



Public Meeting Summary

Causeway impacts/IER3a Supplemental public meeting (north shore)

Tuesday, Nov. 17, 2009

Location	Church of the King 22205 Little Creek Road Mandeville, LA 70471
Time	Open House 6 to 6:30 p.m. Presentation 6:30 p.m.
Attendees	Approx 15
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • 2009 Status map • Corps Approval Process • Causeway Fact Sheets
Facilitator	Rene Poche

Greater New Orleans Hurricane & Storm Damage Risk Reduction System

Lake Pontchartrain Causeway Bridge Impacts ~ Individual Environmental Report Supplemental 3.a

Public Meeting
Nov. 17, 2009
Church of the King



Meeting Purpose

- To discuss proposed refinements to the risk reduction measures at the Lake Pontchartrain Causeway Bridge
- To discuss impacts construction of the overpass bridge at the Causeway may have on Jefferson and St. Tammany Parish

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BUILDING STRONG

Rene Poche, public affairs: Good evening. I'm Rene Poche. I'm the public affairs officer for the Corps of Engineers and the public affairs officer for this project. Tonight we're going to talk about the impacts associated with construction around Lake Pontchartrain and Individual Environmental Report Supplemental 3.a (IERS)

We are here tonight to talk about refinements of the risk reduction measures and the impacts the Causeway overpass bridge is going to have on Jefferson Parish and St. Tammany Parish.

Risk - Shared Responsibility



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We talk about risk being a shared responsibility and what do we mean? We have initial risk and there are ways to bring risk down through zoning and building

codes, outreach, evacuation plans, insurance and some structures. Shared responsibility means everyone, from the federal government to individuals, has a stake in responsibility. So you as an individual need to determine how much risk to tolerate. The best thing to tell you is if your elected official says evacuate, evacuate.

National Environmental Policy Act: NEPA

- Required for all major Federal actions
- Analyze potential impacts to the human and natural environment and investigate reasonable alternatives
- Corps has made alternative arrangements with NEPA to expedite project timelines
- Public involvement is KEY! We want to hear from you!
- Goal: more informed decision making through public involvement

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You'll hear us mention NEPA. The National Environmental Policy Act (NEPA) is required for all federal actions and we have to look at impacts to human and natural environment as a part of this process. Your involvement is important. We need to hear your feedback. There is a variety of ways to give us your feedback and we will talk more about this later in the presentation. The goal is a more informed decision with your involvement. This is public meeting one hundred forty-seven that we have had in the metro area. We're getting close to meeting number one hundred fifty.

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New Orleans District

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The Lakefront is indicated on the map by the blue line, and the Causeway floodwall is the green box on the map.

Refinements in Individual Environmental Report 3.a

- Construction of wave berms and foreshore protection
- Impacts at the south shore of the Lake Pontchartrain Causeway
- An earthen ramp in lieu of a gate
- Movement of a breakwater access bridge
- Addition of rock armoring

In this Individual Environmental Report Supplemental (IERS) there are five points we're focusing on. Those are: a construction of wave berms and foreshore protection along the levees in Jefferson Parish; the impacts to the changes of the Causeway; the earthen ramp in lieu of gate by West Return Wall and Reach 1 at the lakefront; movement of a breakwater access bridge and the addition of rock armoring at the breakwater as well.

Lake Pontchartrain proposed

Construction Impacts

- Anticipated to begin in early 2010
- Minimize traffic impacts
 - Two-phased construction detours
 - Two lanes (north and south) open at all times

action is to connect two adjacent levees to the existing risk reduction system across Causeway Blvd. To do that, we have to build a bridge in order for traffic to continue traveling north and south. There are two milestones in this construction project. The first milestone is getting the floodwall in place by hurricane season 2011. It will take us fifteen months for Phase I and then we will have another full year of construction. By the middle of 2012 the entire project will be complete.

Lake Pontchartrain Causeway

- Proposed plan is to construct an overpass bridge over a concrete T-wall
- Risk reduction from a 1 percent storm surge would be in place by Jun. 2011
- Construction of additional project features would continue through 2012

Construction Impacts-We anticipate the beginning of construction in spring 2010. I want to emphasize that during construction, we will ensure there are two open lanes of traffic, in either direction, at all times. To ensure commuters have access, there will be two lanes of traffic flowing north and two lanes traveling south at all times. We have developed a two phased detour plan to ensure this travel process.

Phase I Detour-We will move existing traffic to the current median.

Phase I Construction

New travel lanes would replace the current median

Phase I Construction

Traffic would be constricted to 6th St.

First, we will move the utilities which are underground, then we will move these two lanes to the center and that will allow us to get started on the construction work we will be doing during Phase I. From the other direction, the south looking north, you see 6th St. It's important to note that we are going to maintain

existing traffic patterns. Currently, on the west side you can enter and exit on 6th St. with a traffic light controlling traffic. You will still have two turning lanes to prevent traffic from

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backing up and it will still allow for storage of vehicles that want to turn on 6th St. Right now 6th St. is one way. You can turn west, not east, and this will remain the same.

During Phase II of construction we added two detour lanes to the end of the Causeway Bridge;

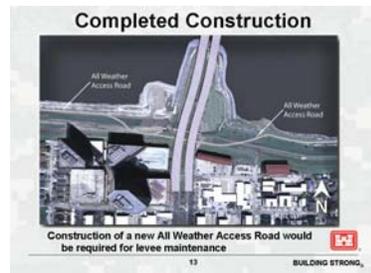


we widened that to four lanes. If you are familiar with how you enter the Causeway on north shore, it is the same thing. When you enter on to the Causeway it used to have two lanes and now it has four. It will look like that. It will add two additional lanes of an elevated bridge section and we're focusing on getting to that milestone of the floodwall during Phase I. Once we get to Phase II, we will take traffic that used to be in the center median and move it out onto the new bridge and then come back and make it a

priority to complete that floodwall. That floodwall will be your hundred-year risk reduction system. The goal is to get it in place by hurricane season 2011. Once we get that in place, we will add two more additional lanes here and here to make four continual lanes of traffic in both directions at all times.



This slide shows us the same phase in the other direction. It will tow out into 5th St. and 6th St. That is where the Toyota car lot is. This is the Lake Way Tower buildings. We would have removed a further turn around. The U-Turn will be closed and we will have added a service road where the green line is. Cars will be able to travel and take a right onto 5th St. They will no longer be able to exit 5th St. and turn onto Causeway.



The completed construction will look like this. About five hundred feet off the water, you start four lanes instead of two and it will end between 5th St. and 6th St. and then we'll have four lanes of traffic moving in both directions when we are done. Also, I want to note the all-weather access road. The access road will cross over the levee section underneath the new bridge and back over the levee section and tie into the access road on this side. It allows the levee board to have a continual corridor to inspect,

maintain, and operate their levee system. They can choose when they are done to allow pedestrian access to use that road as long as not interfere.



This is what it looks like. You can see here the current flood wall will remain in place. It will not be changed. Also, what I did not mention earlier, was that during Phase I, the three buildings that the Causeway uses now would be demolished.

Animation <www.mvn.usace.army.mil>

Phase I-This is a shot traveling south down the Causeway toward the city. You have the Lakeway buildings on this side of the Marriott Hotel. The Volunteers of America building is here. You are traveling down to two lanes (where it used to be four lanes)



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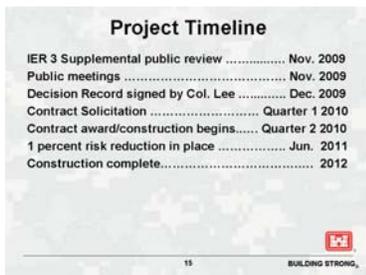
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and this is so we can start construction in that area. This is 6th St. You see the red lights to control traffic, just like it is now. It will just be placed differently.

Phase II-During this phase we will move traffic to the new bridge span that we would have built during Phase I and complete work in the center area. These are elevated bridge spans that we will build and these are the supports for the bridge. This is your new floodwall. This is the service road that will allow you to stay on ground level and turn onto 5th St.

This is the animation of the floodwall. The bridge will rest on that wall and the completed phase will have four lanes of traffic coming off the bridge to meet the four traffic lanes that are already there at about 6th St. and beyond.

That floodwall is about ten feet high. It's at an elevation of about fifteen. The existing ground level is about five feet so the bridge will be at the same level as the levees in place. This is what we call a passive design, so there is no re-opening required after a storm event.

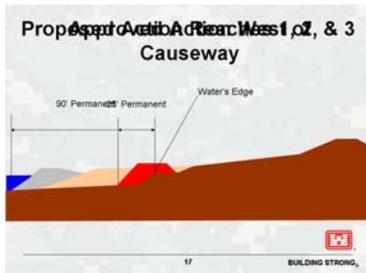


Let's talk about the project timeline. We're currently in the review period. This is an opportunity to take comments and once we go through the public meetings we will incorporate any changes based on your comments. We are estimated to have a decision signed for this Individual Environmental Report (IER) by December so we can advertise this contract for award in the first quarter of 2010 and then award the contract by spring. You can expect construction to begin by late spring and at this time our

main focus is to have the floodwall in place in June 2011. Mid 2012 would be when the construction is complete.

Jefferson Parish – This is the other thing in Individual Environmental Report Supplemental 3(IERS) that we touched on. It has to do with the Jefferson Lakefront. Some of the major changes have to do with these five reaches of levee. For the first three reaches, which is the area west of the Causeway, we propose adding a wave attenuation berm and additional foreshore protection. Then in Reaches Four and Five we will add more foreshore protection than what was approved in the original Individual Environmental Report (IER).

This slide shows what was approved. We proposed putting foreshore protection here, but as we



were refining engineering and did more hydraulic studies, we realized the lake was deeper than we thought. Therefore the waves would be higher in a storm event. We need to be able to meet the overtopping criteria. To do that we need to make the wave attenuation berm higher,

by extending it out into the lake. We would take the berm and extend it out further into the lake and then at the end we'd add foreshore to protect the berm from erosion.

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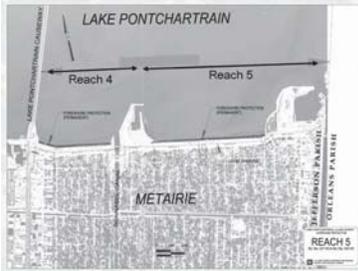


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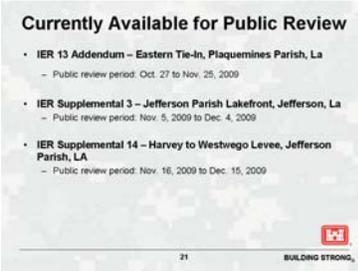
For Reaches Four and Five, the areas east of the Causeway, we approved a smaller section of foreshore protection and now it's being extended past the berm.



This slide is a typical picture of what the area would look like. In order to get rock along shore we would have to drag the channel and dump the material along the shoreline and put the foreshore protection in place. Then when we are done, we would take the dredged material and put it back from where it came from.

This slide shows how it would look on the other side of the Causeway, we'd come through this harbor and have it trucked into its location. We are doing this to minimize impacts to the area.

Rene Poche: We have a couple of Individual Environmental Reports (IER) that are available



for review. Individual Environmental Report Supplemental 3 (Lakefront Levee and Jefferson Parish) and Individual Environmental Report Supplemental 14 (Harvey to Westwego Levee, Jefferson Parish) for the West bank projects.

We talked about input. Public input is so important. There are a variety of ways you can do that. You can call us at the public affairs number or you can visit us at www.nolaenvironmental.gov. We also have a generic mailbox where you can email us at mvnenvironmental@usace.army.mil.

Resources that we have available are www.nolaenvironmental.gov and our public web site is www.mvn.usace.army.mil. There's



a lot of good information about what's happening throughout the entire system on these websites.

anything they want to say on the record?

Rene Poche: Alright, now we will open up the floor for questions and comments. No one has

Carlton: It's just so smooth. Thank you.

Rene Poche: As the project moves on we will have more meetings, as soon as the public realizes they have two lanes of traffic, we'll get more interest. We'll let you know about future meetings. Thanks for coming out tonight.

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