell: I don't [Inaudible] the head pressure situation, that kind of concerns me.
- Gary Brouse: I know.
- Al Russell: Okay. Thanks.
- Gary Brouse: Thanks.  
[Inaudible]
- Male speaker: A number of the projects you've discussed talk about reaching the 100-year level at certain times at [Inaudible] by the June date in 2011. Can you all explain the context of that in terms of the certification of the levee system going for June 1<sup>st</sup>, 2011? Will it take a longer period of time after that or FEMA to actually return that the entire system is [Inaudible]?
- Male engineer: The criteria for the certification process is still being developed, and what's going to have to be in place for that certification to take place is still being finalized. A little bit on that process is the Corps actually gets asked from the local Parishes if they apply for the certification for the levees when it's deemed complete, they will apply to FEMA and through that process they'll come to us and ask us to certify those levees. So, it's actually a Parish initiated process that they have to ask for the certification and then FEMA comes to the Corps to check to make sure the levees are actually up to our criteria.
- Male speaker: Okay. Let me rephrase the question in a different way. Until the levees are actually completed will any of the Parishes need to certify the levees? I mean, what I'm trying to say is, is there's a difference between 100-year protection and the certification process which might trigger lower insurance rates?
- Male engineer: That's correct. And, we can get you some more information on this, as a matter of fact, we have a project manager that's working with FEMA on these

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certification issues particularly working with each one of the Parishes on that exact timing issue, and that's Durrand Elzey. You might want to talk to him and he can give you a lot more details. I just know peripherally about it.

[Inaudible]

Brett Herr: [Inaudible] I'm with the Army Corps of Engineers. Just a side note that the levees haven't lost their certification so, I mean, they are very much certified under the 100-year levee protection. So, this is not maintaining a new certification, but a new criteria which falls [Inaudible]. They currently are certified [Inaudible]

Sheila Grissett: Could I just ask you to go back to another slide?

Rene Poche: You're going to have to come up here and identify yourself, then. Just like everybody else. Come on, now.

Sheila Grissett: I just want a slide.

Rene Poche: Which slide do you want?

Sheila Grissett: I want the slide [Inaudible] a

Rene Poche: Which one?

Sheila Grissett: On the contract on the North end of the West Return Floodwall  
[Inaudible]

Rene Poche: Okay. Keep going. There you go.

Sheila Grissett: That one. Okay.

Rene Poche: She is missing from the record.  
[Inaudible]

Craig Gibson: I'm Craig Gibson. If I come back from this meeting and I want to report to friends, neighbors [Inaudible], when will they have access again? Looks to me like all of the work along the shoreline, levee work will be completed second quarter of next year. Does that mean that June next year we'll be able to exercise along the levee again?

Carl Anderson: Well, I like I said before, we'll turn the levees over to the Levee Board and then they'll most likely will allow you to go back out there.

Craig Gibson: Thank You. Are we still going to have ongoing...

Carl Anderson: Yes, on Causeway, yes.

Craig Gibson: So, it's not going to be continuous.



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- Male engineer: It won't be continuous but there will be segments opening up. Now, we are going to have future contracts, we are going to be working on [Inaudible]. What that means is that we're going to have to put some rock along the shoreline because the shoreline to be eroding for years, I think it was since 1947 we lost over 200 feet of shoreline. So, we're going to armor so that it doesn't cut into our levee. But, that's going to be once the levee jobs are completed, hopefully, we're going to try to get those jobs to come in from the lake as much as we can, and we might have to cross the bike path in maybe one or two locations so we can bring in some dirt. Hopefully we can open up as much of the levee as possible.
- Craig Gibson: Okay. Thanks.
- Don Casey: I'm Don Casey. Can you talk a little bit about recreation, specifically [Inaudible] and the bike path. Tell me about how that's going to look after you've completed your work.
- Carl Anderson: Well...
- Don Casey: ... I read that we were going to destroy the asphalt bike...
- Carl Anderson: Yeah, the existing will be taken up by a barrier with our new levee.
- Don Casey: Right.
- Carl Anderson: Okay. The existing is going to be under here. We're going to come back and build a brand new access road higher, it's going to be made out of asphalt...
- Don Casey: Okay. So, that can be used for bicyclers, walkers, dog walkers, and all of that?
- Carl Anderson: Yes.
- Don Casey: Okay. And, that's going to be continuous from Orleans Parish all the way to St. John's Parish?
- Carl Anderson: Once we get all done. Now, like I told you, we're going to be working at the pump stations so we're not going to let people go through there so you're going to have reaches. Go to the slide showing the levee. Here. We'll open up a segment of the levee in that reach there, you can go back and forth but you're not going to be able to get to the next reach because we're working at the pump station.
- Don Casey: Yeah, but after work is completed?
- Carl Anderson: Everything will be a continuous thing all the way.
- Don Casey: Continuous all the way.
- Carl Anderson: Yes.
- Don Casey: Okay. [Inaudible] Am I supposed to stand over here?



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- Carl Anderson: Yes.
- Don Casey: Oh, man.
- Carl Anderson: Too close to the speaker over here.
- Don Casey: Okay. I'm sorry.
- Don Casey: Thank you for that was great news about the bike path. A lot of people love that path
- Carl Anderson: It's an access road [Inaudible] okay?
- Don Casey: It's a great...  
[Inaudible]
- Don Casey: ... yeah, yeah, I understand that [Inaudible] Can you also talk about a portion of Jefferson Parish that you did not address here, and that is the part, let's say, from the I-10 or from the back of the north side of the airport to the river where there's marshland. There seems to me to be a smaller levee or a lower levee. You understand what I'm talking about?
- Carl Anderson: Yes, I do.
- Don Casey: Along the west side.
- Carl Anderson: You're talking right here. This is the West Return Wall.
- Don Casey: Yeah. I'm talking about, there, south of the Mississippi River.
- Carl Anderson: Well, the system that we're building will provide protection, what we're going to do is we're building a levee out into St. Charles Parish, and that levee will follow generally just north of Airline Highway all the way to Bonnet Carre Spillway and tie-in to what we call the guide levee. So, now, that's going to provide protection for both St. Charles and Jefferson Parish. We're not going to touch these other levees.  
[Inaudible]
- Don Casey: Will there be a maintenance road along there as well?
- Carl Anderson: It's going to be gravel.
- Randy Peters: I'm Randy Peters. I wanted to ask about foreshore protection.
- Carl Anderson: Yes.
- Randy Peters: This foreshore protection that's in the current IER and then you're going to extend it. Is that going to be a supplemental?

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- Carl Anderson: Yes. We're in the process of developing a supplemental IER. The original IER we had foreshore.
- Randy Peters: Right. Right at the shore?
- Carl Anderson: Right at the shore. For instance, for Reach 1, 2, or 3, we have to extend it approximately 90 feet into the lake because we need that additional, what we call, a wave berm to help deal with the waves, because the lake is a little bit deeper by at least a foot or two than what we originally thought of when we did the initial.
- Randy Peters: Oh, I see.
- Carl Anderson: So, we just need a longer wave berm, that's all.
- Randy Peters: Okay. So, that will be built 90 feet, 69 feet off?
- Carl Anderson: Yes.
- Randy Peters: You said we lost 200 feet.
- Carl Anderson: Well, over time, this shoreline use to be way the heck out here, I mean, but we can't rebuild the whole thing but we're going to be building, we extend the wave berm 40 feet and then the rock is going to be 50 feet for a total of 90 feet.
- Randy Peters: Okay. I guess, there's been discussion of building wetlands in there and divert the canal discharges, things like that, now that we're going to have to go out to the lake a good bit there won't be much [Inaudible].
- Carl Anderson: Well, we won't preclude anybody if they want to do that. They've got some big plans out there, conceptual, that if they want to go out and build marsh out front, that's great, that's even better for them. That gives more resiliency for the levee. But, right now, I've got to do this to make sure I've got protection and if they ever do get some money or a plan to go out there and build that marsh, that would be good.
- Randy Peters: Just seem like there's all these plans, you know, seems like if you put that rock levee out that'd be personalized the wetlands in between and then you would have the levees.
- Carl Anderson: I know...
- Randy Peters: Put wetlands on the other side of the rock.
- Carl Anderson: But, the farther you go out, the deeper you get.
- Randy Peters: Right.
- Carl Anderson: And, that rock gets bigger and bigger and that's our problem right now. We only can go as far as we can with the design that we've got. I mean, further out, that rock...

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- Randy Peters: I mean, you said, we're about to save money.
- Female speaker: [Inaudible]
- Randy Peters: And, it's all about how much money is given. You all have this budget you're trying to design to, I guess.
- Male engineer: There's a budget, yes. Like everyone else, we've got to budget to try to build something, and what we've designed will provide us protection that we need.
- Randy Peters: Okay.
- Male engineer: What we try to need to do is try to get another source of funds [Inaudible], I'm all for it.
- Randy Peters: Yeah. I guess, you know, they're talking about these wetland recovery aspects and things like that. Where, you know, is there suppose to be some money for that and why isn't that covered with this?
- Male engineer: Well, no, there is no money for that [Inaudible]
- Randy Peters: Okay. Well, it seems like we're going to build all these things and we're still not going to have the shore right up against it.
- Male engineer: Right. But, it won't erode it, that's the key.
- Randy Peters: Okay.
- Female speaker: I just want to make one thing clear. When you're talking about the road along the West Return...can y'all hear me?
- Male engineer: Okay.
- Female speaker: [Inaudible]
- Fran Campbell: There's bike path along the West Return...
- Male engineer: Right.
- Fran Campbell: ... but when you get down by the airport there isn't a public access around the airport, it's a Homeland Security issue. So, the bike path ends there so you cannot get along the bike path...
- [Inaudible]
- Male engineer: It stops right along the pump station right?
- Fran Campbell: ... yeah, well it does because you can't get around the back of the pump.
- Male engineer: Yeah, you're right.

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- Fran Campbell: But, you know, you could get to the other side of the pump station, there's a little bit of paved roadway or gravel on that side and people do try to ride their bike around there or walk around there then they're stopped by our police because it's a Homeland Security issue, you can't get that close to the airport runway. Because the levee road is, you know, within 50 feet or so of the end of the runway and that's not a good thing to let people park out there. There's always people asking, "Will the bike path continue?" But, it really can't, you know, it has to stop there.
- Sheila Grissett: Sheila Grissett. Can I just get clarification on something? Did you say on the thing that a Supplemental IER 2 is posted today?
- Female speaker: It's coming out tomorrow.
- Sheila Grissett: So, tomorrow.
- Female speaker: Sorry, it says currently available but it's actually tomorrow.
- Sheila Grissett: All right. And, I thought I understood the fronting protection breakwater break down between the four stations but I thought I heard you say that the breakwater, at Duncan for example, the breakwater will be in by June 2011 which will provide 100 years. While the fronting protection there won't be finished until fourth quarter of 2013. If the breakwater alone provides 100-year protection, why are you also doing the fronting protection?
- Male engineer: The existing fronting protection...
- Sheila Grissett: Okay.
- Male engineer: ... over a very short period of time allows us to say, "Yeah, we have 100-year level of protection." But, it as we go on into the future that wall doesn't meet our criteria. So, we have to go in there and put in a new wall that's stronger.
- Sheila Grissett: So, it won't provide it for 50 years.
- Male engineer: Right.
- Sheila Grissett: But, it will provide it, how long?
- Male engineer: I don't have that number. That wall is a little bit newer than the walls at Suburban and Elmwood, that was fairly, you know, recent.
- Sheila Grissett: Is it different then for Elmwood, or isn't it pretty much the same thing, isn't the same schedule, you get the breakwater in at Elwood by June 20...
- Male engineer: No, no. Elmwood we're building the fronting protection, first.
- Sheila Grissett: Okay.
- Male engineer: At Suburban we're building...

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- Sheila Grissett: Okay, okay. So, you're saying for the difference in time for the breakwater and the fronting protection is fourth quarter 2013, it will provide 100-year protection.
- Male engineer: Yes.
- Sheila Grissett: Okay. And, is that true at one of these other...and Bonnabel?
- [Inaudible]
- Sheila Grissett: Okay. Okay. Thank you.
- Wayne Peters: Wayne Peters . I wanted to ask about lifts. Over the last, you know, 30 years we've had regular lifts on each of the reaches. How many additional lifts will we have to have [Inaudible] It seems like there was seven or eight lifts...
- Male engineer: Well, what we've done...
- Wayne Peters: ... is that something...?
- Male engineer: ... let's see, go to the...
- Wayne Peters: I mean, you're over-building this right now so...
- Male engineer: We're over-building, if I can keep this straight now, reach 1 and 3, after we're done will have four lifts on it, and then reach 2, 4, and 5 will have three lifts since we started. We started back in the '80s...
- Wayne Peters: Right.
- Male engineer: ... on these levees. We haven't figured it out yet but most likely we're going to have to probably add two more lifts to the levee for the next 50 years to keep it above the 100-year because what's happened, the 100-year, right now, but then it's going to be higher 50 years out. So, we get above that line, we just stay above it with the lifts. We're projecting at least probably two more lifts on these levees over time but we might not have to go back out there for maybe another 10 years.
- Wayne Peters: Well, I guess, what always concerned me is we have the little Easter baskets full of dirt, you know, what were those called?
- Male engineer: Hesco baskets.
- Wayne Peters: Hesco baskets.
- [Inaudible]
- Wayne Peters: Why didn't [Inaudible] then we're going to wait until it drops about three feet more?
- Male engineer: No, no, no. We wouldn't let that drop below the 100-year elevation.

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- Wayne Peters: Is that the Corps responsibility or does that become the Levee Board's responsibility?
- Male engineer: No, we're going to watch it, we're going to be involved in it. It's also going to be depending on the appropriation from Congress to go out there and put the lifts in. We have to get additional money from Congress.
- Wayne Peters: Right.
- Male engineer: But, we will be monitoring.
- Wayne Peters: So, that's congressional, that's not paid for by our Levee Board taxes?
- Male engineer: Your Levee Board taxes picks up...
- Wayne Peters: Our match.
- Male engineer: ... your match.
- Wayne Peters: Not the whole thing.
- Male engineer: Right.
- Wayne Peters: Okay.
- Male engineer: The cost share right now is around 65/35.
- Wayne Peters: So, this falls under that category?
- Male engineer: Yes.
- Wayne Peters: Okay. Okay. Thank you. I have another question about the I-10 over the West Return. I guess, at one time there were some issues, you all were having trouble, with how you were going to build that?
- Male engineer: Yes.
- Wayne Peters: Why don't you give us some details on what you're going to do there?
- Gary Brouse: Well, basically, we're just going to raise that wall underneath the I-10, here let's do this. [Inaudible]. We were debating what we could exactly do under there. I took us a while to find the solution that worked best so that we wouldn't be interrupting the I-10 traffic flow and still provide the flood protection. What we're going to do is replace the wall that's underneath there. Right now, that whole West Return Wall, our plan is to build a new wall that's 35 feet into the canal, further, and under I-10 it's real tight, if you've ever seen it over there, I don't know if you can get there, it's not easy to get there, but it's real tight. What we're going to be doing, we've got enough room to drive the sheet piling and the piles, however, to get the height that we need, we need to put in gusset plates up into where the bridge girders are, and those will be bolt-on plates that will go up into the bridge girders to give us enough height there to prevent the waves from splashing over the wall. We're able to get the wall up to an elevation where it

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was above the 100-year still water, all the way up to the 50-year, the 2057, but because of wave action, that splash over, to prevent that additional water from splashing over, we're putting gusset plates up into the bridge, within the bridge span itself.

Wayne Peters: And, that's acceptable to the transportation department...

Gary Brouse: We've worked extensively...

Wayne Peters: ... to lift the bridges?

Gary Brouse: ... with the Department of Transportation, in fact, we're analyzing those bridge spans that go over it to see if that uplift is going to cause problems with the bridges, and if it does we'll modify the bridge spans to handle that lift force not only to save the bridge span but we do not want that bridge span coming down on the hurricane protection during a storm.

Wayne Peters: Okay.

Rene Poche: All right. Anybody else have a comment or question? All right. Thank you for coming out this evening. The Project Manager will be available after to talk to you if you'd like to. Again, thank you for coming out.