



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

## Greater New Orleans Hurricane & Storm Damage Risk Reduction Jefferson Parish Lakefront Construction Update August 10, 2010

<b>Location</b>	Congregation Gates of Prayer 4000 West Esplanade Avenue Metairie, LA 70002
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx. 100
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Approval Process Brochure</li> <li>• 2009 Status map</li> </ul>
<b>Facilitator</b>	Rachel Rodi



**Rachel Rodi:** Good evening. My name is Rachel Rodi and I work for the Army Corps in the public affairs office. As you can see we are here tonight to talk about Jefferson Parish Lakefront Construction. I would like to introduce a few people from our team. Thanks to Ms. Pat Fertitta, from Councilman Congemi's office. We also have Chief Operating Officer, Jose Gonzales, from the parish president's office. Fran Campbell, director of East Jefferson Levee district, Gaibey Zreibi with Odebrecht and he is the project executive. From our team, we have

Carl Anderson, our senior project manager. We also have Brett Herr, who is the branch chief for the Protection Restoration Office and Rebecca Constance, she is a project manager on the Causeway projects.



We are going to go through several slides to talk about the airport levees, the West Return Floodwall, levee enlargements, Foreshore Protection, floodgates, Causeway Bridge and fronting protection.



If you have been to our meeting before, you have probably seen this slide as it talks about reducing your risk and basically we know that we are building a system around the metro New Orleans area, but there will always be risks. We always encourage our meeting attendees to make sure they have insurance, have an evacuation plan and are educated about our projects.

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



This is the system map that you saw when you walked in. If you can see there is a little red box and that is where we are tonight, we'll be talking about the projects in that area. I will now turn it over to Carl Anderson.

## Jefferson Parish Lakefront



**Carl Anderson:** I would like to give you a status of where we are in Jefferson Parish. We are basically starting at the airport and going to the 17<sup>th</sup> Street Canal. We have broken it up into 16 contracts. We have two completed already; seven of them are nearing completion within the next couple of months.

## Airport Levee LPV 3d.2



The first one I want to talk about is the airport. It's a very small reach as it's only about 1600 feet of levee that we have to enlarge. We have had a lot of coordination with the airport and FAA to work out this contract so it's taken us a little bit longer than we anticipated, but we should be able to advertise this contract within the next month or so.

## Airport Levee Status

**Airport Levee**

- Estimated Award Date: September 2010
- Estimated Completion: June 2011
- Construction Access:
  - Veterans Blvd. to Crestview Ave. to West Union
  - Airline Dr. to Crofton St.

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The access to this job is on the north side of Veterans and the other one is from Airline Highway. We are trying to award this by September with completion around June 2011.

## Airport Levee Status

**Airport Levee**

- Estimated Award Date: September 2010
- Estimated Completion: June 2011
- Construction Access:
  - Veterans Blvd. to Crestview Ave. to West Union
  - Airline Dr. to Crofton St.

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These notes are intended to provide an overview of the projects, and are not intended to provide a complete or verbatim account to be a legal document.



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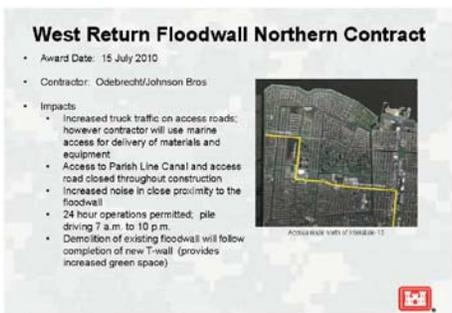
The next job is the West Return Floodwall. You have the existing wall and what we are going to do is build a new wall on the flood side and it will be higher and stronger to approximately 35 feet on the flood side.



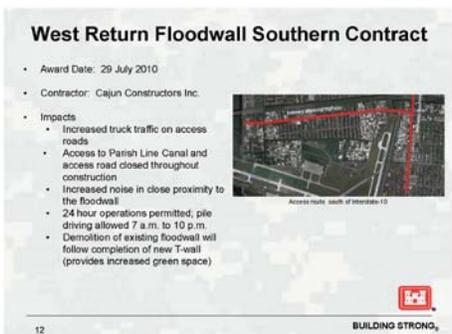
Once that wall is in place, we will take out the wall and then landscape it on the protected side.



We've broken the West Return Wall into two contracts. The first contract is in the north with the break point being I-10. We've just awarded that contract and the other one is the work that is going to be done under the I-10 and then tie into the airport levee. The accesses for the northern routes, is West Esplanade, Loyola, Vintage and Veterans Blvd, for the southern contract.



The northern portion of the West Return Wall was awarded to Odebrecht/Johnson Bros. A lot of the material will be water-based and will be brought in on barges. The only thing that we will be using these routes for is the cement trucks.



The Southern Wall was just awarded, but unfortunately there has been a protest on that contract so that will delay that from 90 to 120 days. That contract was going to use Veterans to bring in concrete. A majority of the materials will have to come in through Veterans Blvd. There is no pile driving between 10 pm to 7 am. A majority of the work will be done during daylight hours.



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## Jefferson Parish Levee Reaches



The next feature is the levee reaches. We have broken the levee reaches into five. The breaking points are where the pump stations are located. All five of these contracts are under construction and nearing completion. Within the next couple of months they will be done.

## Typical Levee Section



Basically, we have an existing levee and then we've added a lot of materials on the berms. This is what we call a stability berm on the protected side and then the flood side we call it a wave berm to help knock down the wave before it gets to the levee. The next thing we are going to be building is an all-weather access road on the wave berm for the levee board to use during operation and maintenance.

## Levee Status

<p><b>Reach 1</b></p> <ul style="list-style-type: none"> <li>• Award Date: 18 August 2009</li> <li>• Estimated Completion: Sept. 2010</li> <li>• Construction Access: Williams Blvd to Joe Yarns Blvd to Duncan St.</li> <li>• 65% Complete</li> </ul>	<p><b>Reach 4</b></p> <ul style="list-style-type: none"> <li>• Award Date: 3 September 2009</li> <li>• Estimated Completion: Sept. 2010</li> <li>• Construction Access: Causeway Blvd. to West Esplanade Ave. to Severn Ave.</li> <li>• 93% Complete</li> </ul>
<p><b>Reach 2</b></p> <ul style="list-style-type: none"> <li>• Award Date: 14 July 2009</li> <li>• Estimated Completion: Oct. 2010</li> <li>• Construction Access: Williams Blvd to Treasure Chest Casino Parking Lot</li> <li>• 60% Complete</li> </ul>	<p><b>Reach 5</b></p> <ul style="list-style-type: none"> <li>• Award Date: 27 October 2008</li> <li>• Estimated Completion: Sept. 2010</li> <li>• Construction Access:             <ul style="list-style-type: none"> <li>• Causeway Blvd. to 5<sup>th</sup> St. to Ridgelande Dr.</li> <li>• Bornabel Blvd.</li> <li>• West End Blvd. to Hammond Highway to Coast Guard Ramp</li> </ul> </li> <li>• 92% Complete</li> </ul>
<p><b>Reach 3</b></p> <ul style="list-style-type: none"> <li>• Award Date: 14 July 2009</li> <li>• Estimated Completion: Sept. 2010</li> <li>• Construction Access: Clearview Pkwy.</li> <li>• 81% Complete</li> </ul>	

Reach 1 was awarded in August 2009 and is scheduled to be completed by September and it's 95% complete. Reach 2 is 80% complete and we are looking to complete that by October. Reach 3 is 91% with a completion date of September. Reach 4 is 93% complete with a date of September and Reach 5 is 92% with a completion date in September. So we are getting very close to completing these. All we are doing now is getting the grass to grow and putting in the access roads. Now Reach 2, we still have to bring in some more fill and Reach 4, there is a minor amount of dirt we still have to bring in, but primarily we are working to get the grass to grow.

## Levee Construction



These are some pictures we've taken throughout the reaches. You've seen a lot of dump trucks at the access and they have dropped off dirt.



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The next thing we are going to do is what we call foreshore. We are going to be putting rock on the whole length; it's 10 miles, because over time since the 1950s and 60s, we've lost over 200 feet of shoreline out there along the Lakefront. What we are going to do is extend the wave berm along reaches 1, 2, 3 and part of 4. Then we are going to put a rock dike there up to elevation 4.5 so that will protect that shoreline. These wave and stability berms will protect those levees.

**Foreshore Protection**

<u>Reach 1 and Reach 2</u>	<u>Reach 3 and a portion of Reach 4</u>
• Estimated Award Date: September 2010	• Estimated Award Date: August 2010
• Impacts	• Impacts
• Limited shoreline access during construction	• Limited shoreline access during construction
• Construction Access	• Construction Access
• Marine only	• Marine only

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These contracts are broken into two. Reach 1 and 2, we will try and award in September. Completion is fall of 2011. The key here is marine access. The only way they can bring in the rock, the sand and the equipment, it has to come in from the lake as we don't have any access through those neighborhoods anymore for those contracts. The same thing goes for the other contracts on Reach 3 and 4, everything in marine access. You won't be seeing any trucks going through the neighborhoods. The levee district is going to put the rock on Reach 4 and 5, finishing up as we will have complete protection of the whole lake.



The next items we want to talk about are some flood gates and flood walls that we have. The first two are Williams and Bonnabel Floodgates. These are the access roads that go to the boat launches at both locations. What we are doing there is tearing down the old wall and building a new one higher, stronger. We will have the same gate openings at both locations.

**Williams and Bonnabel Floodgate**

<u>Williams Floodgate</u>	<u>Bonnabel Floodgate</u>
• Award Date: 10 September 2009	• Award Date: 15 December 2009
• Estimated Completion: Sept. 2010	• Estimated Completion: Sept. 2010

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These projects are nearing completion as well.



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These photos are during construction. This is Williams. Williams is very close to being finished; so is Bonnabel.



This is the Causeway and this is the rendition of what it will look like when we are finished. You have levees on both sides of the Causeway. What we are going to do is build a new T-wall or floodwall underneath there and bridge over it.



*(The heading is distorted due to slide animation)*  
First of all, we are going to detour all the traffic on the inside. We are going to keep two lanes of traffic in both directions at all times. While we are detouring, we will build a T-wall that goes under that portion and build a bridge. Once we that is done, we will detour the traffic back onto those two lanes in each direction and then we can finish up the T-wall and the bridge portion. As you can see here, this is the T-wall that we are going over. We have the continuous access road that will make it so that the levee district can use it for them and inspection.



We are trying to award this contract this month with estimated completion in 2012. Access will be both Causeway Blvd. and the Lake. They will bring supplies in with marine access.



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### Construction Impacts

- Anticipated to begin in Fall 2010
- Minimize traffic impacts
  - Two-phased construction detours
  - Two lanes (north and south) open at all times
  - Modification of traffic signal at 6<sup>th</sup> Street to minimize delays



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We should be getting started in the fall. We are trying to minimize the traffic impacts. The biggest impacts that you will see are people coming from the north to the south. What happens is right now you have two lanes on the bridge and then it expands to four lanes and then once you hit 6<sup>th</sup> Street, there is a light. Unfortunately, we need the two lanes all the way to the light and that is where it will start backing up. We are working with the parish to see if we can optimize that light to give more access towards the Causeway so we can minimize that impact.

### Jefferson Lakefront Pump Stations



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The biggest reason why we called the meeting tonight is to talk about the pump stations and what we are going to do at each one of them. There are four of them and we are working at all four.

### Typical Breakwater

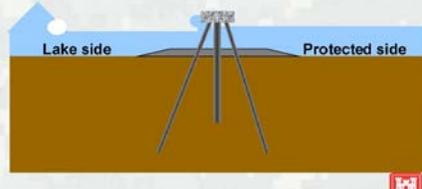


- Existing Breakwaters at Pump Stations 2 & 3
- Breakwaters at Pump Stations 1 & 4 were constructed under separate contract

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The first thing I want to talk about is what we call a breakwater. There are two existing breakwaters now; one located at Suburban and one located at Elmwood. These breakwaters knock the wave down before it can get to the pump station so the pump station doesn't see that wave because that is a lot of force. We are also going to build two new ones at Bonnabel and Duncan. Those two contracts are done with the breakwaters completed.

### Typical Section of Breakwater



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We are going to show you some animation on what these breakwaters do when the wave come in, it knocks it down so the pump station doesn't see that force.

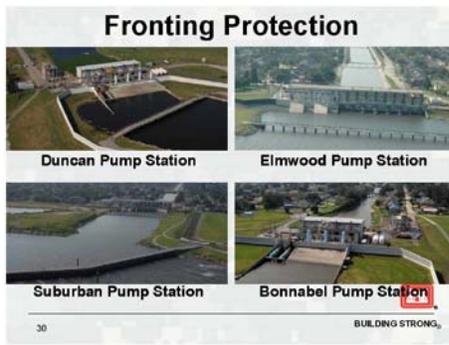


# Public Meeting Summary

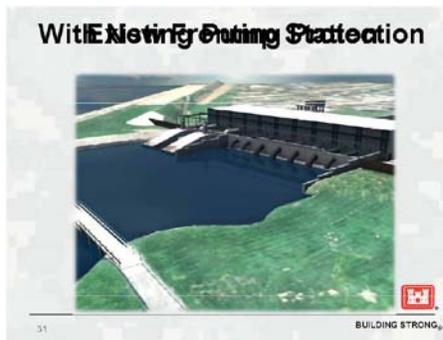


*(The heading is distorted due to slide animation)*

These are pictures of the breakwater at Bonnabel and Duncan during construction. They were primarily done with marine access via barge. They drove concrete piles at both locations. We also built a new bridge here for Duncan. This is the end result. Here is the breakwater at Bonnabel. We have a walkway to get to it and we built a new bridge here and that will tie into the access road here so we have one continuous access road. We have bridge across each pump station discharge for 10 miles so the levee district has access to the Lakefront.

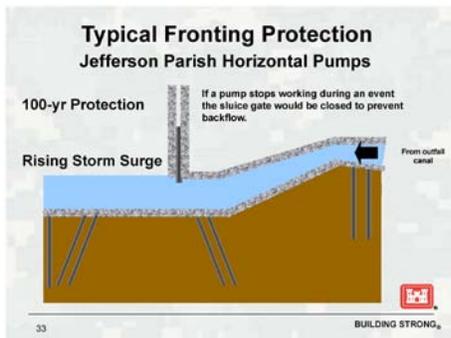


Fronting protection is shown here and these are pictures are of all four pump stations. You have Duncan, Elmwood, Suburban and Bonnabel. These walls are what we call fronting protection. All of them have existing walls in front of them, but what we are going to do is build a new wall in front of those.



*(The heading is distorted due to slide animation)*

This is Elmwood. This is the existing wall and here you have the discharge pipes and these are the two large horizontal pumps that they have. When we are done, we will have a new wall much higher and stronger, plus for the horizontals, we will have a vertical lift gate that for any reason they have to shut the pumps off, they can close the gates so there won't be any back flow through those pumps.



During normal operations this is what the pump looks like. If a storm comes you can continue to pump, but if you have to turn the pump off for any reason, this gate slides down and prevents the backflow. This is some animation on how we are going to construct the new walls in front of the existing pump station.



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(Animation contained within this section.)

These are the existing plans and we are going to build a working platform that is basically a bridge that the contractor will have heavy equipment on. He will come in. He takes out the old bridge here and drives some sheet piles, which will act as a cofferdam. He will also have some gates in there to allow water in and out. They will then pump all the water out of here, drive piles – the supports piles. What we are going to do is extend these, discharge pipes past the cofferdam. We will also drive piles here where the footprint of the new wall will be. The

next step is to extend these discharge pipes to discharge here so the parish can operate these pumps all the time. One thing I want to make clear is that we are not going to take any pumps out of service. Once all this is done, we will build a new wall that will allow the discharge pipes to go through. We will build those sluice gates here and then we disconnect the extensions. We then flood the hole, take out the cofferdam and then we will take the platform bridge out and build a new bridge across the end of the discharge.

### Fronting Protection

- Consists of 4 Lake Pontchartrain and Vicinity pump stations
  - Phase 1
    - Elmwood Pump Station
    - Suburban Pump Station
  - Phase 2
    - Bonnabel Pump Station
    - Duncan Pump station
- Contractor: Odebrecht

To try and minimize any impact that might occur from the pump stations, we are going to work on two at a time. The first two we are going to work on is Elmwood and Suburban. It's going to take approximately 18 months to do that T-wall we are talking about and once we are completed with those two stations, we will work on Bonnabel and Duncan. The contractor is Odebrecht and we awarded it in April. A lot of the material is coming from marine access from the lake. The concrete trucks are going to have to come through the neighborhoods and some of the reinforcements are going to have to come through, but a lot of the big equipment and the big long piles will come from the lake on barges.

### Phase 1 Fronting Protection

Elmwood Pump Station	Suburban Pump Station
<ul style="list-style-type: none"> <li>Award Date: 11 April 2010</li> </ul>	<ul style="list-style-type: none"> <li>Award Date: 15 April 2010</li> </ul>
<ul style="list-style-type: none"> <li>Impacts               <ul style="list-style-type: none"> <li>Increased truck traffic on access roads (street access will be used to minimize impacts)</li> <li>Increased noise in close proximity to the Pump Station</li> <li>24-hour operations permitted: pile driving allowed from 8 a.m. to 9 p.m.</li> </ul> </li> <li>Construction Access               <ul style="list-style-type: none"> <li>Williams Blvd to Village Dr. to Cypress Cr.</li> <li>Lake Pontchartrain to barge</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Impacts               <ul style="list-style-type: none"> <li>Increased truck traffic on access roads (street access will be used to minimize impacts)</li> <li>Increased noise in close proximity to the Pump Station</li> <li>24-hour operations permitted: pile driving allowed from 8 a.m. to 9 p.m.</li> </ul> </li> <li>Construction Access               <ul style="list-style-type: none"> <li>Clearview Pkwy. to Avron Blvd. to Lake Vista Dr.</li> <li>Lake Pontchartrain to barge</li> </ul> </li> </ul>

Pile driving will occur between 8 am and 9 pm. They are not planning on working 24-hours a day, but they may have to go out there and work on some reinforcement to get ready a concrete pour for the next day. Access for Elmwood is Williams and Vintage, and then for Suburban it's Clearview and Avron, very similar to what we did in 1998 -2000 when we enlarged those pump stations.



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### Phase 2 Fronting Protection

Duncan Pump Station	Bonnabel Pump Station
<ul style="list-style-type: none"> <li>• Award Date: 15 April 2010</li> <li>• Impacts               <ul style="list-style-type: none"> <li>• Increased truck traffic on access roads (noise impacts will be used to minimize impacts)</li> <li>• Increased noise to beaker proximity to the Pump Station</li> <li>• 24-hour operations permitted pile driving around the clock 7 a.m. to 10 p.m.</li> </ul> </li> <li>• Construction Access               <ul style="list-style-type: none"> <li>• Williams Road to Joe Yenni Blvd. Duncan St.</li> <li>• Lake Fortchachon by bridge</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Award Date: 15 April 2010</li> <li>• Impacts               <ul style="list-style-type: none"> <li>• Increased truck traffic on access roads (noise impacts will be used to minimize impacts)</li> <li>• Increased noise to beaker proximity to the Pump Station</li> <li>• 24-hour operations permitted pile driving allowed from 6 a.m. to 10 p.m.</li> </ul> </li> <li>• Construction Access               <ul style="list-style-type: none"> <li>• Bonnetant Blvd. to Poplar St. to Hesper Ave.</li> <li>• Bonnetant Blvd. to Landry</li> <li>• Lake Fortchachon by bridge</li> </ul> </li> </ul>

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In Phase 2, we will get Duncan Pump Station started and Bonnabel and their path will be Williams to Joe Yenni and then Bonnabel to Poplar to Hesper. Pile driving won't occur between 10 pm and 7 am at Duncan, and then at Bonnabel, it's 6 am and 9 pm for driving. Like I said, we are not taking out any pumps at the stations. All pumps will be operational during the whole portion of construction. The only time that we might need to have a window, is when we extend those pipes on those verticals, we need about 24-hours to hook it into it. We will look at the weather and make sure we have two to three good days before we do that.

### 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](http://www.nolaenvironmental.gov)

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

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**Rachel Rodi:** That's a lot of information and we know you have questions. Again, there are opportunities for public input and that is why you are here tonight, to hopefully give us your input. We have regular meetings throughout the area. If you didn't sign in, please do so before you leave so you can get in on our mailing list. If you didn't get a postcard with a magnet, there is one over there that has our construction hotline access number. That number is 877-427-0345 or you can always go online to [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov). After the meeting we will post the slides from tonight's meeting on that website so you can go there and get the slides. You can always call us or email us. Our public affairs main line is 584-862-2201.

### Social Web Networking Communities

**twitter** is an online messaging and social networking system that allows people to share their daily life experiences minute-by-minute, hour-by-hour, and/or day-by-day via their computer or mobile phone. Team New Orleans is joining in and taking on the opportunity to connect with the public and offer reports on developments, additions, changes, and upcoming public meetings and events that will affect local communities. Check it out by going to [twitter.com/TeamNewOrleans](http://twitter.com/TeamNewOrleans).

**flickr** is an online community platform for global photo management and sharing applications via the web. Team New Orleans has become a part of the movement and is using Flickr to visually explain our projects. Check out our photos at [www.flickr.com/photos/37671998@N05](http://www.flickr.com/photos/37671998@N05).

**facebook** is a global social networking Web site that links people from across the world and is currently ranked as the most popular of its kind. Team New Orleans is following in the trend and is using Facebook to update the public about projects, events, activities and public meetings. Become friends with Team New Orleans by visiting [www.facebook.com](http://www.facebook.com)

We are also on social media. We are on Twitter, which are short updates we will do during hurricane season. There is also Flickr, which is a site for pictures. A lot of our pictures you saw tonight are on those sites so they are easy to get a hold of. We are also on Facebook where we put our press releases and other announcements.

### Resources

[www.nolaenvironmental.gov](http://www.nolaenvironmental.gov)

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

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Other resources are [www.nolaenvironmental.gov](http://www.nolaenvironmental.gov) and our Corps website which is [www.mvn.usace.army.mil](http://www.mvn.usace.army.mil).



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Now, for the ground rules. Cheryn is going to walk around and pick up these speaker requests cards. You will have about three minutes to talk and we ask that you come to the center mic and ask your question. If you have other comments that you didn't get in tonight, you can always mail them in or email them.

**Maria Falco:** I'm with the Country Club Estates Civic Association, adjacent to the Elmwood Canal. We had some bad experiences during Hurricane Katrina in which everything was wiped out because the electricity quit and nothing worked, including pumps. Now they have pumping stations that have people there. Is there some alternative to the electrical resource? You can't have people pumping with their feet so how are you going to run this thing in the event, especially the vertical pumps, in the event of a power outage. What happens? Do you have an alternative source of energy?

**Carl Anderson:** The pumps are diesel driven at the pump station and they also have a diesel generator that can generate electricity for the pump station so they can continue to pump during a hurricane.

**Maria Falco:** There's no water or wave action to generate electrical power is there?

**Carl Anderson:** No, not that I'm aware of.

**Female Resident:** It's been so long since we've had access to our beautiful lake and then suddenly, my brother who lives further down by the lake, and I were both concerned when we saw this six foot permanent barbed wire fence going up and we were like, wow, we may never get access to our lake. We thought the projects were coming to an end. So will we have any access to our lake in the near future in between these pumping projects?

**Carl Anderson:** Like I said before, the levee contracts are the ones that have been occupying the space right now. Within a couple of months we will be turning those over to the levee district and it is up to them to choose if they will allow people to go back on it. What's going to happen is that those foreshore protection projects are going to have a chain-link fence on the lake side of our access road so a majority of the levee will be done just along the shoreline and we are going to have to have that so we can build a foreshore and an extension of the wave berm.

**Fran Campbell:** I'm the executive director of the East Jefferson Levee District. We have been inundated with calls from people wanting to get to the lake and so at one point, [inaudible] we were going to fence in the bike path, but they are not going to fence in the bike path, but we are trying to let people get out there. If the contractor finds that people are an impediment to him getting his job done, we had a lot of trouble once before, but if you lived between Causeway and the Suburban Canal, we put rock out there and we put rock in Kenner before Katrina and people would insist on riding their bikes right next to these tremendous dump trucks, such that our police were running all over trying to get them off. This time we are going to try and fence in from the lake side edge of the bike path and we will see how it goes. If it starts to become unsafe, we will have to close off the bike path. Now the bike path could be open, but there is not going to be much access to the bike path. There are only certain streets that have ramps. There is a



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ramp at Severn for example, but at every pump station, there will be no crossing the bridges because the bridges will be out and it will be fenced in on both sides of the pump station. Say you go up on Severn; you will only be able to go to Causeway and the Suburban Canal back and forth. There is no through access. Although it will be open it's not going to be what you would like. But when it's finished it's going to be great because you will be able to ride your bike all the way from Bucktown underneath Causeway and all the way to the St. Charles Parish line and all the way to the airport, but it's going to be a number of years until that is open. We just ask you to be patient. I know you see it and you think you can enjoy it, but not quite so much.

**Don Cass:** Your levee graphic showed that there will be additional dirt for the levee on the top and on the sides and you later indicated that work was essentially complete with just the grass still needed. I can tell you there is no additional dirt on top of the levee at Clearview Blvd. I walk that length of the levee just before Clearview to Transcontinental on almost a daily basis and there has been no additional dirt put on top that I can't see on the lake side of the levee. I know we see trucks, but my point is the levees are no higher now than they were before you started.

**Carl Anderson:** Yes, there were [Inaudible] than we needed to have at this time. We had just finished working on those levees in 2006-2007 and we raised a lot of them. All we did initially was widen them in this contract, that's all we had to do.

**Don Cass:** I thought you did the Reach 2 back then, but I don't think you did Reach 3.

**Carl Anderson:** We did Reach 1, 3 and Reach 4 was finished right after Katrina. We did these three reaches, you are right, we already had, we had the elevation and this made the levee wider and thicker.

**Don Cass:** Reach 3 was not done when you say it was done. Reach 4 was done in the timeframe that you are talking about but not Reach 3.

**Mervin Morehiser:** [Inaudible] Reach 3 was raised in 2007.

**Beverly Crais:** I live in Woodlake subdivision in Kenner. The west return wall runs right behind my house. I live in that turn where it makes the lake and the canal. First questions: the cement trucks, will they run behind my house on the levee?

**Carl Anderson:** Cement trucks will hit West Esplanade and Loyola and Vintage and then it will have to run along the access road.

**Beverly Crais:** So they will?

**Carl Anderson:** They are going to have to run behind the house, yes.

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



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**Carl Anderson:** They will run on the flood side of the existing wall. They are going to run along the flood side of that wall.

**Beverly Crais:** You all are going to build a road back there?

**Rebecca Constance:** I'm the project manager on that project. They will actually develop that road so they can run the trucks between the existing wall and the where the new wall will be. They will develop that as much as they will need.

**Beverly Crais:** In your presentation you said the new wall would be stronger and higher. I know from attending the meetings the new wall will have one more piling than the existing wall has. What is the height?

**Rebecca Constance:** It's about 17.5 elevation at the curve

**Beverly Crais:** That's what it is right now.

**Rebecca Constance:** Actually it's not. It is 12 ft now I believe, elevation 12.

**Beverly Crais:** Behind my house?

**Male Engineer:** It varies [Inaudible]

**Beverly Crais:** Since you have awarded this contract, did you include drainage? It was requested at the last meeting. My councilman was supposed to get with you all before this and have you included the drainage?

**Rebecca Constance:** We are looking at that now as we are looking at what the design is going to be and that will be added to the contract.

**Beverly Crais:** So it's going to be done when the wall is under construction?

**Rebecca Constance:** It will be done as part of the contract, but it's not in the contract now; it is something we are working on to add to it.

**Beverly Crais:** So what you are telling me is you are going to build the wall before you put drainage in?

**Rebecca Constance:** It's all part of the same construction effort. Most likely, the new wall will be in place before....

**Beverly Crais:** Because right now, you took the sheet piling and you built the existing wall and the runoff that comes through my lot under my house is really bad. So you are going to go 35 feet further back, I will have more runoff.



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**Rebecca Constance:** Are you familiar with what's along the lakefront now? It's going to look similar to that. That is what we are looking at for a design along that area.

**Beverly Crais:** My main concern is when are you going to do drainage?

**Rebecca Constance:** It will be part of this contract before the contract is done. The contract does have a 609-day duration so it will be towards the end; the new wall will be in place. I can't tell you exactly as it has to be worked out with the contractor.

**Beverly Crais:** Is it going to be done before you tear down the existing wall?

**Rebecca Constance:** I can't say for sure, but it will be done as part of this contract. We will not walk away from it without...

**Beverly Crais:** When do you expect construction to start?

**Rebecca Constance:** The contract was issued a notice to proceed last week and we are up and running and they have submitted some information and their early submittals and plans and we are coordinating and working on it now.

**Beverly Crais:** The gate at the end of my levee is L1. Are we still going to have a gate there?

**Rebecca Constance:** We will not have a gate, it will be a ramp so the vehicles can access it and will be able to drive up, over and around it, but there will not be a gate at that location.

**Beverly Crais:** How will you close it off if a storm comes?

**Rebecca Constance:** It will be a wall; the ramp will go up and over the levee.

**Frank Compagno:** When new soil is added to each reach, how long does it take for the added height to solidify with the existing base levee?

**Carl Anderson:** We put the new dirt down in one-foot lifts and compact it to 95% compaction and then the last two lifts we put them in six inch lifts. So yes, we are going to get some consolidation, but by compacting to 95% we've got a lot of the settlement out of it already. In a lot of places we added a lot of lifts on the protected side and the flood side we might have added five or six lifts. It's been working out pretty good as long as the weather cooperates. If it rains, we have to wait for it to dry out and sometimes when it gets too dry we have to add water. There is also moisture content with the clay as it has to be a certain range to get compaction.

**Frank Compagno:** What I wanted to know was time [Inaudible] how long does that take before it actually becomes solidified. If right now a storm would come this year with waves lapping up [Inaudible] is that going to be the same type of protection as if that levee had been sitting there for five years?

**Male Engineer:** [Inaudible]



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**Carl Anderson:** You get very close to...what we will do is [inaudible] the old levee. We will take off the old grass and then we will put that new clay on there and as soon as you compact it, it's connected to it right away.

**David Nourse:** How high of a water surge can these levees handle? Like how high of a surge are we talking when it gets to be 15 or 20 feet of surge; at what point will they be overtopped? I mean the levee and the pumps?

**Carl Anderson:** Currently the levees are being constructed to elevation 16.5 ft. Now that is one foot of overbuild because all we need at this point to provide the 100-year level risk reduction is 15.5 ft so we are allowing that for settlement and then we are planning on an additional lift down the road because ultimately we have to build those levees to 17.5 ft for 2057. The levee right now is designed for a surge of around 9 to 9.5 with waves. When a wave breaks, it washes up and that's what you call wave run-up. We decided that's why we are building wave berms so that the wave breaks before it gets to the levee and then we add the height and slope so right now they are designed for a surge of about 9 or 9.5 ft. Ultimately it will be designed for surge of about 10 to 11 feet with waves. It's a combination as we designed for a surge and the waves.

**David Nourse:** So if we have a hurricane that comes and has a 15 foot surge, we might be in trouble that they could be overtopped?

**Carl Anderson:** That would be a very big hurricane. It wouldn't be overtopping the levee, but the waved would be so yes, you are right.

**David Nourse:** The height of Reach 4?

**Carl Anderson:** It's 16.5.

**Male Speaker:** [Inaudible]

**Mervin Morehiser:** It would have varied along [Inaudible]. The old design for the Lake Pontchartrain and Vicinity contract was done in the late 1960s and in some cases, it was not very accurate. The surge that was predicted out in the east like St. Bernard was underestimated considerably. They had tremendous surges out there during Katrina. It turned out that the estimates that were done for the East Jefferson lakefront were pretty close to what we found to be required to provide the 100-year level of protection after Katrina. That is the new standard for the whole system. The levee that was being built at Reach 4 was being built with an over build. I can't really exactly remember what the design elevation was, but I think it was basically the same in what we have now. The levee itself may have been built up to 17.5 but I'm pretty sure that was not the design.

**Male Speaker:** [Inaudible]

**Carl Anderson:** You have to remember also we've got a lot of stringent design criteria and we will get to 17.5, but we don't need it right now. We have 15.5 and that's what the design calls for



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to provide the 100-year risk reduction. We've added a foot for over build for settlement and we are going to be planning on getting future lifts, probably two more lifts, over time.

**Male Speaker:** When will the flood maps be available?

**Rachel Rodi:** We usually have a FEMA representative here, but there are not any reps here tonight, but I will get you a number to call because FEMA does the flood maps, not the Corps.

**Don Casey:** What's normal to have on hand in terms of the diesel capacity at each pump station?

**Manny Aspuria:** Right now at Bonnabel Pump Station we had 48,000 and we added another 120,000 gallon tank so we are going to have 168,000. At Suburban Pump Station, we have 51,000 gallons and we added two 20,000 gallons so that will be 90,000 gallons. At the Elmwood Pumping Station, we had 58 and we are going to add another 20 so that's around 70,000. And at Duncan Pumping Stations we have 59,000 and we are going to add another 20,000 gallon that will give us most probably a 10-day supply. Every piece of equipment we have at the stations will be running 24-hours a day for a 10 day span.

**Carl Anderson:** The other part of the question is that at full capacity with all pumps, how many hours would this diesel supply provide and as he said about 10 days, full force.

**Jim Orth:** How high did the lake rise during Katrina and why is the West Return Canal losing height as it heads towards Airline?

**Carl Anderson:** Along Jefferson Parish, the stage here [pointing] it was around 10 or 11 feet and at this corner it was around six or seven feet. That is how high the surge got in the lake.

**Male Speaker:** [Inaudible] you designed it for nine feet when you had 11 feet in the lake?

**Carl Anderson:** This one is around 10 feet and that's what Katrina put in the lake. We are not designing against a Katrina; we are designing to provide a 100-year risk reduction. Katrina was a 400-year storm. Congress authorized us to do a 100-year. I would love to get 10,000-year protection, but Congress only provided us the funds to do 100-year at this time. We have other studies that are trying to get a higher level of protection especially at the Rigolettes [inaudible] to try and put some structures there and hopefully we can get that through Congress if they will authorize it for us.

**Female Speaker:** [Inaudible]

**Carl Anderson:** Right, they turned the pumps off. Now they are not going to turn the pumps off. They have safe houses at each one of those pump stations ...

**Male Speaker:** The second part of my question was, for years we play like the West Return is not part of the lake that it is, essentially once you get a rise in the lake of four feet or so, the entire marsh areas becomes part of the lake. Yet I think you mentioned that we are going from 17



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at the lake and we lose elevation as the height of the sea level in the West Return Canal as it heads towards Airline. I am asking why when in a surge that would encompass basically the lake as one body of water?

**Carl Anderson:** What happens is out here you have a high stage and a very high wave so we designed a wall to those requirements. As you get away from the lake and you come down here, your surge stays about the same but your wave drops off dramatically. The deeper the water, the higher the wave; the shallower the water, the smaller the wave. That is what happens when you get down to this area; the waves get small because you have the trees and the marshland. The wall starts out here at 17, it goes to 17 all the way to I-10 and then at 16 on the south side. St. Charles Parish levees, these are all 16 foot high levees and then we also have levees that will go all the way to Bonnet Carre and those levees get up to about 16.5 because these levees are a little more protected because of I-10 and I-310.

**Male Speaker:** Until that wall is built right now and if we get a 13 foot rise, we would be inundated from the west apparently?

**Carl Anderson:** That would be an awful high wave; that would be a very large storm.

**Male Speaker:** True, but if Katrina would have gone in west of here we would have had that rise.

**Carl Anderson:** You are right. Katrina was not on critical path for...

**Vickie Wakefield:** What streets are the cement trucks going to use to go to Elmwood Pumping Station?

**Carl Anderson:** Elmwood, we are going to come up Williams Blvd. from the interstate and then we are going to make a right turn on Vintage and then Caryota, that's the same route we took when we expanded that pump station for SELA.

**Ronnie Crais:** I was curious if there was going to be a splash pad on the West Return Wall? A concrete splash so that if water does come over, it doesn't wash it out?

**Carl Anderson:** You have the base slab of the T-wall is going to act as what you are explaining. If the water splashes over it's going to come down and hit the base slab, this concrete portion right there.

**Ronnie Crais:** I know you put it by Vintage by where the sheet pile is, I think there is about an 8 foot slab.

**Beverly Crais:** Where did you get our information that after Katrina the water by the lake was only up about 6.5 to 7 feet? So why on the wall was it three feet from the top on the other side. The water line was three feet from the top.



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**Carl Anderson:** That could be from a wave. I said I estimated that between 6-7 feet. We did not have a gauge right there at the end. I was just estimating. What I was trying to show was that it dropped off from 17 feet as it went west and that is all I was trying to show.

**Beverly Crais:** Ok, and since the wall is going to be the same height, how much is it going to cost for the section that runs behind the house that you just awarded the contract for?

**Carl Anderson:** I don't have that number right there. I've got a cost from here to there, but I don't have a cost for right behind your home.

**Beverly Crais:** How much is that going to be for the whole wall?

**Carl Anderson:** \$82 million for that contract.

**Rachel Rodi:** Rebecca is here and she can answer your specific questions afterwards on West Return.

**Male Speaker:** [Inaudible] build a new wall 35 feet to the west of the existing wall, there is a canal there. Your pictures don't show where your canal is going to be when it's finished. Is it going to be on the water side or the inside?

**Carl Anderson:** The canal is going to be on the flood side of the new wall.

**Male Speaker:** Estimated completion dates for expanding the levee and these various pumping stations improvements you are talking about.

**Carl Anderson:** Here are the completion dates for all the levee contracts; basically you have completion dates of September, September, September, September and October of this year.

**Rachel Rodi:** We thank you all for coming. Carl and other project managers will be available in back. Thanks for coming and have a good night.