



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

## Western Tie-In Construction Update March 22, 2011

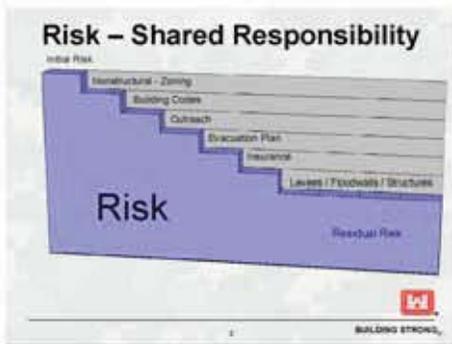
<b>Location</b>	Cornerstone Chemical Company
<b>Time</b>	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
<b>Attendees</b>	Approx: 17
<b>Format</b>	Open House Presentation
<b>Handouts</b>	<ul style="list-style-type: none"> <li>• Approval Process Brochure</li> <li>• 2010 Status map</li> <li>• Western Tie-In fact sheet</li> </ul>
<b>Facilitator</b>	Rene Poche

Greater New Orleans Hurricane & Storm Damage Risk Reduction System



**Rene Poche:** Good Evening, my name is Rene Poche and I'm with the public affairs office with Corps of Engineers. This is meeting 300+ that we've had throughout the system and the various projects going on in the Hurricane Storm Damage Risk Reduction System. Before we get started I do want to recognize a few elected officials. We have Royce Blanchard representing John Young and from St. Charles Parish Council we have Dennis Nuss. We have Shelley Taste and Terry Authement. If you haven't signed in we do

have a sheet so then we can keep you informed of other meetings as we go along. We also have a lot of printed material about the system for you.



We used to call our system a Hurricane Protection System and over time we learned that it's more about reducing risks because we can't totally protect individuals or property. We now call it the Hurricane Storm Damage Risk Reduction System. Even if we build a levee or floodwall there is still residual risks out there to the resident. This shows the risk, but we start off with risk and we have opportunities to reduce that risk through building codes and insurance and down the line there you see levees, floodwalls and other structures. All this works in tandem to reduce your risk.

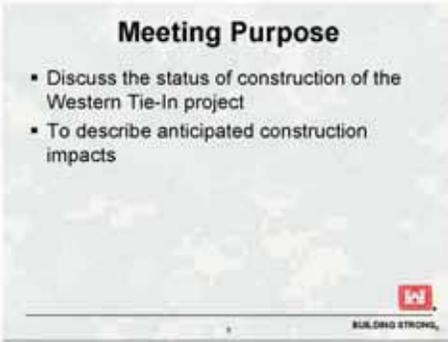
You must remember though, that we are in Southeast Louisiana and most of us live below sea level so there will always be some sort of risk. For that reason it is important that you have an evacuation plan for you and your family. Listen to the local officials and if they call for an evacuation, do so.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions 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.



US Army Corp of Engineers  
New Orleans District

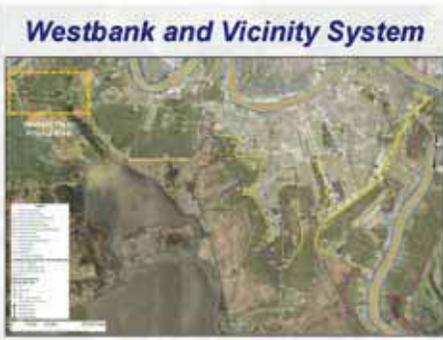
# Public Meeting Summary



We are going to look at the updates and give you a status update on the Western Tie-In. We are going to talk about some of the construction impacts as well.



This is the overall system; again we have a display in the back and we have maps that you can take with you.



I'm going to turn this meeting over to Jeff Williams; he's the project manager for the Western Tie-in.



**Jeff Williams:** Like Rene said we are here to give everyone an update on all the activities going on with the Western Tie-In. I'm sure if you are passing along Highway 90 in the construction area you see a lot going on so we just want to give an update on all the projects here; WBV 70 – 77. We will go from east to west here. We are starting off with WBV-76, which is a pump station located in Jefferson Parish then that starts the system at WBV-72, which is the east-west levee that crosses Sellers Canal there and heads west. Right at Sellers Canal is a sector gate WBV-74 and as WBV-72

heads west, just north is WBV-73, which is a floodwall crossing Highway 90 with a bridge over that floodwall. This is the WBV-71 levee and we call it the north-south levee as you can see it does head north-south. The last time I was here we talked about WBV- 75 and we still

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions 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.



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

have WBV-75 but because of some other reasons we had to split 75 into two contracts; so now we have WBV-77. This is now 75, which is just a gate across the BNSF Railroad and WBV-77 is now a stand-alone project, which is a gate across the UP Line and the ramp at LA-18 that we talked about the last time I was here. The reason we did the UP is that there are future plans to put a fourth railroad track, which means we had to do a redesign to accommodate a fourth railroad track. So that we didn't hold up the entire project we split it out.

**Western Tie-In**

- **Project Features:**
  - Levees
  - Sector gate
  - Floodwall
  - Highway crossing
  - 2 rolling gates
  - Ramp
  - Highway bridge
- The Western Tie-In project will defend against a 100-year storm surge event by June 2011

**BUILDING STRONG**

Like I said, these are the features; we have levees, a sector gate, floodwall, highway crossing, two rolling gates, a ramp and a highway bridge. The goal here is to have the Western Tie-In project to defend against a 100-year storm by 2011. We say that and you will see as we go here, all of our project completion dates aren't by June 2011, but I will go through interim measures and gap-closure plans that will be able to protect by June 1, 2011.

**WBV-76: Hwy. 90 Pump Station Relocation**

- Awarded on Jan. 10, 2011 to Healthcon
- Relocating pump station
- Complete - 0 %
- Construction Complete: Nov. 2011

*Excavated project area from the stream of WBV-75 Levee*

**BUILDING STRONG**

Starting at WBV-76, this was awarded to Healthcon Inc. in January of this year. We are relocating a pump station and it is still zero percent complete as I think the contractor just started moving this week. Construction completion date is November 2011. There is a small portion of the pump station project that is associated with protection against a 100-year event. That work is scheduled to be complete by May 1<sup>st</sup>; it's a 1.5 foot lift on the levee section that is associated with that reach. There is an interim measure in the contract that they must complete that by May 1<sup>st</sup>.

**WBV-70: Dewatering Cells**

- Awarded on Sept. 25, 2009 to Phylway Construction
- Dewatering cells were used to build levee foundation
- Construction Completed: July 2010

**BUILDING STRONG**

WBV-70 was the sand base of the WBV-72 contract, which is the east-west levee. That was awarded in September 2009 and was completed in July 2010.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions 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.



# Public Meeting Summary

**WBV-72: East to West Levee**

- Awarded on March 22, 2010 to WRS Compass
- Construction of 2.35 mile levee to elevation 13.5 ft
- Complete – 68 %
- Construction Complete: July 2011

Western Tech Tech to West Levee - December 2010

BUILDING STRONG

We are currently building WBV-72 on top of WBV-70 sand base. That was awarded March of last year and that is construction a little over two-mile levee to elevation 13.5. It is 68% complete and the construction completion date is July 2011. We will be able to defend against a 100-year event here as the levee will be built to 9.5 by June 1<sup>st</sup>, which is what we need to protect against a 100-year storm today.

**WBV-74: Closure Structure**

- Awarded April 30, 2010 to Tetra Tech
- Requires construction of a 56 ft sector gate at Sellars Canal
- Sector gate will remain open at all times and only close in advance of a tropical event
- Complete – 35 %
- Construction Complete: July 2011

Western Tech Sector Gate at Sellars Canal (Shore View)

BUILDING STRONG

The next part of the system is the WBV-74; Closure Structure. It was awarded to Tetra Tech in April 2010. This is a 56-foot sector gate across Sellars Canal. The gate will remain open at all times and will only close in advance of a tropical event. The project is currently 35% complete with a construction completion date of July 2011. Again, we will have interim measures planned there; the embankment section associated with that will be in place and we will use the TRS (temporary flood system) to protect against a storm for interim measures there to be in place by June 1<sup>st</sup>.

**WBV-73: Highway Crossing**

- Awarded on July 7, 2010 to James Construction Group
- Floodwall built to elevation 15.5 ft
- Bridge over floodwall will maintain traffic patterns during evacuation
- Traffic will detour from Hwy. 90 for a significant portion of construction
- Complete – 6 %
- Construction Complete: Jan. 2012

Western Tech to US Hwy 90 Crossing - January 2011

BUILDING STRONG

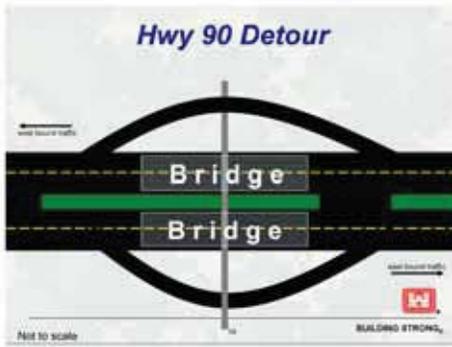
WBV-73 was awarded July of last year to James Construction. This is a floodwall built to 15.5 feet and that's the bridge over the floodwall. We will maintain traffic during evacuations through detours that we will show here on the next slide. That detour will be for Highway 90 for the significant portion of the construction. They have actually started the sand base for the detour road so we should see it here in the next couple of months. That construction is scheduled to be complete January 2011. The interim measure here is for the contractor to build the floodwall first and that

is scheduled to built before June 1<sup>st</sup> except for where the two detour roads go through the system; that will be a flood fighting measure there will they will use HESCO baskets 24-hours or so before a storm event, up until the last minute since it will be an evacuation route.



US Army Corp  
of Engineers  
New Orleans District

# Public Meeting Summary



This is Highway 90 today and we will construct the detour roads, which we are in the process of doing right now. We will build the floodwalls here and then we will build the bridge. Once we build the bridge, we will divert the traffic here and then build the remaining floodwalls. I can tell you the floodwalls that are built to the north and south will be built as well as this first and then we change the sequence here and the only thing that we have to do is put HESCO baskets here and here to protect against a storm event.

**WBV-71: North to South Levee**

- Awarded on Sept. 25, 2009 to DQSI
- Levee construction on north side of Hwy. 90
- Construction Completed: Nov. 2010

View of completed project from the canal of Hwy. 90

BUILDING STRONG

The next portion of the system is WBV-71 and that was awarded to DQSI in September 2009; we call that the north-south levee and that construction is on the north side of Highway 90 and runs east-west and north-south. That contract is already complete and was completed in November 2010 so that part of the system is ready to go.

**WBV-75: Railroad Crossing**

- Expected award date: April 2011
- Contract features a swing gate at the BNSF Railroad crossing
- The contract was divided in to two contracts to accelerate construction
- Construction Complete: Nov. 2011

Project site construction during January, 2010

All the Contractors Worked Hard To Finish! Progress is amazing!

BUILDING STRONG

WBV-75 is not awarded as proposals actually came in yesterday. This is under evaluation and we are expected to award in April and that would be a swing gate at BNSF Railroad crossing. As I said earlier, this contract was divided into two contracts to accelerate this portion of the project and separate it from the WBV-75 UPK. Construction completion date is November 2011. This section here, the top of the railroad is up to 9.5 so we will just have to do some HESCO baskets on the outside of the system to get protection for any event after June 2011.

**WBV-77: UP Railroad Swing Gates and Ramp Crossing**

- Expected Award Date: May 22, 2011
- Contract features:
  - 1 swing gate at railroad
  - 1 ramp at Hwy 18
- Summer construction will reduce impacts to school children
- Allows for the two lane bypass road
- Construction Complete: Feb. 2012

Project site in winter 2010. Excavated Swamps, Trenches, and LA Hwy 18 under way

BUILDING STRONG

WBV-77 has an expected award date of May 2011. It actually went out for advertisement last Wednesday so it's out for advertising and we are still working the agreement with UP. This will again be the swing gate across UP and elevating the LA 18 ramp. One of the things that's important here that we spoke of last time, is the detour road that we will built during construction so there won't be any closures of LA 18 during construction. Even though we're delayed, one of the

residual benefits is that the construction in the summer time will reduce the impacts for a lot

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions 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.



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

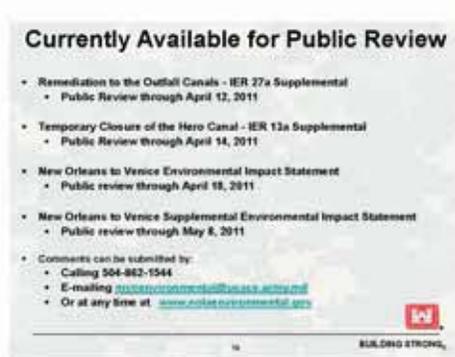
of the school buses that travel LA 18, which was one of the big concerns that were raised last time. Some of the council asked for that to happen so it has. This construction is scheduled to be completed in February 2012. The interim measure here is to drive sheet pile for the railroad here and HESCO baskets will be used across LA 18 in advance of a storm.



Basically this is what we are talking about here with the construction area near Davis Pond.

So in general for all these projects we are expecting to see increased noise, increased traffic, restricted water access for Sellars Canal, detours, sand and dust and wetland impacts. We just ask that you be mindful of all the activity that is going around there so that we can keep it safe for the public and the crews out there working.

**Rene Poche:** I want to mention on this slide that in the back we do have magnets that have a construction hot line number and if you have any questions or issues with any of these things, you can call that number so we can get back to you. Also, if you run into issues such as speeding or other traffic violation, we ask that you contact the local law enforcement.



So some of the things we have out there for review right now are the following. We have some IER Supplemental documents out and if you want to submit comments, you can call, e-mail or go to the [nolaenvironmental.gov](http://nolaenvironmental.gov) site and leave your comments there.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions 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.





US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

**Jeff Roux:**

There is supposed to be a discussion about water interchange with the Outer Cataouatche Canal.



**Jeff Williams:**

The action that we are going forward with is to provide a gap here in the Davis Pond guide levee; we actually did that cut. The purpose of that, once we close the Outer Cataouatche Canal here with WBV-72, we would be starving about 60-acres of wetland right here. In order to continue the water exchange and the reason that cut was done, is to get the Davis Pond diversion water in here in order to keep the water exchange here. Here recently, with the heavy rain and with Davis Pond running here, we were experiencing a lot of flooding in this area where they

were building the detour roads here, a lot of that was flooding; something we weren't expecting. We actually closed that back this week and we are right now looking at other options. We haven't come to a decision yet. One option is to put a structure through here to keep water exchange through the levee and another option would be to do a canal that comes from the Outer Cataouatche Canal here with some kind of structure through the T-wall and back around. The third option would be to put the cut or leave the cut and build some type of retaining wall along Highway 90. I can tell you it will probably be option one or two.

**Jeff Roux:**

I have been having problems with the drainage in that major basin area and there is no pump station on that levee. I've asked why you don't put a culvert over by the Highway 90 pump station so that when the gate is closed, you can go under that culvert and water can go to that pump station. I doubt if anyone can tell me how much use that pump station historically has been.

**Jeff Williams:**

The question about water exchange and what you are asking me now are two totally separate issues.

**Jeff Roux:**

It may be separate, but now you are talking about having another water structure under that levee going to the Outer Cataouatche Canal. You then have to have another protocol statement on when you are going to close that system and last time, you closed the gate at two feet and then you close this one...it's just more stuff that is there and y'all make a comment that you can't improve the drainage and the drainage just has to suffer. I still, in all the discussions ask, what is so hard about putting a culvert above WBV-74 and when the water gets high in that basin north of the levee, that you can actually use that Highway 90 pump station.

**Jeff Williams:**

The simple answer is that it's an interior drainage issue and we are not authorized to do that.

**Jeff Roux:**

I understand that. In your addendum to the record decision in August, you added on another study about this particular thing. In there, you have the drainage calculations; the drainage calculations are based on Jefferson Parish requirements. St. Charles Parish drainage requirements are not in the document. The other thing is that there



US Army Corps  
of Engineers  
New Orleans District

## Public Meeting Summary

is no study that accounts for the May '95 flood. You go back 10 years, but no where do y'all say we had 18-inches of rain, or whatever it was, in three hours. We know that that thing existed and we know that we had flooding, yet that particular situation is not discussed in your drainage survey.

**Jeff Williams:** Because it's a drainage issue and if that same event were to happen today the sector gate would be open and would act the same.

**Jeff Roux:** It's not if you have a surge coming or whatever, if you have a rain event and the flood gate is closed. That's my point. If the gate is closed, two-feet or whatever it's going to be, and a rain event happens like May '95, we are going to get flooding because we are in the bowl; we don't have any pumps. The parish says they will put some temporary pumps on the levee...why not just put a culvert and use that Highway 90 pump station, I don't see what the problem is.

**Jeff Williams:** We have answered that and we had engineers on behalf of the parish to evaluate our model and we solved that issue.

**Dave Price:** I'm really interested in looking at the map, what do you see happening for a continuation levee to the west; where would it start?

**Jeff Williams:** I'm not sure I understand your question.

**Dave Price:** Eventually, I'm hoping one day, we will get a levee south of Highway 90 and based on what I'm seeing here, where would that levee start? You seem like a smart guy and you realize you are raising the levee on one side of the canal and not the other.

**Jeff Williams:** Absolutely. I can't answer that question because we are only authorized to design and look at the West Bank and Vicinity Project...

**Dave Price:** I'm curious if you guys just don't care about us, not thinking about us. I see something coming up that I see in a lot of areas where the Corps, y'all are doing things and not really thinking about the future. In my opinion you are building a lot of structures there to get this levee back to the river, which means you are going to have to build an equal number of structures to get it back south of Highway 90. In my opinion, you would have done much better to build some type of controlled structure across Davis Pond with the intent, that soon, we will continue that levee to the west.

**Rene Poche:** There are a whole lot of issues that go into that and I think the parish can address some of this because I know the parish has just looked at a contractor to do some studies. You are getting into authorizations, funding, a whole lot of things, but what we are doing in the Risk Reduction System was an answer to an immediate call from Congress and that is where the \$14million dollars for the system came into place. Anything in the future we really can't talk about. We understand your concerns and issues, but it will be a lot more than what we have here tonight to get that going.



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

**Dave Price:** I understand and I really didn't expect an answer, but I also know that for the last 25 years, I've voted on a parish president because one particular person stood up and said we are going to get you a levee and so the corps is very familiar and I know from my understanding, there has been a lot of talk and proceedings surrounding that levee so it's a familiar subject; you guys should be prepared to address that. Again, I ask the question, you are raising the levee on one side and you are crossing six railroad tracks, Highway 90 with a bridge, control structures to help this man and you are building all of this when in turn you could have crossed Davis Pond and continued that levee. You don't have an opinion on when that might happen.

**Rene Poche:** No, because Congress is the one who authorizes and funds those projects. That is why it is important that you as a resident work with your congressional delegation and make your voice heard. I know that the parish government is out in front of this looking at the issue; they know there are things down the road...I don't mean to speak for St. Charles Parish, I'm just saying these are things that I observe. There's movement that way, it's just not going to be in the same timeframe that you saw in the Risk Reduction System; we will fall back into the normal congressional funding cycle.

**Dave Price:** I understand; I've seen that little map to where you put in this Donaldsonville to the Gulf Levee, which, I mean...we are doomed. [Inaudible] is never going to get that levee. My house will be submerged long before you guys ever [Inaudible]. A lot of the problems are, not blaming any government official, but we voted for paying extra taxes to get something moving on this levee; we've started it, we've paid for it and the Corps shuts us down. I don't understand. So I'm paying extra taxes towards what is going to end up being our supplemental pay when this levee happens plus I'm paying flood insurance; I could pay for the levee in the last ten years for what I've paid for...

**Rene Poche:** When you say the Corps shuts us down, can you be a little more specific because I would like to know that answer.

**Dave Price:** Help me out Shelley because I've talked to....

**Terry Authement:** What has taken place over the past 20 years is that the parish has been pursuing an alignment that has not been agreed to by the agencies. The Corps from the beginning told the parish to choose a northern alignment, which is near the interface of the wetland. The parish continued for years to pursue a southern alignment and they never got anywhere. Just recently, over the past two to three years, the parish administration and the council have worked with the Corps to an agreed alignment, which is much more northerly, which is behind the Willowridge area. Because it doesn't encapsulate all the wetlands that the previous alignments were proposing the Corps and all the other agencies agreed with us; the thing that we are waiting on right now and I think we are very close, are the mitigation issues between the Corps and the DNR had a disagreement on what mitigation should be used. I think that is close to being resolved and the alignment, they are doing some survey, and in a meeting the Corps told us that the alignment that we proposed and they agreed with, will be the alignment that we follow. They won't change that, if anything a foot or two, but it won't be a waste of our time to do work on that alignment and then it becomes something different; so we are very close. It's not been the Corps over the years that have kept us moving forward



# Public Meeting Summary

because it's the alignment and the agreement to what the alignment would be that we never came to terms with.

**Dave Price:** I would like to rephrase my question. When this new levee, the Western Tie-In, turns north and crosses Highway 90, was there any consideration for a future levee going to the west?

**Unidentified Male Speaker:** From the Corps. The man keeps telling you that this is the only authorized portion that Congress has authorized.

**Dave Price:** I understand, I work for a design firm and when we design something we design it for the future in mind. I don't see it. I see a levee that protects Ama and I'm hearing from a resident of Ama that his biggest problem is rain not necessarily water coming from the Gulf of Mexico. What I'm asking is that is there any consideration for a future levee that travels to the west in this design?

**Male Speaker:** No.

**Carl Cantrelle:** The press release also stated that you were going to discuss not raising the eastern guide levees. In one of your original meetings, I was led to believe that the guide levee was going to be raised I think 24 feet to meet the Mississippi River Levee, but the press release said....

**Cheryn Robles:** That meeting about the Eastern Tie-In will be Thursday.

**Jeff Williams:** We talked about this in the press release as it relates to the Western Tie-in; this is the guide levee there where we are not putting the cut. That's the only specifics we have now.

**Carl Cantrelle:** Are you raising the guide levee or not?

**Jeff Williams:** No, in this project the guide levee is here and we built WBV-71 already, which is parallel to the guide levee; this is complete.

**Male Speaker:** You didn't raise the existing that levee on the east side of Davis Diversion at all? It's the same elevation as on the west side.

**Jeff Williams:** No, that's 71 and it is raised to 13.5.

**Dave Price:** So if it's one foot higher than on the west, you don't have anything to worry about if you are on the east; the water will never go to the east it will only go to the west. You've obviously have identified a threat with the Davis Pond and water coming from the Gulf into Davis Pond Diversion; you've identified there is a threat because you raised the levee. You only raised it on one side; you raised it one foot so there is no threat to the east, just to the west. So again, you've done all of this work without any consideration...



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

**Jeff Williams:** That's not...we have the Gibbs Pond on this side. We are not inducing any flooding; I think that is what your question is.

**Dave Price:** If the water gets that high I don't even have the luxury of having the water go into the wetland area south of Ama and it's going to pile up on the levee and where is it going to go? It's only going to go one way to the west; it will flow to the lowest point.

**Jeff Williams:** And that is another question that your council has asked us to do models and we have provided models to show where it is the same here because we already have the David Pond guide levee there; we've done that.

**Dennis Nuss:** The Donaldsonville to the Gulf project, what is the latest on that in terms when we will have that decision?

**Rene Poche:** We would have to get an answer for you on that. That's not one of my projects and I don't want to give you bad information.

**Dennis Nuss:** That's fine. If the Donaldsonville to the Gulf alignment that essentially runs close to Highway 90 is taken, do you have a tie-in point in what's being done with this Western Tie-In?

**Jeff Williams:** Did we consider it in this design, no. But, from what I know I don't see it as being a big issue as you run along the Davis Pond guide levee and tie into the 72 levee.

**Male Speaker:** Where do you live? I bet it's not on the West Bank of St. Charles Parish.

**Jeff Williams:** I sure don't.

**Dennis Nuss:** Where do you think we will tie in?

**Jeff Williams:** Somewhere in this levee here along the Davis Pond guide levee. I wouldn't be able to give you a certain answer; this is just me talking. We haven't looked at that for this particular project.

**Unidentified Male Speaker, possibly from the Parish:** I can answer that Jeff. For right now, the levee that the parish is looking at, they are looking at tying it into the Davis Diversion. If at some point it becomes a federal levee, then the thought process is that they will evaluate the cost of trying to take it all the way back up Davis Diversion and cross Highway 90 versus building a sector gate and going across Davis Diversion. For them to make that decision they would have to make that decision at the time that the levee would have been designed so for right now, there's [Inaudible]; they either take it up or they go across with a gate so they may go with a gate because it might be cheaper than trying to [Inaudible]. They are not going to make that decision until they make the decision on the alignment. There are issues around choosing alignment.



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

**Jeff Williams:** How we get to the tie-in point is one thing, but there is a tie-in point anywhere along this area here.

**Unidentified Male Speaker, possibly from the Parish:** That's the way Donaldsonville to the Gulf is right now. Both options are on the table if it becomes a federal levee. If it continues to be a parish levee, then it's going to tie into Davis Diversion at a +5 elevation.

**Dennis Nuss:** The detour on Highway 90, is it going to be one or two lanes?

**Jeff Williams:** It's going to be two lanes on both sides.

**Dennis Nuss:** I assume you will rely on DOTD for notifications when that is going to happen?

**Jeff Williams:** Absolutely. We will do it; we are not relying on anything, we will do it and they will have their thing.

**Dennis Nuss:** The reason I ask is DOTD is very good about notifying us when there is a three-day project or something, but it seems like when there is a long-term project like this, everything goes up and all of a sudden there is a detour. The parish would like notification so we can at least get the message out a couple of weeks in advance.

**Rene Poche:** I also have the Causeway project and we are dealing with a lot of detour issues and something we are working closely on with the parish and others. We have a good flow of communication and we will do the same thing with the parish to make sure that information gets out. We won't operate in a vacuum.

**Dennis Nuss:** I understand, I just didn't know if DOTD was going to do the notification.

**Rene Poche:** No, we will be talking to you directly via press release or email or something; you will know.

**Dennis Nuss:** Last question and going back to Davis Pond. Currently if there is a storm coming, what do you do with David Pond Diversion?

**Jeff Williams:** DNR operates the Diversion.

**Dennis Nuss:** You don't have any influence so we need to talk to DNR?

**Jeff Williams:** Yes.

**Dennis Nuss:** Did you make any recommendation on the diversion and how it might be impacted? I know we've talked about coming over and I'm just asking in general, if a storm is coming what might happen?

**Jeff Williams:** They assume full capacity at Davis Pond in the models.

**Male Speaker:** He's referencing the gates.

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions 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.



# Public Meeting Summary

- Jeff Williams:** I'm just saying they assume full capacity in the models.
- Jeff Roux:** The concern is when the water is higher on the south side you open up the gates and let it go into the river. It helps alleviate...
- Male Speaker:** I don't think....
- Jeff Roux:** Can I ask a question. Does the water go both ways in the Caernarvon, which is the same project?
- Jeff Williams:** I wouldn't know.
- Rene Poche:** We are getting off topic here and we don't have the folks here to give you the best answers.
- Jeff Roux:** During Gustav, Caernarvon was open to allow the water to go out into the river.
- Terry Authement:** Your drawing of the by-pass after it's completed is the wall going to have an opening in it to the north side?
- Jeff Williams:** No, it will be completed across here.
- Terry Authement:** You see how it shows there because it covers the road. My question is are those roads going to open or is that going to be permanently closed?
- Jeff Williams:** What is going to happen here, this is going to be a U-turn to allow access to land owners on the north and south side for bridge inspection.
- Terry Authement:** Both sides you will be able to turn?
- Jeff Williams:** Yes.
- Terry Authement:** So there will be use of those roads?
- Jeff Williams:** Not to the general public. It will be to landowners and bridge inspection. I think they will have posted signs, but it's not intended for...
- Terry Authement:** If there is a serious accident or something you can use it?
- Jeff Williams:** Absolutely, it's designed to DOTD standards.
- Terry Authement:** It will be a complete wall where you won't be able to drive. The only cross-over will be on the four-lands of 90.
- Jeff Williams:** Yes.



US Army Corps  
of Engineers  
New Orleans District

# Public Meeting Summary

**Jeff Roux:** The levee that you said is completed on the east side is completed to 15 feet or whatever. Can you explain to me why the last 2-to-300 feet is only 12.5?

**Jeff Williams:** It's not 15, it's 13.5.

**Jeff Roux:** Well it's still going to be a difference of 1.5 feet; the gate and the ramp at River Road.

**Jeff Williams:** As you get further north here, the criteria for 100-year storm is different.

**Jeff Roux:** I'm talking about a few hundred feet of the river levee.

**Jeff Williams:** Because that's a levee and that is overbuild for...

**Jeff Roux:** You're not....

**Jeff Williams:** I'm answering your question; that's for overbuild. That's also a structure and you don't get any settlement on a structure.

**Jeff Roux:** It's a ramp. The ramp is already approved for lifting 20-25 or something...

**Male Speaker:** At River Road, where the levee goes across the railroad tracks, are they going to put in a floodwall there?

**Jeff Williams:** A gate.

**Male Speaker:** What is the height?

**Jeff Williams:** The height of the gate is between 14.5 and 15.5 because we build structure superiority, not above elevation, we are talking about sea level. We don't go back and build structures; that's built for superiority, which is typically higher than the levees. We can go back and do additional levee lifts later, but we can't go back and rebuild that.

**Rene Poche:** Any other questions or comments? (pause) Well, thank you again for coming out this evening.