



Public Meeting Summary

Western Tie-In Construction Impacts Apr. 27, 2010

Location	Cytec's Tom Call Pavilion 10800 River Rd. Waggaman, LA 70094
Time	Open House 6 p.m. - 6:30 p.m. Presentation 6:30 p.m.
Attendees	Approx. 21
Format	Open House Presentation Discussion
Handouts	<ul style="list-style-type: none"> • Corps Approval Process Brochure • Western Tie-In Fact Sheet (Apr. 2010)
Facilitator	Rene Poche, public affairs



Rene Poche: Good evening and thanks for coming tonight to get an update on the Western Tie-In project. I'm Rene Poche a public affairs officer with the Corps. We've had over 150 public meetings talking about development of the entire hurricane system. These are just as important for us as they are to you because we get your feedback. We have a status maps and other handouts in the back. I suggest you take the one about How a Corps Project Gets Authorized and Funded. That brochure explains how the Corps

gets to the point of building a project.

I'd like to recognize:

Shelly Tastet	St. Charles Parish Council District 2
Dennis Nuss	St. Charles Parish Council District 7
Carolyn Schnexdydre	St. Charles Parish Councilmember at Large A
Terry Authement	St. Charles Parish Councilmember at Large B
Royce Blanchard	Jefferson Parish Councilman at Large - John Young
Joe Sloan	FEMA
John Gordon	Senator Vitter



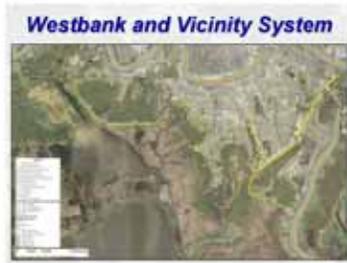
We're here tonight to talk about Western Tie-In and bring you up to speed.

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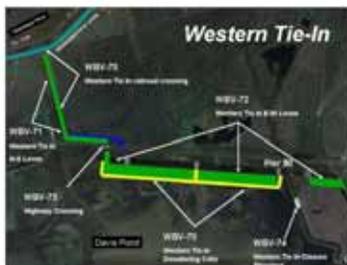
We always say risk is a shared responsibility and you may wonder what do we mean by that? Well, everyone in here has a stake in risk. How much risk can an individual tolerate? The corps can help bring down that risk with zoning, building codes and evacuation plans. You can also have insurance and structures like levees to reduce risk but again it's up to individuals to determine how much risk they can tolerate to live in an area.



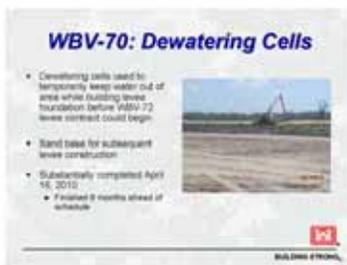
Jeff Williams: Thanks again for coming tonight. We have familiar faces here and I know a lot of you know what we're doing so I'm going to give you an overview of what the Western Tie-in project consists of, let you know what's going on right now, what's been done and what we're planning on for the future.

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- Western Tie-In**
- Project Features:
 - Levees
 - Sector gate
 - Floodwall
 - Highway crossing
 - Rolling gate
 - Highway bridge
 - Ties into existing Lake Cataouatche Levee and Mississippi River Levee in St. Charles Parish
 - Maintains water exchange to preserve wetland area above Hwy 90

The Western Tie-In is a project feature that includes levees, floodwalls, roller gates, a highway crossing, a bridge crossing and a sector gate. The Western Tie-In ties in at Lake Cataouatche Levee in Jefferson Parish and then it will in with an east to west levee parallel to Hwy 90. The alignment then goes north to the Mississippi River levee. The important thing to note is that we are closing the system and we are also maintaining water exchange to preserve the wetlands at Hwy 90.



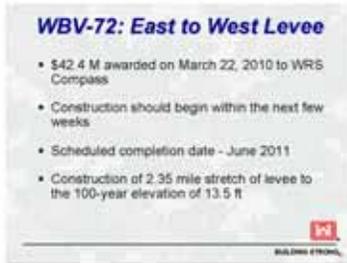
This is the project, this area is known as the Lake Cataouatche Levee. The Western Tie-In starts here [pointing] at this point with a contract for the east/west portion of the project, that is contract WBV 70 and then there is WBV 72. One contract is the sand base which allows us to build the foundation for the levee and the WBV 72 contract is the levee itself. This contract [pointing] is a sector gate across Sellars Canal [also known as Bayou Verret]. The gate will be open until we have a storm. Then heading north and south is contract WBV 73, it is for a bridge over a floodwall and that's one of the reasons we're here tonight. The contract will be awarded quickly and there will be traffic impacts. Then the north/south levee is WBV 71. It's underway at this time then continues north to the Mississippi River levee. Contract WBV 75 is for the roller gates that go across the Union Pacific and BNSF railroads. Right now our plan is a roller gate across LA-18 but we're proposing to change that, we'll get to that a little later in the presentation.

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- WBV-70: Dewatering Cells**
- Dewatering cells used to temporarily keep water out of area while building levee foundation before WBV 72 levee contract could begin
 - Sand base for subsequent levee construction
 - Substantially completed April 16, 2012
 - Finished 8 months ahead of schedule
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Contract WBV 70 is for the dewatering cells. I will give an update where we are at this point. This was the first contract underway. We are pleased to say as of today is substantially completed, we just need to do close out. The contract was to

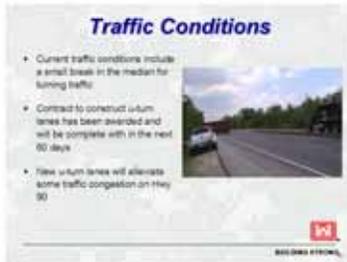
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build dewatering cells which would temporarily keep water out of the project while we construct the levee and also build a sand base for the WBV 72 project which is the levee. We were substantially complete as of Apr. 16 and we had another inspection today so we are substantially complete. We are happy to say we finished this contract 6 months ahead of schedule. Feel like our contractor did a good job. I see landowners and they can attest that the work was done with minimal disturbance to them which is significant. Because it is done 6 months early, the next contract can have access along that reach sooner and so that will allow him to finish quicker as well.



WBV-72: East to West Levee

- \$42.4 M awarded on March 22, 2010 to WRS Compass
- Construction should begin within the next few weeks
- Scheduled completion date - June 2011
- Construction of 2.35 mile stretch of levee to the 100-year elevation of 13.5 ft

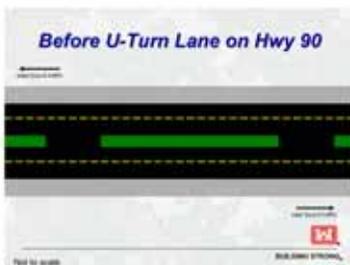


Traffic Conditions

- Current traffic conditions include a small break in the median for turning traffic
- Contract to construct U-turn lanes has been awarded and will be complete within the next 60 days
- New U-turn lanes will alleviate some traffic congestion on Hwy 90



Western Tie-In U-Turn Alignment



Before U-Turn Lane on Hwy 90



U-Turn Lane On Hwy 90

WBV 72 is the contract for the east/west portion of the levee. It was awarded Mar. 2, a few weeks ago, for \$42.4 million. It was awarded to WRS Compass construction out of Tampa. They have experience in that area building levees and gave us a really good proposal, we're confident in them. Construction, physical construction you can see should be within the next couple weeks. They have mobilized and are using the same construction trailers as the other contractor so they were there today. Contract WBV 72 should be done in June 2011. The levee will be built to about 3.5 miles long and it will be constructed to 13.5 ft.

If you are familiar with Hwy 90, you know there is a lot of traffic and dump trucks on the highway. We are going to try to mitigate that risk with construction of some U-turn lanes on the east end and the west end of the project. This will allow dump trucks to have turning lanes so they can get out of traffic and we can minimize risk associated with so much traffic activity. The contract for the U-turns was awarded Mar 22. The work will start following that the Notice to Proceed. They have 60 days to complete those U-turns so we should see new U-turn lanes on Hwy 90 which will alleviate traffic and gets trucks out of the roadway.

This is showing where the U-turns are going to be. This general area is right at the Jefferson Parish Landfill entrance, that's where this U-turn will be. And this is right near the Davis Pond Guide Levee here, where you cross Hwy 90. The borrow for [east/west] WBV 72 levee is coming from 3C Riverside borrow site. He's coming from the west because of where the borrow site is, he will come down Hwy 90 and turn off into the project.

He will probably be coming out over here [pointing] and then he can make the U-turn. That's a positive that he chose the 3C Riverside site for the borrow, that will alleviate traffic.

Before the U-turn, this is shows how the roads look. This is the west bound lane and this is east [pointing]. After we're done this

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

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is how the U-turn lanes will look. Traffic will continue and the trucks will have a merge lane and get back on the Interstate so it is safer than it is today.

WBV-71: North to South Levee

- Levee construction on north side of Hwy 90
- \$5.3 M contract awarded on Sept 25, 2009 to DQSI
- Construction began Sept 30, 2009
- Scheduled to be complete in Sept 2010
- Construction 50% complete



The contract WBV 71 is for the north/south levee. It is currently under construction. The contract was awarded for \$5.3 million, it was awarded last year to DQSI and they are doing a good job. They began in Sept. 2009 and will be complete by September of this year, they are moving along. We had an update today and they are now about 60 percent complete. We are having to get some railroad permits from Union Pacific but we will be ready and hopefully can complete that project ahead of schedule too.

WBV-74: Closure Structure

- Requires construction of a 56 ft sector gate at Sellers Canal
- Sector gate will remain open at all times and only close to prevent storm surge
- Contract awarded within the next few days
- Scheduled to be complete in Sept 2011



The contract for WBV 74 is for the sector gate, it crosses Sellars Canal [Bayou Verret]. It's going to be a 56 ft sector gate open at all times. Its purpose is to prevent storm surge. That contract should be awarded within the next few days so it is working the process and should be awarded in the next couple days. It will be done by Sept. 2011.

WBV-73: Highway Crossing

- Consists of a floodwall built to elevation 15.5 ft with a bridge built over the floodwall
- Bridge over floodwall will maintain traffic patterns during evacuation
- Traffic will detour from Hwy 90 for a significant portion construction duration



Contract WBV 73 is for the highway crossing and that contract is a floodwall that will be built to elevation 15.5 ft and then there will be a bridge crossing over the floodwall. We chose that alternative because the bridge will allow us to maintain traffic during a hurricane event so we can continue to use Hwy 90 for evacuations. We will have traffic detours at Hwy 90 for a significant portion of the [construction] project.



This animation shows what Hwy 90 looks like now, it is the same slide as before but this is showing the construction sequencing. We will put in detour roads on the north and south side of the highway so we can maintain traffic and will still have two lanes of traffic. The Department of Transportation and Development will not allow us to reduce the speed limits so we should be able to keep the status quo. [Additional animation]. So then this is the floodwall across Hwy 90. Then we will build a bridge over the

floodwall. After we build the bridge we tie into the [existing] levee and cross the detour road. Then both of those will be closed. Also these detour roads will have a U-turn lane that goes for the other side. It will only be for the DOTD to do bridge inspections and for property owners to have access at these detour road locations. Right now this area is not developed but DOTD wanted us to include U-turn lanes in case there is future development.

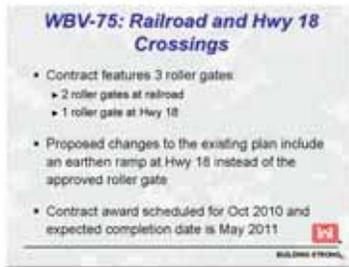
Question 1: Paul Salassi: Will the detour have one or two lanes?

Response 1: Jeff Williams: It will have two lanes.

The contract called WBV 75 is for the two railroad crossings, it includes three roller gates. One at Union Pacific, one at BNSF and the last at LA 18. You may be saying that's not what I heard

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but that is our proposed change. We always said a roller gate [at the railroad crossings] but now the change is to go with an earthen ramp at LA 18 so there would be an evacuation route. So that we will maintain as many [evacuation] routes as possible, this is what we're proposing to do. We are proposing, and we are currently are in the process of preparing an Individual Environmental Report Supplement [IERS 16] because that is not what was included in the original IER. We are proposing to change the scope. We sat with the parish and

the state and we agreed this was the best way to go so that will change the scope [of this contract] from a roller gate across LA 18 to a ramp. That contract would be awarded October 2010 and it's the last contract [for the Western Tie-In project].

Question 2. Jeff Roux: When you looked at the ramp would you look from the western levee to the eastern levee? [That would be] instead of a bump because if we don't get the GIWW levee [as a part of the Donaldsonville to the Gulf project] we will need [inaudible]. At the [Davis Pond Freshwater] Diversion you have an eastern and western pass to the western side. When are you going to raise the road?

Response 2: Jeff Williams: I'm almost certain that's how it's designed. [Inaudible].

Question 3. Jeff Roux: You have to have a certain [inaudible] for safe design.

Response 3. Jeff Williams: We have to design within our Right-of-Way. This design is within our Right-of-Way and the one we have proposed is the furthest we can go out because of those issues. The DOTD guides our design process.

Question 4. Unidentified male speaker: That is a narrow spot between the railroad and the levee. How are you going to maintain traffic?

Response 4. Jeff Williams: On this project we will have a detour road but that will be for emergency vehicles only. During construction that will not be maintained.

Question 5. Dennis Nuss, St. Charles Parish Councilman: So LA 18 will be closed?

Response 5. Jeff Williams: There will be a point where it will be closed, it's when they tie in the levee. I can't tell you right now what that duration is but it will be open during construction for emergency vehicles.

Question 6. Jeff Roux: When they built the [Davis Pond Freshwater] Diversion the road was open all the time. They moved LA 18 to the south, built the diversion then moved everything back, it's not impossible to build between the railroad and a bypass, two lane highway. You can build it 6 ft and raise it to pass the other thing, it's not impossible.

Response 6. Jeff Williams: It's not impossible but there is a railroad there and they are not bound to move it again, and do that again.

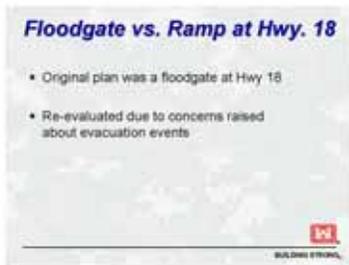
Question 7. Jeff Roux: I'm not saying the railroad.

Response 7. Jeff Williams: Because of the footprint of this levee that ties in, it will take up that entire space between the railroad and the Mississippi River levee.

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Unidentified male speaker in a red shirt 8: Will the railroad have a gate?

Response 8. Jeff Williams: Yes, sir.



Here's what drove this decision, it's a couple months of having the [detour] or, during hurricane season, having a closed gate. The Corps and the team including the state, DOTD and everyone else [on the team] pushed this route. We tried to maintain traffic but because of the footprint, this levee is so wide, it's impossible or I should say, extremely hard and it takes more construction time to do that.

Rene Poche: Let's get through the rest of the presentation and then we will come back for questions.

Question 9. Unidentified speaker in a black shirt: Is this [contract] let yet?

Response 9. Jeff Williams: Not yet.



Jeff Williams: So back to the ramp, our original plan was a gate and we are doing the evaluation of the ramp in the IER Supplemental. The impacts across the entire project are increased noise, traffic, restricted water access to Sellars Canal [Bayou Verret] and detours. There is also going to be sand and dust and we're going to have some wetland impacts as well.



The timeline for this project are WBV 72 was awarded in March 2010 and will be completed in June 2011. Contract WBV 71 was awarded in September 2009 and construction began in September 2009, it will be completed in September 2010. Contract WBV 74 was awarded this week with the completion expected in September 2011. And then WBV 75 which is the railroad crossing and highway crossing, that will be awarded in



October 2010 and completion is expected in May 2011.

Rene Poche: Some of our upcoming meetings are listed here. We have some coast issues and mitigation public meetings coming up. Later this week we'll be in Convent talking about the Blind River and in May there is a Westbank and Vicinity mitigation public meeting at Delgado Community college.

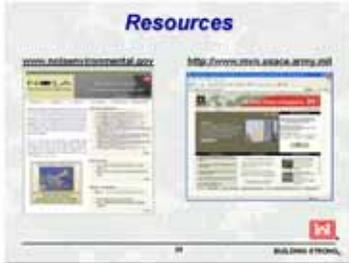


You have a lot of opportunities to give us input and we think it's important. There are a variety of ways to do that, please sign in at the back of the room and leave your e-mail address. We have a construction impact hotline number and we will get your contact information and then go to a project manager to get information



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for you and then get back to you. On www.nolaenvironmental.gov you can also submit comments. You can also call and e-mail us at AskTheCorps@usace.army.mil, e-mails from there get assigned to the public affairs office. We get with the project manager and then respond.



We also have other resources for you, in addition to www.nolaenvironmental.gov there is the public New Orleans District Web site has a lot of good information for you. If you want to find out what's happening in an area you can click in the area and take a look.



We're also on Twitter and Flickr and Facebook. All the news releases get posted there. If you go to Facebook and type New Orleans District it will bring you to us.



As we start questions please say your name so we can get it in the record. I want to mention that we have different contractors that are working on these projects. One you saw earlier is DQSI, it's a small business in New Orleans. Small business has been a major part of construction of the Hurricane and Storm Damage Risk Reduction System. We went over the \$2 billion mark in awarding contracts to small businesses so we can't say enough how important that small business is to the system.

Question 10. Bernard Menge: You said the levees would be built to 13.5 ft, isn't that still below sea level? How high is Hwy 90?

Response 10. Jeff Williams: Hwy 90 is at elevation 6 ft. So [the levee] will be at plus 13 ft, above sea level.

Question 11. Bernard Menge: So relative to Hwy 90 it will be another 7.5 ft? That doesn't seem like much.

Response 11. Rene Poche: Compared to what?

Question 12. Bernard Menge: River road is at [inaudible].

Comment 13. Jeff Roux: It's a 16 ft.

Comment 14. Bernard Menge: USGS showed the elevation of 12 ft at River Road.

Response 14. Rene Poche: Trying to compare levee heights is apples to oranges. This has been modeled and we've found that this is the appropriate elevation to get risk reduction.

Question 15. Bernard Menge: I drive it and if I see an 8 ft levee, it's little.

Response 15. Jeff Williams: It's not just elevation, this levee when you look over it, the footprint is about 500 ft wide. So it is higher and has the strength to stop the storm surge.



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Question 16. Unidentified speaker in red shirt: On River Road, if we block off River Road that is going to increase traffic on Barton Rd and people coming down S. Kenner Ave. and Avondale Gardens to get to Hwy 90, they are going to have an impact. That's going through neighborhoods. I watched them put in the diversion.

Response 16. Jeff Williams: It's almost impossible because of the roller gate. It's going to be a lot of concrete. You're talking about the pile driving near there so some of the space that we are referring to by LA 18 there will be construction activity in the area that will prevent us from building.

Question 17. Unidentified speaker in red shirt: I understand your problem but understand me. I live off S. Kenner Ave. If anyone that works at Cytec who lives in Luling is going to have to come around to Bayou Blvd and on S. Kenner Ave. to get to Cytec and all those people on Montivo and [inaudible] they are going to have to come around. [And then there are] school buses.

Response 17. Jeff Williams: I totally understand. I can't tell you the timeframe but this is still proposed and a part of the [environmental] process is for you to get a full understanding of what we're proposing. We want you to get a better idea and to make sure you offer these comments. [Inaudible] part of an environmental document, part of the impact is the traffic. We want you to [make that comment] so we can consider it. If we get substantive comments then [the decision] goes to the Colonel.

Response 17b. Rene Poche: This all goes back to how important your input is. We have your comments on the record but I would encourage you to go on www.nolaenvironmental.gov and leave your comments.

Comment 18. Jeff Roux: I appreciate the comment that you listen but the only comments in IER 16, other than from an agency are mine. One of the comments was to raise River Road instead of building a sector gate because of the problems, now it's someone else's idea. You can build a bypass road, then a ramp, then the sector gate from the railroad after. I understand your schedule but you can also [inaudible] the area to be used.

Question 19. Mark [Unidentified]: When will the proposal be finalized?

Response 19. Beth Nord: At the beginning of June is when the IER Supplemental will be available for public review.

Response 19b. Jeff Williams: We listen to those comments. If once that document is out for public review, you get your chance to review it and then offer your comments within 30 days.

Comment 20. Rene Poche: When that document comes out for public review we do a news release and we send a mailing out, you will be notified and you'll get the information on how you can make your comments.

Question 21. Dennis Nuss: Jeff, the levee is going to be built to 13.5 ft elevation?

Response 21. Jeff Williams: Yes, the levee will be at 13.5 ft.

Question 22. Dennis Nuss: We thought it was a 13.5 ft levee, it's more like a 9.5 ft levee?



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Response 22. Jeff Williams: Hwy 90 is higher here than where the contract WBV 72 is, the sand cell is only at plus 3 ft. So that's a low area, it will be a 13 ft levee. That area is about elevation 2 where WBV 70 is. So it will be 11.5 ft levee.

Comment 23. Dennis Nuss: We appreciate what you say and you've given us information on the impacts of more water in the Luling area but residents are still not convinced. I don't think this project is a good idea for Luling since the Donaldsonville to the Gulf project still has another 7 months and got pushed back so that window of when this project gets done and when Donaldsonville gets done is even further. Residents are concerned. Please, if you're going to continue [this project] we need protection for Luling.

Response 23. Jeff Williams: I understand your position, they are working that permit but with our modeling we don't expect to see any induced flooding because we are following the guide levee right now. We did promise you some additional information and we are working that, some of those models of Gustav, like the synthetic storms are worrying you. [Inaudible] so you can get a higher level of comfort that the data is good data and especially with that synthetic Gustav storm event, you will get a better level [of risk reduction] but they are working your permit.

Comment 23a. Dennis Nuss: I appreciate that but we're still concerned.

Question 24. Paul Salassi: The ramp that would be at LA 18 by Davis Pond, what about the weight of the concrete culverts under that road that is existing?

Response 24. Jeff Williams: Absolutely that's been considered and I want to say that we aren't changing the culverts but there were some changes, it won't be [inaudible]. That ramp is going to expand over a wide area.

Comment 25. Paul Salassi: That seems like a lot of weight.

Response 25. Jeff Williams: Absolutely.

Question 26. Carl [Inaudible] I would like to see you. I know construction and traffic but I would like to see [inaudible] that make sure your contractors are obeying the rules of the road. I try to stay off of Hwy 90, they disregard [the law]. You guys let the contract and you have some control of that. You take your life into your hands on Hwy 90. I'm going 55 and they are passing me up. I would ask that you have someone monitoring and control these guys, they get paid by the load. If you are coming for [inaudible] you are coming through there with dust and dirt, the impacts on Hwy 90 are a mess.

Response 26. Jeff Williams: This has been one of my pet peeves, I can tell you that when we have pre-construction meetings we have safety briefings and on all our contracts we have a zero tolerance policy. If you overturn a truck and are found to be at fault speeding, you're done. We are cognizant of that situation. We have the construction number you can report the incident to that, we want to keep everyone as safe as can be, that's why we're putting in a U-turn. We can't ride in the cab with them but we discuss it, if they are caught doing it, they can't work for the government anymore.

Response 26b. Rene Poche: We're having the same problem on the east bank. We are having that problem and the state troopers are out, that's another option, to contact the state police.

Comment 27. Unidentified male speaker: I haven't seen the Sherriff pull over a dump truck.

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Response 27. Rene Poche: We're here to tell you your options. State police are doing it on the east bank.

Question 28. Allen Tregre: On the U-turn, the [truck] came out in front of me and they started [inaudible] out in to the driveway. [Inaudible] at the spillway they didn't patch up the holes, they came and fixed the lane and there are ruts. They are breaking the side of the highway. Every one of your trucks turned by me, you need a U-turn lane there. Those trucks aren't going to the other end, they are turning by my house.

Response 28. Jeff Williams: Part of the traffic plan is to put in a lane. If the [trucks] blatantly disobey the law [inaudible] but part of the reasons for the U-turn lanes on both ends is for the trucks. I am there all the time, sometimes I go to Davis Pond to turn around.

Question 29. Allen Tregre: They turn by the middle road, that would be a sensible place.

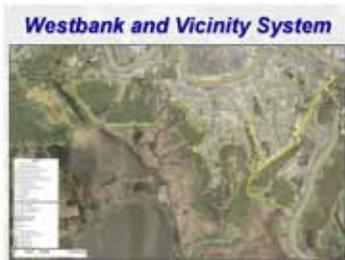
Response 29. Jeff Williams: We have other activities so we want to make a circle for the entire project. For environmental purposes, where you are [suggesting] there isn't environmental clearance.

Question 30. Unidentified speaker in a blue shirt: How high is the levee going to be by the river?

Response 30. Jeff Williams: It's 11.5 or 12 ft, at River Road it is at plus 6 ft. It's going to tie in to the Mississippi River levees at elevation 24ft.

Question 31. Unidentified speaker in a blue shirt: River Road is above sea level, is Hwy 90?

Response 31. Jeff Williams: Hwy 90 is at plus 6 ft and River Road only 2 ft in that area.



Question 32. Unidentified speaker in a blue shirt: Where would the detour be?

Response 32. Jeff Williams: The U-turn alignment, the temp crossing just west of where the WBV 73 crossing is. So in that vicinity you can see [inaudible]. So the detour would be here and this side pointing. It will be east of the Davis Pond Freshwater Diversion.

Question 33. Unidentified speaker in a blue shirt: And the two bridges?

Response 33. Jeff Williams: They are connected by two ft so they meet the standards of future I-49.

Comment 34. Jeff Roux: I made comments on I-49 too, I don't think so.

Response 34. Jeff Williams: Well, per the DOTD, that's where we're going to tie in to I-49.

Question 35. Unidentified speaker in a blue shirt: The bridges over [inaudible] those bridges are going over the canal, right? So two bridges will be there. What do you do with the ones there now?

Response 35. Jeff Williams: Those are temporary. These permanent [inaudible] are in the WBV 72 contract which was awarded last March. That contract is scheduled to be completed by June



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of next year so you will see the temporary bridges removed before then. The removal of the contract is part of that so before June 2011 those temporary bridges will be removed.

Comment 36. Unidentified speaker in a blue shirt: I would rather see LA 18 without the roller gate, I would rather see the earthen ramp.

Question 37. Unidentified speaker in a red shirt: On Hwy 90, I see by Pier 90 you're going to build a new bridge?

Response 37. Jeff Williams: There are three temporary bridges and on the outside there are other bridges east of Sellars Canal. Those permanent bridges are for access so then the non-Federal sponsor can access or cross the canal and access the levee to do the grass cutting and maintenance for the levee.

Question 38. Unidentified speaker in a red shirt: Are you going to raise the bridge crossing the canal?

Response 38. Jeff Williams: No.

Question 39. Unidentified speaker in a red shirt: So the levee won't be higher than the bridges?

Response 39. Jeff Williams: No.

Question 40. Jeff Roux: Has the pumping protocol been established, when is that gate going to be closed?

Response 40. Jeff Williams: We're in modeling right now, there has been preliminary [inaudible] with the non-Federal sponsors for WBV 74. They've been involved in the whole process and we have had folks that have been involved and will continue to be involved in the process. Before we write the Operations and Maintenance manual they will take part in the preparation of that manual. They will get to give feedback but there is a preliminary protocol [inaudible]. [the water would need to be] at plus 2 to 3 ft before we close that gate. The tide in Sellars Canal would have to be 2 or 3 ft.

Question 41. Jeff Roux: If the tide is 2 to 3 ft, then you close the canal?

Response 41. Rene Poche: Right, I've been involved in this and it's a real collaborative effort with the Corps, the parish and the state. To give you a number is speculation.

Question 42. Paul Roux: My problem is if you close that gate too soon, there is no way, there are no pumps drawing water there. There is no way to dewater the other side, the pump station on Hwy 90 doesn't dry on the Outer Cataouatche Canal. If we get heavy rains we're going to take the water and be on the bowl and Ama is going to flood because the water gets through the first rail road. The culverts aren't blocked. The Sellars canal is just going to re-circulate the water.

Response 42. Jeff Williams: We've done some modeling and presented those models to show that from a hydraulic standpoint the change is minimal. So there are still concerns, I know there is, but the parish is working with the state to do a betterment, that's an interior drainage situation.

Question 43. Jeff Roux: We can withstand [inaudible] but we still get re-circulation. If you have two ft and a storm of 95 or in December or like Hurricane Ike, there were areas by Kennedy



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St. that came close to flooding and those were [inaudible]. They can easily tie in that pump station and take a [inaudible] on the Outer Cataouatche Levee and pump over [inaudible].

Response 43. Jeff Williams: We're not authorized to do any of that because that is an interior drainage issue and not a storm surge.

Comment 44. Jeff Roux: That is St. Charles and Jefferson Parish. You can make a cut in that levee to [inaudible].

Question 45. Cory Bielstein: You might want to mention that there are sluice gate, and that their operations that would alleviate some of that as well.

Response 45. Jeff Williams: That is correct.

Rene Poche: Thanks for coming. There are all those ways to give input on development of the system, I encourage you to do that.