

# WORKSHOP MEETING

ON

BEACH EROSION CONTROL AND HURRICANE PROTECTION

FOR

MOBILE COUNTY, ALABAMA

(INCLUDING DAUPHIN ISLAND)

MOBILE, ALABAMA

31 MARCH 1975



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U. S. ARMY ENGINEER DISTRICT, MOBILE

CORPS OF ENGINEERS

MOBILE, ALABAMA

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WORKSHOP MEETING

ON

MOBILE COUNTY, ALABAMA (INCLUDING DAUPHIN ISLAND)  
BEACH EROSION CONTROL AND HURRICANE PROTECTION

31 March 1975

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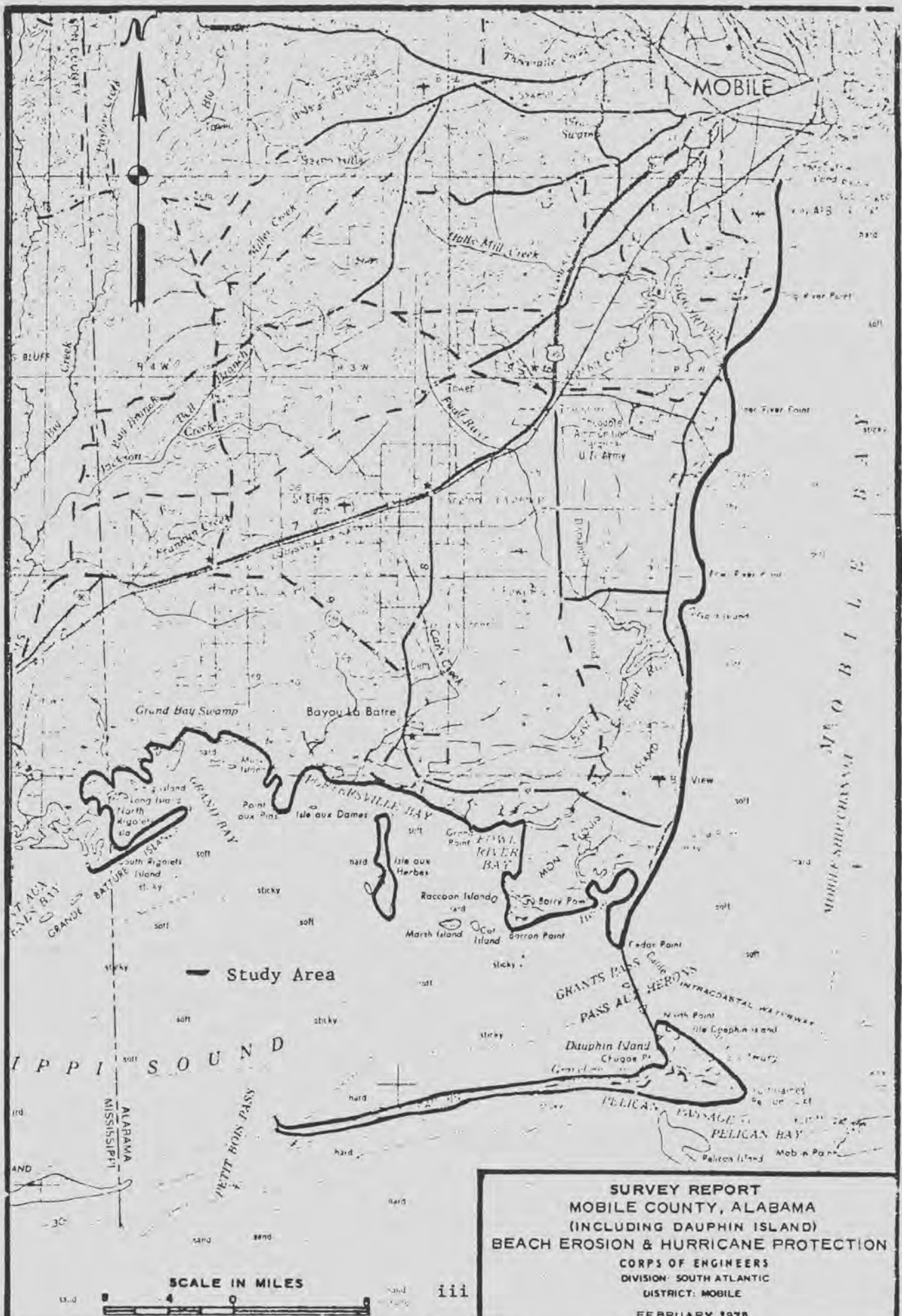
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problems involved, and possible shore protection solutions. We are also interested in knowing about ecological and environmental conditions and problems in the study area. A map of the study area is attached.

Attachment:  
Map



DRAKE WILSON  
Colonel, CE  
District Engineer



**SURVEY REPORT**  
**MOBILE COUNTY, ALABAMA**  
**(INCLUDING DAUPHIN ISLAND)**  
**BEACH EROSION & HURRICANE PROTECTION**  
 CORPS OF ENGINEERS  
 DIVISION: SOUTH ATLANTIC  
 DISTRICT: MOBILE  
 FEBRUARY 1978

SCALE IN MILES  
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WORKSHOP HELD IN MOBILE, ALABAMA

ON

MOBILE COUNTY, ALABAMA (INCLUDING DAUPHIN ISLAND)

BEACH EROSION CONTROL AND HURRICANE PROTECTION

31 March 1975

LIST OF PERSONS ATTENDING

Members of Congress:

Honorable Jack Edwards, House of Representatives,  
Washington, D.C.

Corps of Engineers:

Col. Drake Wilson, District Engineer, Mobile District  
Mr. Larry Green, Chief of Planning Division, Mobile District  
Mr. Jerry Lee, Chief of Navigation Branch, Mobile District  
Mr. Jack Baker, Audio Technician in the Administrative Services  
Office, Mobile District  
Mr. Earl Howard, Civil Engineer, Planning Division, Mobile District  
Mr. Doug Parker, Civil Engineer Technician, Planning Division,  
Mobile District

Other Local Interests:

Mr. T. R. Geisenheimer, 159-C Bay Road, Mobile, Ala. 36605  
Mr. C. W. Coleman, Jr., Rt.1, Box 116 B, Mobile, Ala. 36605  
Mr. E. Howard Smith, Rt.1, Box 181-C, Mobile, Ala. 36605  
Mr. Claude G. Doublet, 1206 Hannon Road, Mobile, Ala. 36605  
Mr. Don Pruitt, P.O. Box 1665, Mobile, Ala. 36601  
Mr. Ethelyn S. Crabtree, Rt. 3, Box 596, Theodore, Ala. 36582  
Mr. W. H. Black, Jr., P.O. Box 1588, Mobile, Ala.  
Mr. John H. Benthall, Rt.1, Box 159, Mobile, Ala. 36605  
Mr. John H. Steber, 305 Dexter Ave., Mobile, Ala. 36604  
Ms. Elkana Curtis, 756 S. Conception St., Mobile, Ala. 36603  
Mr. Rice Walter H, III, 802 Elmira St., Mobile, Ala. 36603  
Mrs. Juanita B. Curtis, 756 S. Conception St., Mobile, Ala. 36603  
Mr. Roy L. Sellers, Jr., 7 Rose Ave., Mobile, Ala. 36608  
Mr. Arthur E. Rigas, 12 Princess Anne Road, Mobile, Ala. 36608  
Mr. Mark A. Trenier, Sr.  
Mr. and Mrs. Wendell E. Stowe, 4603 Park Road, Mobile, Ala. 36605  
Mr. O. L. Adams, 55 Oakland Ave., Mobile, Ala. 36608  
Mr. Donald A. Brittle, 4276 Springview Dr., Mobile, Ala. 36609

Mr. Hendy C. Williams, Williams Welding  
 Mr. W. C. Davis, Rt.3, Box 517, Theodore, Ala. 36582  
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Mr. Terry Hartwell, 4149 Bayfront Road, Mobile, Ala. 36605

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 Isle Dauphine Country Club

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Mr. J. B. Ward, Rt. 3, Box 530, Theodore, Ala. 36582  
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 Mr. Kenneth R. McLain, 1606 Hillandale Dr., Mobile, Ala. 36609  
     Radcliff Materials, Inc.  
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 Mr. E. John Williford, 749 State Office Building  
     Alabama Water Improvement Commission  
 Mr. Freddy Cockrell, 3038 Springhill Ave., Mobile, Ala. 36607  
     Soil Conservation Service  
 Mr. Martin G. Mattox, 3038 Springhill Ave., Mobile, Ala. 36607  
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Mrs. Myrt Jones, 724 Brannan Ct., Mobile, Alabama 36609  
Mobile Bay Audubon Society  
Mrs. E. E. Slobig, 1810 Rosedale Road, Mobile, Alabama 36605

WORKSHOP MEETING

ON

MOBILE COUNTY, ALABAMA (INCLUDING DAUPHIN ISLAND)  
BEACH EROSION CONTROL AND HURRICANE PROTECTION

31 March 1975

LIST OF SPEAKERS

Honorable Jack Edwards,	House of Representatives,	Washington, DC	20515
Mrs. E. E. Slobig,	1810 Rosedale Road,	Mobile, AL	36605
Mr. Michael Feore,	4259 Horloesther Court,	Mobile, AL	36608
Mr. Smith D. Pickett, Jr.,	P. O. Box 96,	Dauphin I., AL	36528
Mr. Dan Harless,	Rt. 3, Box 559	Theodore, AL	36582
Mr. Ray B. Hartwell,	4149 Bay Front Road,	Mobile, AL	36605
Mrs. Myrt Jones,	724 Brannan Court	Mobile, AL	36609
Mr. Albert Tully,	P. O. Box 47,	Mobile, AL	36601
Mr. John E. Broadus,	4151 Bay Front Road,	Mobile, AL	36605
Mr. Charles M. Griffin,	Rt. 1, Box 169A,	Coden, AL	36523
Mrs. Ruth Sawyer,	4067 Bay Front Road,	Mobile, AL	36605
Mr. Joe Godard,	5508 Racine Avenue,	Mobile, AL	36618
Mr. John Steber,	305 Dexter Avenue,	Mobile, AL	36604
Mr. Charles Brown,	Rt. 1, Box 638,	Coden, AL	36523

WORKSHOP MEETING

ON

MOBILE COUNTY, ALABAMA (INCLUDING DAUPHIN ISLAND)  
BEACH EROSION CONTROL AND HURRICANE PROTECTION

31 March 1975

LIST OF EXHIBITS

Exhibit No.

- 1 Shoreline Erosion, Mobile County, Alabama  
U.S. Army Engineer District, Mobile Corps of  
Engineers, March 31, 1975
- 2 Correspondence from Michael Feore, October 31, 1974  
May 28, 1974 and March 31, 1975
- 3 Papers "Status of Louisiana Marshlands" and "Value  
of Tital Marsh" (Undated)
- 4 Letter from Julius E. Marx, Inc., 11 March 1975
- 5 Letter from William W. Dowling, 2 April 1975
- 6 Letter from E. Howard Smith, Howard Enterprises,  
31 March 1975
- 7 Letter from Richard L. Smith, City of Mobile,  
13 March 1975
- 8 Letter from John W. Martin, Alabama Development Office  
27 March 1975
- 9 Letter from Arthur Tonsmeire, Jr, First Federal Savings,  
24 March 1975

WORKSHOP HELD IN MOBILE, ALABAMA

31 March 1975

on

MOBILE COUNTY, ALABAMA (INCLUDING DAUPHIN ISLAND)

BEACH EROSION CONTROL AND HURRICANE PROTECTION

HONORABLE JACK EDWARDS: I want to thank you all very much for being here tonight. This is, in my view, an important step in trying to find the answers to the problems of the bay erosion and Dauphin Island erosion problems. I want to stress that we don't come here with any preconceived ideas at this point as to what the answer is. I think mainly that I can say to you that we are all in agreement that we've got to find an answer, and you at this point are very vital in trying to help us find the right answer. One or two alternatives that will be discussed tonight are inexpensive because they won't cost anything, or substantially nothing, but, you're not going to like those alternatives. The better the alternative, the more expensive it gets, and the more expensive it gets the longer its going to take. And the more expensive it gets the harder its going to be to get it through the Congress and through the appropriations process. So we are not really talking about answers that will be resolved tonight or construction that is going to be started tomorrow - - and I am sure you understand that. We feel that now is the time to try to lay out some of the alternatives that the Corps has been working with and considering, to get your reaction to these alternatives, to listen to what you think. I would urge you in the first instance not to jump to any conclusions when you start to see some of these things. Sit back and think a little as the presentation proceeds so that you don't make snap judgments. I think it is important because what we are embarked upon is an extremely complicated, and I believe the Corps will say extremely expensive, undertaking. And yet as I read your mail, and I have seen some of the problems that you have from my own personal observations, I think it is going to take some radical surgery to bring about a good result and a permanent solution. So sit back and get comfortable and I am going to turn it over to the Corps. I would like to thank the Corps very much, through Colonel Wilson, for setting this meeting at a time that I could be here, because I feel very strongly about your problem and the Corps of Engineers knows that I want to help you find an answer and I want to help the Corps find the money to come up with the answer. So with all of us working together and keeping our fingers crossed perhaps we can pull this off. Again I thank you for coming and, Colonel, I appreciate all that you have done and I look forward to hearing what you have to say. Incidentally, I have not seen this presentation either so I will be here listening and perhaps asking questions just like you will. Thank you.

COLONEL DRAKE WILSON: Thank you very much Congressman Edwards. I must say that it is very comforting as the District Engineer to have an opportunity to work with Mr. Edwards, who understands so well the problems that we have and the ways that we go about seeking the solutions. At this point I would like to introduce some of the people from my office in Mobile who are here with me that have been working with this problems. First, Mr. Larry Green, is the brand new Chief of our new Planning Division, in the District Office in Mobile. Mr. Jerry Lee, up here at the table with me, is the head of the Navigation Section of the Planning Division. Mr. Jack Baker is over recording the proceedings. Mr. Earl Howard is also at the table and works with both Larry and Jerry. Back at the rear we have Mr. Doug Parker at the desk. At this point I would like to remind you all to register, if you have not already done so. We like to keep record of who does come to the meeting and we like to use that for your addresses to send you further information as these plans develop. The study that we are undertaking is under the authority of a resolution adopted in October 1970 by the Senate Public Works Committee at the request of Senator John Sparkman. The resolution requests a survey of the shores of Mobile County and such adjacent shores as necessary including Dauphin Island, in the interest of Beach erosion control.

What we have here this evening is what we call, not a public meeting, but a workshop meeting, and we define it a little differently in that we do not intend it to be as formal as one of our public meetings. We do intend it for an exchange of information. We have some very preliminary ideas that we would like to discuss with you and to get your reactions. What we are trying to do is to find solutions that are attainable. Then the real purpose of this workshop tonight is to try to find out if what is attainable is also desirable. At this point I would like to go into a slide presentation and show you some pictures of some of the things we are talking about.

Now, this chart here simply shows the area that we are talking about and I would just like to make it clear that this particular study authority covers only the western shore of the bay and Dauphin Island; taking first, Dauphin Island. This, of course, is an aerial view of Fort Gaines, and looking on down in towards Mobile. You see what we call groin structures coming out from the Fort there. Those are the structures perpendicular to the shore. Here is a little bit more along Dauphin Island. We think, that perhaps the best solution for the beach erosion problems along the Dauphin Island shores is quite apparent to us. We come off the shore about every year-and-a-half to two years and dredge with our hopper dredge, on what we call the bar, which is mostly a sand material. It is a little out from the entrance to the harbor.

COLONEL DRAKE WILSON: Thank you very much Congressman Edwards. I must say that it is very comforting as the District Engineer to have an opportunity to work with Mr. Edwards, who understands so well the problems that we have and the ways that we go about seeking the solutions. At this point I would like to introduce some of the people from my office in Mobile who are here with me that have been working with this problems. First, Mr. Larry Green, is the brand new Chief of our new Planning Division, in the District Office in Mobile. Mr. Jerry Lee, up here at the table with me, is the head of the Navigation Section of the Planning Division. Mr. Jack Baker is over recording the proceedings. Mr. Earl Howard is also at the table and works with both Larry and Jerry. Back at the rear we have Mr. Doug Parker at the desk. At this point I would like to remind you all to register, if you have not already done so. We like to keep record of who does come to the meeting and we like to use that for your addresses to send you further information as these plans develop. The study that we are undertaking is under the authority of a resolution adopted in October 1970 by the Senate Public Works Committee at the request of Senator John Sparkman. The resolution requests a survey of the shores of Mobile County and such adjacent shores as necessary including Dauphin Island, in the interest of Beach erosion control.

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We take this material out to sea about 10 to 15 miles and dump it. We have in inventory some equipment that can take this material out and pump it onto the beach approximately there near Fort Gaines, and our studies thus far indicate that the littoral drift, that is the drift of the current, would generally carry that material on down along the island. This solution appeals to us because it costs nothing. That is, we have to dredge the harbor anyway - - we pay for that under the maintenance of the harbor expenditures and we can pump it out and put it onto the beach for just about the same price that we could take it out into the Gulf and dump it. Now, there are a couple of drawbacks to this, that is, the material when it first comes on the beach doesn't look like crystal clear sugar sand. It looks a little bit dirty, but, it is basically sand. It is not silt or mud, and, in our experience, in a rather short period of time it bleaches out and will match the existing material. We think this is a pretty good solution for Dauphin Island. We have already set in motion those steps necessary to get the proper type of equipment that would do this. It will probably be a year and a half or two years before we would have all that ready. There are some other solutions that would be available for Dauphin Island, but this one appears to us to be the cheapest and no local cooperation measures are involved.

This picture is of a dredge pipe discharging sand material. I would like to think that what came out of the hopper dredge would look that white, but it probably wouldn't. I would like to point out that this is not quite what it would look like if we adopt this solution, but in a fairly short period of time it would look like the basic sand material you see in the background.

Now, when we go to the western shore of the bay, we have a different situation. I have here a series of slides, some of them you may recognize. I am actually starting near Brookley and then working on south, showing the condition according to some pictures, most of which were taken fairly recently. We are still up about Dog River here, and then right in the vicinity of Dog River - - this is an older slide here - - down below Dog River; also below Dog River. Coming on down towards Fowl River and on down below Fowl River and then on down toward Alabama Point. Now, I think we all agree that there is erosion going on along this shore; in fact, while we have not completed our studies, we have measured a considerable amount of erosion over the years and note that there are also some debris problems along the shore. Most of this was explained to us in some detail at our first public meeting held at the Municipal Auditorium here a little over a year ago.

Here are some conceptual engineering solutions to the erosion problems. This is what we would call an interlocking concrete block revetment of shore protection. Another one would be a timber retaining wall. Obviously, it's a little cheaper than concrete block. Here we show rip-rap, which is stone of size large enough to stand the environment, and then, a concrete sea wall of another type, and showing also here a road.

Now to explain how these plans can be constructed, let's look into the beach erosion law. This is the somewhat more difficult part that Congressman Edwards was referring to. Federal law establishes a cost sharing provision for beach erosion projects and it says that for Federally-owned shores the cost will be borne 100% by the Federal government. For publicly-owned non-Federal parks and conservation areas its 70%. For publicly-owned non-Federal shores other than parks and conservation areas, 50%. For privately-owned shores for protection that will result in public benefit, 50%, reduced by the ratio of private benefits to total benefits. And for privately-owned without public benefits, zero. That is, 100% private financing. Thus, there are five courses of action defined on the law. In accordance with the National Environmental Policy Act, we must always list one other, that's, "no action". Of course you can always do nothing, and that is one course of action.

A second course of action is do it yourself. That is, anyone who owns property along the shore can erect any of these types of protection structures at their own expense. I must remind you that you have to get a permit from the Corps of Engineers and from others first. But, given that you can do it. Now there are some disadvantages to doing it yourself. We have observed that when individual owners put up a section of retaining wall in front of their property it tends to be eroded on either side. This tends to damage the property of the adjacent neighbor and he may see you later with a law suit. It generally doesn't work out well. It is therefore suggested that we do it as a unified effort.

We have also identified three other solutions. One is what we call uncontained fill. We have authorized a study to consider deepening the Port of Mobile from 40 feet to 50 feet. This is a concurrent study that we are working on. Such a channel deepening could provide the fill. It is not a requirement that we do this, its simply one of those things that we are looking at. It would be possible to take the material that we excavate from the channel and put it along the shore. Although the pumping distance is rather significant. This is what we call uncontained fill. It is simply dredged material from the channel that we could put along on the shore. This material, in accordance with the Gill Decision, would become the property of our riparian owner. That is, it would increase your property seaward. That would restore some of the erosion that has already taken place. I don't mean to paint this as a very pretty solution in all respects because what we take out of the bay is mud. That is, it's clays and silts. It's not sand. We are not talking about building a beach. We are simply talking about restoring land that has eroded away. While we have not gone so far as to determine the construction measures, it's probably going to be pretty sloppy when it's put down initially and would take some time to dry out before it became very appealing from an aesthetic standpoint. It would erode



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away, over a period of time, but it would perhaps solve the immediate problem.

The next course of action that we might point out is what we call contained fill. We could come along and put a retaining wall of one of the types illustrated offshore, say, one hundred yards, two hundred yards, or whatever would be optimum and fill that with the dredged material. If we did that entirely as a navigation project, then that land would belong to the riparian owner. But, as a navigation project, the local interest would be required to pay for the retaining wall in its entirety. There would be no Federal cost sharing for the retaining wall. I point this out because these retaining walls are fiendishly expensive. They run from about eight hundred thousand to two million dollars a mile. If you sit down and figure out what that means for your frontage that's a lot of money.

Of course, it's not ours to say how the county or city would apportion that expense. We would simply look to the county below Dog River and to the city above Dog River and say this is your share.

Now, the last course of action is what we call the multipurpose project. This would be one wherein we would be charging the cost of the project against beach erosion, against recreation, against navigation, and perhaps against public use for a road or a highway. Here we would have basically the same thing we were talking about in number four; that is, we'd put a retaining wall off the shore and we would fill in between. The cost of this would be borne from 50% to 70% by the Federal government and from 50% to 30% by local interests. The cost of the local interests is considerably less. But, the property between the existing shoreline as it now exists and the retaining wall that is newly created property would be public property. It would not be private property. This is an interesting point to contemplate.

Let me refer back to the slides.

I left this slide on just to show you what I have been talking about for courses of action four and five wherein we would construct a retaining wall and fill in with dredged fill as you see illustrated to the right. And I brought along a few examples of what four or five might look like. These slides are from Tampa. These are rather nice residential areas. There are a couple of them here with a road along the shore, and some with a park between the residential area and the road. The only point I am trying to make here is that it is possible to do this in an aesthetically pleasing fashion.

At this point we would like to give you an opportunity to participate in the meeting although this is not a formal public meeting as I said earlier.

We would like to hear your views. As the Congressman said, we're not interested in trying to get a decision tonight. In the first place, its not a collection of votes here this evening because our local cooperation partner would be, as I said earlier, the county below Dog River and the city above. We will, after a period of time, go to those two bodies and say which of these, if any, you are interested in. But, we would be interested in your views tonight and we are, of course recording this and that would, I am sure, influence the city and the county somewhat.

We have collected some cards from individuals desiring to speak. I will start off with Mrs. Slobig. Mrs. Slobig, would you like to come forward please? Make your statement into that microphone, if you would. Oh, yes, you marked that you would like to speak.

MRS. E. E. SLOBIG: I was just interested in receiving the information.

COLONEL WILSON: O.K., fine, we'll send you the information. Mr. Michael Feore.

MR. MICHAEL FEORE: Colonel Wilson, I just want to thank you for the opportunity to express my opinion and I am glad to know that people are interested in shoreline erosion that has been going on for a long time. It looks to me like none of the alternatives are very easy. It seems like we have a way to go before there is a solution. I have a small solution for a certain segment of the bay and I am presenting this, not, I hope in contrast to any of these solutions, but, I hope it will help maybe a few people around the Fowl River area. It relates to the spoil that will be dredged from the Fowl River channel, and it has not been tested yet, but, hopefully some of it will be useful as shoreline material. It will be sandy and it will help some people within a pumping distance of Fowl River. I would just like to submit some correspondence that I have just recently sent to the Corps and hopefully it will be included in this meeting. I hope everybody has a solution to the erosion problem, but, this is the only one I have right now. Thank you very much. (Exhibit # 2)

COLONEL WILSON: Mr. Donald Hammond. Mr. Smith Pickett.

MR. SMITH D. PICKETT, JR.: Thank you Colonel, I'm Smith Pickett, Jr., the President of the Dauphin Island Property Owners Association, an association made up of some twenty-six hundred Dauphin Island lot owners. We, of course, have been extremely concerned about the erosion on Dauphin Island and wanted to make a suggestion that might be of help tonight. You did however, start off your program with our suggestion. And, this we feel would be the best for us. Thank you sir.

COLONEL WILSON: Mr. Dan Harless.

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COLONEL WILSON: Mr. Dan Harless.

MR. DAN HARLESS: Colonel, I appreciate being able to come down and present to you my feelings about number four and number five. I realize number four would be awfully expensive for us who are property owners, but the main reason why I bought property in the Belle Fontaine area was for the sake of being out in the country and not having a lot of cars and I feel like if number five were put into effect it would completely destroy my reason for living on the bay. Thank you.

COLONEL WILSON: Mr. Vernon Chestang (Indistinct)

Mr. Ray B. Hartwell

MR. RAY B. HARTWELL: Thank you Colonel Wilson. I live on Bay Front Road and I have lived there approximately nine years. During that time I would like to state that when we moved to Bay Front Road my children were small. I thought it was a wonderful place to raise children, and at that time they could go into the bay most any night with their floundering light. I am sure a number of you can remember how this was. You could more or less pick the crabs you wanted to scoop and so forth and with dredging it seems like the silt has settled in our bay and now when you go you really have to look hard to find a crab, much less one that you want to scoop with your net. I know we have our economic reasons but I would like to think that my grandchildren will be able to remember our bay in the way that my children do, other than to be able to look out and say "Hey, that's great, there goes a tanker, or an ore carrier that draws sixty feet of water". Thank you.

COLONEL WILSON: Terry Hartwell. (Indistinct)

Mrs. Myrt Jones

MRS. MYRT JONES: I know that this meeting is mainly for this side of the bay, but as a citizen and a property owner of a piece of property at Mullet Point, I want to say that we have a great deal of erosion problems over there. I know one problem that causes our erosion is from the ships going rather speedily through the channel. I think that this should be controlled more because we do get some tremendous ship waves that come over our way and erode our property. I would like to make one other point. We are concentrating on the Theodore Channel as being a very major shipping input and maybe we should consider it as the principal deep water channel. Keep all the big boats, forty and fifty-foot, going into this area and that would cut down on maintenance dredging above the Theodore ship channel going into the harbor, concentrate on making the upper harbor area for barge traffic. This will eliminate a lot of extensive dredging in the harbor and it will cut down on a lot of areas needed for the spoil disposition that are taking up wet lands that we are very concerned about. I am very glad to see this thing looked into. I think that the jetties going out from the shore have potential.

I read in one permit where they were doing something on trial basis in Florida, taking p.e. bags and filling them with sand at certain heights and trying to see if maybe the collection of sand over these jetties wouldn't help build back the beaches. So, I think jetties would, in a way, have a great start towards cutting down on some of the erosion problems that they are having on this side. Thank you very much. (Presents Exhibit 3)

COLONEL WILSON: Mr. Albert Tully.

MR. ALBERT TULLY: I encourage your statement of intention to leave the essential material in the system.

COLONEL WILSON: Mr. William T. Rainer? Mr. John E. Broadus.

MR. JOHN E. BROADUS: I don't have anything original to say. I'd just like to express my feelings. I was raised on the bay and since it was last dredged and all the spoil put up on the west side of the channel, it seems you have channeled the river right down through this side of the bay and we are getting all the junk from the rivers. We're getting fresh water fish such as carp and bass along with all the logs and oily substances. I think that it is outrageous that you have sterilized this side of the bay.

COLONEL WILSON: Charles M. Griffin.

CHARLES M. GRIFFIN: Colonel Wilson, I realize that the main purpose of the meeting was for the area at Dauphin Island. Our area is in this particular section here. At this point we have a bulkhead. It's been there for a number of years. But the erosion comes over the top of it and washes the fill back out. We continually put clay in and it is continually being washed out into the bay. So the point is that we are filling the bay up and not helping the road. We see a tremendous amount of oyster shell laying all over the place. If we could put that in and contain it someway behind that bulkhead I believe we could help our problem a lot and in addition to that any broken concrete that would be available. If that were put in prior to the shells, I think we'd have quite a help. Thank you.

COLONEL WILSON: I'd like to just comment. We haven't really looked at that area very much. In a general observation much of the area you are pointing towards, although obviously not your property, is marsh and doesn't seem to need beach erosion protection.

Ladies and gentlemen that's the last of the cards I have. Is there anyone else who would like to come up and make a statement? Yes sir, please.

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FROM THE AUDIENCE: Colonel Wilson. I live on Bay Front Road. I would like to know about alternative number five. Did you say that you would take my beach? You know I own a beach section. Did you say when you fill in it becomes public land? Why do you say it becomes public land? It belongs to the people, the state or to whom.

COLONEL WILSON: It would belong to the people of the state.

LADY IN THE AUDIENCE: What would we do when we have riparian rights? Can you come along and suggest they take it away from us?

COLONEL WILSON: Well, I don't think that any of the local governmental units would move forward with plan number five unless it had pretty strong support from the majority of the people involved. And, of course, that's all we're asking. All we're doing is saying this is possible. What are you interested in? I'm gathering from what I've heard here this evening there is not much interest in number five so it becomes quickly sort of a dead issue.

LADY IN AUDIENCE: (Indistinct)

COLONEL WILSON: When they come around for an expansion of course they do have the power of eminent domain. And, they do have the power to take property for authorized and appropriate public purposes, but I can't speak of their plans at this point.

LADY IN AUDIENCE: How about when you say for recreational purposes. Do you mean they can come in and take what we have now and turn it over to the public? Is this the way it is going to work at all?

COLONEL WILSON: What we are talking about, of course, on number five is a very conceptual plan that would involve as many purposes as we could think of at one time. Recreation would be one, navigation and beach erosion would be two more. But, I don't know where the State Docks has any power to take property for recreation, I would doubt it.

Yes sir, would you like to come up and speak?

MAN FROM AUDIENCE: Thank you Colonel. I concur fully with the statement that was made earlier by Dan Harless. That is if the beaches are taken over publicly, I don't want to live there. I'm here for the enjoyment and the privacy of the beach. I would like to know how many here have waterfront property?

COLONEL WILSON: I might tell you, that we wrote to all the property owners and invited them - -



MAN IN AUDIENCE: I understand that there are others here.

COLONEL WILSON: Well, we wrote to all of those whose records we could find.

MAN FROM AUDIENCE: I have talked to some here that do not have property on the water.

COLONEL WILSON: Yes, I am sure there are others that could be here as well.

MAN FROM AUDIENCE: How many of those are there? What I would like to say is that I believe that no one here that has property on the water would want it turned over to the Federal government or state government.

Applause.

LADY IN AUDIENCE: Ask the question again. Would you please state the question again.

MAN IN AUDIENCE: I don't believe that anyone here who has property on the water wants to turn it over to the public in any way, shape, or form.

LADY IN AUDIENCE: Definitely not.

MAN IN AUDIENCE: Let's expound on that because, I don't understand what you are talking about. I'm quite sure that I don't want all of my property turned over but, as I see it, we can't afford anything else.

MAN IN AUDIENCE: Let me ask one question. Is there any length of property or any distance that has anything other than number five? Anywhere in the United States any shoreline that is using any other system other than number five?

MAN FROM AUDIENCE: Do you have property on the water?

MAN IN AUDIENCE: Yes, I do.

MAN FROM AUDIENCE: Where?

MAN IN AUDIENCE: Belle Fontaine

MAN FROM AUDIENCE: Belle Fontaine - on the water?

MAN IN AUDIENCE: Yes

MAN FROM AUDIENCE: And you would give your property up ?

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MAN FROM AUDIENCE: And you would give your property up ?

MAN IN AUDIENCE: I would go for number five, because I couldn't afford anything else.

COLONEL WILSON: Well, Gentlemen, you know while I appreciate this exchange of views we don't really look for a decision tonight.

MAN FROM AUDIENCE: Well, I'm just trying to express my view.

COLONEL WILSON: I understand. We can take this in four increments. That is, we can take an increment from the city limits down to Dog River. We can take an increment from Dog River to Deer River. Take an increment from Deer to Fowl. From Fowl to Alabama Point. We can do it whatever way the county and the city tells us that they are interested in for those four increments. So, I think your point's made, but go ahead is you'd like.

MAN FROM AUDIENCE: Well, I live three miles south of Fowl River on Dauphin Island Parkway. If they turn it over to public use, or recreation or whatever it may mean that the Dauphin Island traffic is going to split and maybe more go down the bay side and on to Dauphin Island. You couldn't get out to the water. Your children wouldn't be safe. I have grandchildren that I want to enjoy it. This is all I have to say.

COLONEL WILSON: Yes sir. Would you come forward please.

MAN IN AUDIENCE: And the cost of that bulkhead is \$800,000. \$2,000,000 per mile?

COLONEL WILSON: That's right.

MAN IN AUDIENCE: I wonder if everyone understands what the cost of that would be per 100 front feet. \$15,000.

COLONEL WILSON: That's about right.

MAN IN AUDIENCE: At \$800,000 it could be \$7,500.

COLONEL WILSON: These are only very rough estimates.

MAN IN AUDIENCE: I just wanted the people to realize what we are talking about.

COLONEL WILSON: Yes ma'am. Would you like to speak.

MRS. RUTH SAWYER: Colonel Wilson, my husband and I own two pieces of property

on Bay Front Road within the city limits of the City of Mobile. One has 161 feet of beach frontage and the other has 104 feet of beach frontage and I can assure you that we work ourselves to death on that property, and I mean literally, and I am sure that some of my neighbors who are here this evening will go along with that. We burn logs against county regulations seven days a week or approximately 45 weeks a year. The other weeks we don't burn because the weather is too bad to burn. We spend hundreds and hundreds of dollars annually on bulldozing of the logs and debris that my husband is unable to handle by himself. Our property, or where we live, is bulkheaded and it was built at our own expense. I don't want a street or highway in front of my property. It's bad enough living on Bay Front Road as it is because it is a speedway, even worse than Dauphin Island Parkway, considering the amount of traffic, and the narrowness of the road, and the ditches on both sides which the city won't do anything about. I'd rather spend every penny I have and continue working ourselves to death taking care of what we own without the city, county, the state or the Federal government entering into the picture. We don't want anybody coming in and telling us what we can do and what we cannot do without property. When you live on the Bay you cannot be afraid of hard work. You cannot be afraid of all the other things that go along with it.

You know a couple of years ago when they had a gasoline spill in the bay, the Coast Guard said they didn't want to alarm the people on the Bay Front Road by letting them know that there was a gasoline spill out in the bay. When you live on the bay, you're not afraid of some small thing like the gasoline spill, you just want to know about it so you can find out what you can do to protect yourself against it. I guess when you come right down to it, I'm against progress. I am just flat against it. All in the world progress means is that you've got more people. When you get more people you have to have more policemen, you have to have more firemen, you have to have more sheriff's deputies, you have to have more locks on your doors, you have to pave more streets, build more sewers, put in more powerlines, build more houses to have more people. And what are you going to get out of it? Ultimately there has got to be an end. We cannot go on another two or three hundred years dredging that channel out in the bay. Eventually you're going - I mean we've already run out of - places to put it. And that's our problem right now.

Well, what is it going to be like fifty or seventy-five years from now? At this point we're filling in all the remaining available space and over a period of years we're going to continue to dredge - ships are getting bigger they're drawing more water - they want to widen the channel. You know they're not content with just deepening the channel, now they want to widen it. They want to expand the State Docks to take in Brookley Field. They can't afford to operate the State Docks they have but, they want to come down and build one at Brookley Field that they can't even afford. I work for a large industry and you know I guess it boils down to this, you know after I get here, don't anybody else come. But, I'm afraid that's how I feel. With the economic situation the way it is I know it would be awfully bad, the prospect

on Bay Front Road within the city limits of the City of Mobile. One has 161 feet of beach frontage and the other has 104 feet of beach frontage and I can assure you that we work ourselves to death on that property, and I mean literally, and I am sure that some of my neighbors who are here this evening will go along with that. We burn logs against county regulations seven days a week or approximately 45 weeks a year. The other weeks we don't burn because the weather is too bad to burn. We spend hundreds and hundreds of dollars annually on bulldozing of the logs and debris that my husband is unable to handle by himself. Our property, or where we live, is bulkheaded and it was built at our own expense. I don't want a street or highway in front of my property. It's bad enough living on Bay Front Road as it is because it is a speedway, even worse than Dauphin Island Parkway, considering the amount of traffic, and the narrowness of the road, and the ditches on both sides which the city won't do anything about. I'd rather spend every penny I have and continue working ourselves to death taking care of what we own without the city, county, the state or the Federal government entering into the picture. We don't want anybody coming in and telling us what we can do and what we cannot do with our property. When you live on the Bay you cannot be afraid of hard work. You cannot be afraid of all the other things that go along with it.

You know a couple of years ago when they had a gasoline spill in the bay, the Coast Guard said they didn't want to alarm the people on the Bay Front Road by letting them know that there was a gasoline spill out in the bay. When you live on the bay, you're not afraid of some small thing like the gasoline spill, you just want to know about it so you can find out what you can do to protect yourself against it. I guess when you come right down to it, I'm against progress. I am just flat against it. All in the world progress means is that you've got more people. When you get more people you have to have more policemen, you have to have more firemen, you have to have more sheriff's deputies, you have to have more locks on your doors, you have to pave more streets, build more sewers, put in more powerlines, build more houses to have more people. And what are you going to get out of it? Ultimately there has got to be an end. We cannot go on another two or three hundred years dredging that channel out in the bay. Eventually you're going - I mean we've already run out of - places to put it. And that's our problem right now.

Well, what is it going to be like fifty or seventy-five years from now? At this point we're filling in all the remaining available space and over a period of years we're going to continue to dredge - ships are getting bigger - we're drawing more water - they want to widen the channel. You know they're not content with just deepening the channel, now they want to widen it. They want to expand the State Docks to take in Brookley Field. They can't afford to operate the State Docks they have but, they want to come down and build one at Brookley Field that they can't even afford. I work for a large industry and you know I guess it boils down to this, you know after I get here, don't anybody else come. But, I'm afraid that's how I feel. With the present situation the way it is I know it would be awfully bad, the prospect

or people losing their jobs, but, you just have to call a halt somewhere and I think we have just about reached the point where we've got to do something else because we cannot continue dredging that channel. You've got the mud coming out of the river system. You've got the logs coming out the river system. A constant siltation of the channel, the dredge sits out in front of our house day after day after day pumping out that gey muck. The bay is not doing anybody any good on our side. It's still slightly usable on the Eastern shore but on our side for all practical purposes it's ruined. The only thing you can do is just sit and look out over the bay and enjoy the sights. But, as far as using the bay, you really can't use it anymore. And, I just don't want to see it ruined any more than it's already ruined. Thank you.

COLONEL WILSON: Ma'am, would you state your name please, we didn't get your name.

LADY: Mrs. Ruth Sawyer, 4067 Bay Front Road.

COLONEL WILSON: Any other statements or questions? Yes.

MAN IN AUDIENCE: Did you ever mention where you would put this material if you don't put it up next to shore.

COLONEL WILSON: Well, we haven't reached any good solution for that, although that is not the purpose of this meeting, it's simply a related subject. There are about nine different proposals that we're considering right now, in varying degrees. Of course, what we do with the material now is simply put it right beside the channel in the bay. We have investigated taking it all out to sea and investigated subterranean pipes that would take it out to sea. We've investigated different types of equipment; that is, ladder dredges, and scows, a series of little boats, sort of like the garbage scows that use to go in and out of New York harbor. None of these look awfully attractive, because there is an awful lot of material. Another thing that we're looking at is the creation of islands, somewhat like we're planning to do at Theodore. There is no final solution now. The deepening of the channel is not authorized yet, it's simply an authorized study.

The gentleman in the back with the red shirt, would you like to speak.

MAN IN AUDIENCE: Well, I have property above Dog River.

COLONEL WILSON: Could you come up so we could get it on the tape please.

MR. JOE GODARD: I'm Joe Gadard, I have property above Dog River, I also belong to the Yacht Club. We're having trouble with the depth of water that we sail in, crossing from the west side to the east side there are only two places you can get through, because of your spoil banks. If we had those out of there, where the water could flow it would help this side of the bay. Thank you.

COLONEL WILSON: As a matter of fact, the Alabama Water Improvement Commission has contracted to use the model in Vicksburg of Mobile Bay to determine current patterns and look at various ways of improving the water quality. We've used the model some in the design of the Theodore project, and we plan to use it some more in other studies and the Water Improvement Commission is using it as well. In regard to some of those things that you mentioned and other speakers have mentioned, I am not really in a position to say that they are fact or that they are supposition until we have had more scientific information, but most of these answers can be determined on the model. The model will reproduce pretty thoroughly what the bay does and tell us what the effect of man-made alterations on the bay would be. Maam? Could you come up to the front to speak.

LADY FROM AUDIENCE: I live on Mon Louis Island and there are a number of us here tonight. We have no company, we're just personal, private property owners. I have listened to what you are going to do for Dauphin Island, Fowl River, Dog River and I am wondering did you consider the property owners along the bank of the Bay Shore Road, or along Mon Louis Island? I have 156 feet right along the bay.

COLONEL WILSON: Yes, that would be included by one of these five alternatives. Now, when I talked about the way that we could break up the shore, it simply means that we couldn't go a little ways and then stop we have to take it in increments. We were talking about an increment from Fowl River on down to Cedar Point. We could react to the majority, I would say the vast majority of the property owners in that reach.

LADY FROM AUDIENCE: Thank you.

MAN IN AUDIENCE: I would like to ask a question concerning that. I have some property along the same place. Now, if there is anything done, to take in this property to improve it would it become public? We are very near one of the public beaches now and if we have any more flow of people than we have, I don't know what we will do. During the summer we have enough of the public, people just all over the bay. Of course they can go into the bay if they want to. But when it comes to your public property, you can hardly keep it clean. If it becomes anymore public, I guess the best thing to do is move out.

COLONEL WILSON: Yes, sir.

MAN IN AUDIENCE: Colonel, would you be kind enough to explain number three again.

COLONEL WILSON: Yes, indeed. Number three is what we call uncontained fill and what we're talking about here is simply restoring the property that has

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been eroded away, and I don't want to give you a false impression that it would be the same as material that was there before. Of course it would depend upon whether you take it from a new cut or whether you take it from maintenance material. If you took it from a new cut, from deepening or widening the harbor it would be similar material, mixed clays, sands and silts. This material could be used to fill in the area between earth dikes and shore and it would take probably the better part of a year to firm up and dry out to where it was usable property.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: Well, it's true that we have to find someplace to put the material, and it's true that this property would belong to the riparian property owners. There would be some local cooperation involved due to a slight land enhancement, because, of course it would improve your property. But, the degree of charge on that is quite light really. I don't think that would be very significant.

LADY IN AUDIENCE: That would also eliminate these questions of private property becoming public property.

COLONEL WILSON: Yes. That would remain private property as it was. There would be no protection on the far side of it, you understand, so it would erode away eventually.

LADY IN AUDIENCE: Yes, but that would satisfy this problem as of now.

COLONEL WILSON: Yes.

LADY IN AUDIENCE: How would it help the erosion problem?

COLONEL WILSON: It would replace that which has eroded away, and then perhaps a little bit. Yes?

MR. JOHN STEBER: My name is John Steber, I am from the Dog River area and in this area we have a problem that's, in my opinion, worse than the erosion, that's the marshy grass areas, which I would like you to take into consideration. Whichever alternative we take maybe we can do both at the same time.

COLONEL WILSON: I don't understand what you want us to do with the marshy grass.

MR. JOHN STEBER: Well there isn't any way to get rid of it, I don't think other than either digging it up or covering over it. And number four, I believe, would take care of this. If you could go ahead and cover it up and get it on dry land it would kill it. That's what I propose.

COLONEL WILSON: I'm sorry to be chuckling here, because, we deal with this problem with the fish and wildlife service and the environmental protection agencies so frequently and they would faint, I think, if they heard you say that. That's not a very popular notion these days, but I appreciate your views none the less.

Yes, Myrt, would you like to respond to that?

MRS. MYRT JONES: About the marshy areas. They are very important so we don't want to get rid of them.

COLONEL WILSON: I think I saw a hand over in the left rear. Yes.

MAN IN AUDIENCE: I am not an engineer but, I have often heard about the spoil on the west side of the channel. Could you explain the reason for that?

COLONEL WILSON: It goes on both sides, although I think it piles up a little bit more on the side that you are referring to. I'd have to go back a little bit, you know we first started doing this in 1826, I think, when we first started improving the harbor. Yes.

MAN IN AUDIENCE: What happened to the proposal they had several years ago to build the three islands out there and make campgrounds and things of that nature?

COLONEL WILSON: That one is still alive and kicking. We sent it out on Friday. Its part of the Theodore project. It now involves two islands. They've grown a little bit and changed their shape somewhat and they are the proposed solution for handling the dredged material from the Theodore project. We have not determined what's to be done with those islands. Basically they would be used for handling of the dredged material, not only for the new work but for the life of the project. So that while some birds would find them handy, at the same time we're pumping dredged material into one, they might want to go over to the other.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: Oh. Well, no. I think if we built them in connection with the Theodore Project, their first purpose would have to be for the receipt of the dredged material. Of course we have to go back and maintain it once it is built. There might be some other uses. Yes?

MAN IN AUDIENCE: Of the last three and four examples you have there, which one is used most in the United States?

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COLONEL WILSON: Well, we've got examples of all of them. I've got a book up here that will show you them.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: I think it depends upon the development, the status of development of the area that you are talking about. It varies, they are all three used. I can't answer that question precisely.

LADY IN AUDIENCE: (Indistinct)

COLONEL WILSON: Yes. But, rules here require that they be in accordance with the desires of the riparian owner. In accordance as far as we're concerned with the local sponsor, which would have to be the county, or above Dog River, the city.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: I can't speak for the county or the city commission but I would think they'd have to give your views, the property owners views, in something like this, major consideration.

MAN IN AUDIENCE: I am interested in the series of islands which you mentioned earlier. This apparently would not interfere with the riparian rights of the property owners, on the bay.

COLONEL WILSON: No. That's right.

MAN IN AUDIENCE: Has there been a feasibility study with the model in Vicksburg as to the effect on tide, etc. with a series of islands along there?

COLONEL WILSON: With the island proposed for the Theodore channel. Yes. That's why we built the model.

MAN IN AUDIENCE: Would this help the erosion problem on our bay?

COLONEL WILSON: No. It wouldn't have any effect on the erosion problem. As a matter of fact, the design parameter is to leave the conditions in the bay, more or less as they were.

MAN IN AUDIENCE: It's got to make a change in the tide.

COLONEL WILSON: Well, we designed the shapes of the islands so that the changes would be as minimal as possible, because we didn't want to be charged with all the oysters that might change their habits down the bay. And so, we felt the safest course was to design them so that nothing would be changed.

MAN IN AUDIENCE: Well, I mean, say, in the area from Fowl River south, that's not particularly considered oyster area in my opinion.

COLONEL WILSON: No. That's true. We've got all of the test material down at the office, if you would like to look at it. It gives the current patterns under all of these various solutions considered, but basically what we are looking for is an minimal change as possible.

MAN IN AUDIENCE: Could you explore the possibility of maximum change for currents and erosion.

COLONEL WILSON: We considered that, and we rejected it. I guess you could call it a cop-out. If you start doing things like that, like placing the islands in order to, for example, increase the current to sweep away the logs, you have increased the current to sweep away the soil too. And, so, if you make one person happy you make someone else unhappy.

MAN IN AUDIENCE: I was thinking more of decreasing the currents along the beach.

COLONEL WILSON: If you decrease the current you're going to have more silt-ing in, and the bay will become shallower, quicker.

MAN IN AUDIENCE: So its not feasible then?

COLONEL WILSON: Well, you can do lots of things but you're going to make somebody mad just about whatever you do, so, maybe its not the most courageous approach but we thought the best way was to try to change as little as possible.

MAN IN AUDIENCE: Colonel, I was wondering, maybe, there's some other way - of all of the millions and millions of dollars that our Federal government spends certainly \$30,000,000 to save part of the structure of the United States don't seem absurd to do.

COLONEL WILSON: What we have now is simply the law that is on the books. There has been introduced a change in the percentages of funding by the Congressman near this area but, I don't think it has been acted on yet, has it Mr. Edwards?

MAN IN AUDIENCE: Colonel, speaking about this number three, your uncontained fill, you mentioned a containing wall, how much of a wall would that be? How far out from the present shoreline would it be, and who would share the cost in the particular wall?

COLONEL WILSON: Well, if we did something like that, the cost of putting up the dike would be under the provisions of the navigation project on the local interests. How the county would plan to sort it out I don't know. The distances off shore remain to be determined. We could do it anywhere from 1,000 feet on down. I suppose we would go a little bit further than that, but not very much. We haven't determined that yet. We could balance that out.

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MAN IN AUDIENCE: Do you know the minimum amount of space that would be required?

COLONEL WILSON: I think that if it were less than 100 yards we probably wouldn't be interested. I mean, I would say more or less from 300 to 1,000 feet.

MAN IN AUDIENCE: You would check this through your Vicksburg experimental then?

COLONEL WILSON: Yes, I better not say unqualifiedly "yes" because, I'm not sure we'd find it necessary to do that. I think we could predict pretty accurately what would happen if we did that.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: This would be subject to a further public meeting. If, in fact, we get further interest in that one. This is just a workshop meeting now, we're just trying to narrow down the alternatives. Yes?

LADY IN AUDIENCE: The area filled in under this method would still be the property owners private area then?

COLONEL WILSON: That's correct.

LADY IN AUDIENCE: It seems to me like from what we hear, that would be what we would like you to do.

COLONEL WILSON: Please let the county commission and the city commission know of your views, and we'll look to them.

LADY IN AUDIENCE: What about the upkeep on it. Would you do it one time and let it erode away or would it be a continued process?

COLONEL WILSON: If we did it first time with the new material that had come from say, deepening or widening the channel, then it would be a better material than what is available later on. If we were to come back and maintain it, that is by adding additional material, the only thing that would be available, conceivably, would be maintenance material which isn't good stuff. Now that can be put out there, but it's probably not very desirable because it's very light and fluffy and takes a long time to dry out and consolidate. So, it's probably pretty much a one time shot.

LADY IN AUDIENCE: Would you plan to plant trees and shrubbery that would help to hold the material?

COLONEL WILSON: Well, we would not plan to. But, the private owners could.

LADY IN AUDIENCE: (Indistinct)

COLONEL WILSON: About the same as the existing height above the water.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: I am afraid the distances get a bit prohibitive from the site of the work for something like that, and we looked at a number, I guess about 12 or 15 other solutions for the Theodore material and we went through quite a few iterations to get on down to those two. We didn't find anything any better, and some of the things that we looked at were putting it on shore, putting it in the marsh, putting it in a series of different island configurations, and this was the best solution that we came up with.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: No. The meeting is for the purpose of looking at the beach erosion. But, these are some solutions that occur to us and as I stated earlier we're just looking to see what is desirable among those that are attainable. Yes. The gentleman right behind you there.

MAN IN AUDIENCE: Number three. Approximately how long would that last? How many years?

COLONEL WILSON: It's hard to say for sure. It would wash away at about the rate, and probably a little bit faster than the rate of erosion that you've had in the last ten or fifteen years. Yes.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: I really wouldn't think there would be any effect on the seafood, to speak of. Yes.

MAN IN AUDIENCE: What impact do you anticipate with trying to open the Tennessee-Tom waterways - -

COLONEL WILSON: You're going to have a lot more traffic.

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COLONEL WILSON: No. The silt problem will remain about the same, basically, the amount of silt that comes on down into the bay is what comes out of natural erosion in the river systems and the connection of the Tennessee-Tombigbee or the Tombigbee to the Tennessee River basically has only a very minor change on that. There is not very much transfer water. As a matter of fact, the Tennessee Valley Authority is very jealous of any water we take from them because they use it all to make electricity. And so, they will give us only the amount that we need to lock boats through and there is no additional flow from the river so actually I think the siltation problem would improve slightly because you would have a number of pools rather than a river system.

MAN IN AUDIENCE: Colonel, from what I've seen of the silt that you've pumped out of the channel it wasn't as bad as the picture that I think you've painted and, I think that number three is the most feasible thing, for now and I'm really interested in that because I don't think that you're going to get the property owners together to pay for any seawall or property of the Federal government. So I think if we concentrate on number three and if they are already pumping the silt to put it there. Let's examine it while we're putting it there and make sure that it's not a bad grade of material. But, I don't think that it's quite as bad as some people think. It's soil that came down the river from farms and different places and it's not all mud.

COLONEL WILSON: Yes. I have a picture of several similar fill areas that you might like to see, after the meeting Mr. Elliott.

MAN IN AUDIENCE: Approximately how many years would it take before it would be usable?

COLONEL WILSON: Oh, I would think within a year.

MAN IN AUDIENCE: Colonel, I'd like to ask one question. The Chinese, and this is borrowing a thing from them, when they clean their rivers and they clean their ditches and everything they put that soil and that silt right where it came from. I know it would be rather expensive for us but, what are the possibilities of taking all of this vast spoil that you are speaking of and going about, say starting with Mobile County and working north, all of these gravel pits have left jagged holes in the ground. Take Springhill Avenue where they have this erosion up next to the college and the people wouldn't let 'em fill in with the garbage and fill in places like that and then cover it with top soil so that people would plant it, to protect it from the environment and erosion. That would solve a good bit of your problem because money doesn't seem to be any object, we just spent several hundred billions of dollars in Vietnam and all of that's going down the drain, so let's spend some of that money here on projects like that, help the environment and help to make it back like it use to be. I think it can

be worked out together where we can have a bay and have environmental quality for the seafood industry like it use to have and still have the progress. The people would like to see industrial growth here.

COLONEL WILSON: Well, that's an interesting solution but, we haven't been able to find any holes close enough to be within economic pumping distance, what we are required to do is compare the available solutions on the basis of cost particularly for the maintenance of the harbor. Now, that's not absolutely so if we had one fairly close and we could still do it with a good project, we would. But, I think the one on Springhill would be a little bit far. We are looking over towards Three Mile Creek for the upper harbor to fill in some low areas there. We haven't finished our study on that yet, and certainly, if we had any area close in where we could get to it within an economical distance we'd be happy to do so. Any other questions?

MAN IN AUDIENCE: Colonel.

COLONEL WILSON: Yes. One more.

MR. CHARLES BROWN: Charles Brown, Colonel, from Mon Louis Island. I was very concerned about item three. My neighbor has spent thousands of dollars trying to stop the erosion. If anything can be done like the Federal government helping us to put a retaining wall, we might be successful.

COLONEL WILSON: Well, what we're looking at here is within the law that Congress has passed and that's not an option that they've opened up to us. Yes? Back in the rear.

LADY IN AUDIENCE: I just want to ask you what I said a while ago about the jetty. I still think that jetties would help tremendously in slowing down the erosion of the beaches. Has any work been done at the experimental model on jetties?

COLONEL WILSON: There's been a lot of work done on jetties and they do fit some circumstances relatively well, but not very many circumstances, and they're also rather complicated thing to study. We haven't tested this on the model yet. It's our opinion that it wouldn't be an appropriate solution for the western shore of the bay for a couple of reasons. They're also quite expensive and we get on back to a cost-benefit calculation and I don't think it would stand a cost-benefit test. I don't think we would have property values sufficiently high that would justify the expense of the jetties. We haven't been able to find any cost-benefit way of solving this problem. Because the cost of the work is just too high. That's why we're looking for a somewhat unique solution. Yes?

LADY IN AUDIENCE: Colonel, if you went to the uncontained fill. How deep would you pump it. You said it would be a depth of three hundred to a thousand feet.

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LADY IN AUDIENCE: Colonel, if you went to the uncontained fill. How deep would you pump it. You said it would be a depth of three hundred to a thousand feet.

COLONEL WILSON: Well, that was width.

LADY IN AUDIENCE: I know that, but, how deep was that?

COLONEL WILSON: This can be determined later but, presumably the height of the adjoining land. We could pile it up a little bit if anyone wanted us to.

LADY IN AUDIENCE: That's what the problem is in our area, north of Dog River, is now, on Bay Front Road, if you have a real high tide, with a south or southeast wind behind it, all of that part of our property goes under water.

COLONEL WILSON: Yes.

LADY IN AUDIENCE: If you're going to put in another thousand or so feet out there that's constantly going under water, it's not going to do any good.

COLONEL WILSON: The height of it makes no difference to us if we undertake it, as high as you want it, will be fine with us. We could sort this out later without much difficulty.

MAN IN AUDIENCE: Colonel.

COLONEL WILSON: Yes?

MAN IN AUDIENCE: The problem is getting rid of the spoil. Why can't a second island be created in that area where you are planning the bridge on Dauphin Island back over to the eastern side. Then most of the material that we are talking about that would be suitable in these areas probably could be put in those areas on a minimum basis. But as it is, since we're planning a bridge of that magnitude I don't see why most of the spoil couldn't be placed in those high areas where we would have the same as we have north of the causeway. I haven't however, seen an inkling of what I am suggesting here. But, since that bridge, and I think you already have it, isn't that right Congressman Edwards? Hasn't someone suggested a bridge from Dauphin Island?

CONGRESSMAN EDWARDS: That's all it is though, is just a suggestion.

COLONEL WILSON: Yes.

MAN IN AUDIENCE: I've got to know these engineers - I've seen them so much I think they're my next door neighbors, and I hear the same thing, everytime. They've never done anything for me. That's why I'll let you do whatever you want to do. Honest to goodness. I'll let you do anything.

There is no need for you to waste my time anymore you can just send me a letter. The only thing you're going to do for me is maybe Congressman Edwards will get up there and get the ball rolling and maybe we'll get something done but other than that I don't see much I can do, it's just not going to happen.

COLONEL WILSON: Congressman Edwards would you like to conclude?

CONGRESSMAN EDWARDS: I'll just ask a few questions. I don't get up here to make a rebuttal now, there's just a few questions that I've got on my mind. It seems, from sitting here listening, that the Dauphin Island folks are happy with what's been proposed. I gather that's correct. So I have an immediate question that has come to mind because some of these folks have made believers out of me over the last few years. Has EPA looked at the Dauphin Island plan, has the Fish and Wildlife People looked at it? Is there any environmental question as to whether you can do what you've proposed or suggested for Dauphin Island?

COLONEL WILSON: We haven't checked it out yet but, it has been done in several other places and we don't think we'd have any problem with it. This was done in Jacksonville Harbor about a year and a half ago.

CONGRESSMAN EDWARDS: I think of even more importance, how about the Mobile Bay proposal either one through five, what would EPA have to say about one of those kinds of projects? In other words are we sitting here wasting a lot of time? If you do it yourself EPA makes it almost impossible. If you do three, four and five which would be on a county-wide type of basis, then what would EPA's position be, do you have any idea?

COLONEL WILSON: We think that we could arrange that, sir, with the proper diking. That would be the main thing that would concern them that we were not destroying marshes or any grass beds. And well, we'd have to avoid a couple of little areas along there, but other than that I don't think we'd have any problem.

CONGRESSMAN EDWARDS: You think though, that the problem itself is of such magnitude, that EPA recognizing that would allow you to go ahead on a community wide basis.

COLONEL WILSON: Yes, we think so.

CONGRESSMAN EDWARDS: You show some pictures of number five. Along with other things and I gather from listening that number five is not the most popular thing you've said tonight. But, for a picture close to home of number five could you describe the Biloxi - Gulfport area as an example of number five?

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COLONEL WILSON: Well, no sir, that's a Federal project that was done as a beach nourishment project to protect the road and it was sand that was pumped up there. It was dredge material. It's similiar to number three in concept, but it's not the same material. So there is a big difference in the type of material you're putting there.

CONGRESSMAN EDWARDS: Was the road already there?

COLONEL WILSON: Yes, it was.

CONGRESSMAN EDWARDS: So you weren't actually taking private property in the Biloxi-Gulfport area?

COLONEL WILSON: No. Although that beach is public property and that was, I believe, a contention for a time. That project was carried forward. I see Mr. Adams there shaking his head.

CONGRESSMAN EDWARDS: Which way is he shaking it?

COLONEL WILSON: Affirmative.

CONGRESSMAN EDWARDS: Sometimes he just does that when he nods and goes to sleep.

MR. ADAMS: I'm wide awake Jack.

MAN IN AUDIENCE: Excuse me Jack, but, I was raised over in Gulfport on that coast and that seawall over there was built as a Harrison County project and everybody over there paid a high gasoline tax for years to pay for that seawall. And those folks still have riparian rights on the far side of that seawall.

CONGRESSMAN EDWARDS: They're not exclusive are they? I thought that was now public beach.

MAN IN AUDIENCE: No. I don't know what's happened since the Federal government put the sand in there. That's been done after the storm carried the sand away.

CONGRESSMAN EDWARDS: Well, I think that's when the Federal government came in and did that and then it became a public beach.

COLONEL WILSON: That's correct.

CONGRESSMAN EDWARDS: And so, to the extent, while I may not have a perfect comparison to the extent homeowners would have who have a road and a beach



in front of the house - that beach being public is a fair comparison of what a property owner here would have with a road and a public beach.

COLONEL WILSON: Except that he wouldn't have the beach there because there isn't the sand material available within an economic distance along the western shore.

CONGRESSMAN EDWARDS: If you did number five you wouldn't necessarily have a beach?

COLONEL WILSON: No. I think it would be more comparable to simply having the seawall with the water on the far side.

LADY IN AUDIENCE: Would we still have riparian rights?

CONGRESSMAN EDWARDS: If you had number five? Not to the extent that you had them exclusively. The area would then become public. I gather that nobody here really wants that.

LADY IN AUDIENCE: No.

CONGRESSMAN EDWARDS: I take that back. One gentleman is probably the sage of the whole meeting. Because, he is one who recognizes the inevitability of Government moving forward blindly, aimlessly, and without thought to expense.

COLONEL WILSON: Present company excepted.

CONGRESSMAN EDWARDS: I think it's important that I say here, that, and I'm sure you understand it after these questions, the Corps is not going to go blindly pellmell on one of these courses without a lot more activity on your part and on the county's part and the city's part and I guarantee you that if they come up with something and they're not, I know them, but if they should come up with something that would turn you all off we'll stop it. But, I say that strongly because I don't want you to go away from here with any thought in your mind that somebody is trying to cram something down your throat. Colonel Wilson doesn't intend to do that, and if I know the county and the city they are not about to do it. So, I don't think that ought to be one of your concerns. The main concern I think you should have, is where would you like to go, considering the art of the possible. You see, I come here tonight with a file drawer full of letters from you and your friends and neighbors, people who are concerned about all of this saying, in effect, "do something". This is what they say to me, "I don't care what you do, but do something, but just don't do these things". Well, you know we don't know what the right answer is as far as you're concerned. I gather that from everything considered you would like number three as the least objectionable alternative. Considering the fact that most of your property is washing away, and you have to stop it. Some of you have more, a problem than others. Obviously, some of you are losing more property

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therefore, some of you are more concerned than others. And those who are just a little bit concerned don't want drastic action such as some who may be losing five or six feet a year of their property. And, what the Colonel and the Corps and the county and the city and others have got to try to find is some way to solve the problems that concern you generally without doing damage to anyone of you in particular, at least anymore than necessary. So, I'm not standing up here trying to cram anything down your throat, but I'm saying that what I'm hearing as I sit up here is that number three would be the one that you would rather have than anything else, because you wouldn't rather continue to lose your property in the bay. Now, the Colonel makes it very clear and I think you should understand this, that number three is not a permanent answer. Number three is a temporary answer. Number three is an answer that will eventually get you back where you are now, or perhaps your children, and I suppose as number three wilts away you're making the bay shallower out in front of your property. It's pretty shallow down there now as I recall.

Well, as far as changing the law is concerned, because this has come up in several instances, the Corps is bound, and as the Colonel has suggested, by the law that's on the books that sets percentages and sets parameters beyond which the Corps cannot go, the chances really of changing the law that would be considered of a benefit to you, are in my view, slim. The tendency, on the contrary, is for the law to go the other way, to make it a little more expensive, make it a little more difficult to do some of these projects, to raise the interest rate that's considered when you figure benefit-to-cost ratio and this sort of thing. It's sort of a technical side of this thing.

Some laws that might be beneficial to you could conceivably get through in the time of an emergency, say for example, a big hurricane hits us or something, then we might come up with some emergency type law that would give you some relief that you wouldn't normally get without the emergency. But, I don't think you ought to consider the fact that changing the law is a high probability, that is changing it in a way that would help you. We should plan this thing based on the law that exists now, and we should, I think, urge the Corps to go forward with what it's trying to do now; to at some point in the near future have something that can be presented to the public officials in the county and the city, at which time I'm quite sure that they'll be glad to hear from you and should hear from you. The main thing that I want to do is to keep this thing moving in a direction that will bring some progress to our area.

Mrs. Sawyer raised an interesting question as to what is progress? And where should we be going? And should we really stop where we are? I can only say this that I have been trying for years to get somebody to get some dialogue going as to where this county and this city and this area really want to go. I think that sometimes we all tend to drift in the direction of going out and getting all the new industry that we can get and doing all of the things that we do, when we really don't know where the

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people want to go. I think, this is not the meeting for this and I'm suggesting it, but, there is a real need in this county, in this bay area for the people themselves to give some thought to where we want to go in the future in our area, and, sort of come up with some sort of a clear picture. Because, it's a muddled picture as far as I'm concerned as I sit in Washington and try to do some of the things that I feel this area wants and yet I'm not sure sometimes that we're going in the right direction. So Mrs. Sawyer, if you want to organize a meeting we'll get something going. I guess that's all the questions that I have.

The problem with the Theodore Channel bridge, this will sound like buck passing, but it's the truth, and so I'll tell you the truth, the problem is that the state is the public agency, or public body that has to take the initiative on the bridge. You see that's George Wallace, that's not Colonel Wilson and Jack Edwards. You see the problem is, and has been for a good while, the state in all fairness to them, have not known whether they were going to have to build a barge level bridge or a bridge that could take ships. It appears now that it'll have to be one that'll take ships. That means then a bridge that's probably 125 feet high and I can tell you right now that the State's not going to build that bridge. And they're going to build whatever they need down at Rangeline Road which will be a barge level bridge. Now, that's just it. The State doesn't have the money to build that kind of bridge according to what they tell me, and I don't know where they'd get it.

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: The Federal Government would contribute to the bridge on Dauphin Island Parkway at 125 feet if the state proposed it, but the state is not going to propose it. You see that's the problem. The state doesn't have that kind of money, they tell me, to do anything about it.

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: Well, you see, you're asking the wrong guy. That's the problem. I'd like to be able to give you a good answer but, I can't answer all those questions.

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: Well, I don't blame you, but, you need to talk to Mr. Ray Bass, the State Highway Director.

MAN IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: I'm not going to argue with any of that except to say that the Colonel and I are not in that business.

MAN IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: The reason I'm telling you what I'm telling you is because I've spent many a hour with Ray Bass and George Wallace and the people who are supposed to be doing something until I'm blue in the face. I'm passing on every message you give me. Now, I don't mind getting up here and talking about things that have no bearing on this, but, I really would like to keep the meeting on what we came here for. Yes, sir.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: It would dry out to be a fairly firm material. I suggest you come up after the meeting and I'll show you some pictures of similiar work.

MAN IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: You would have to look at it this way, you can't walk out there now unless you're Bear Bryant.

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: That's not quite true. The Colonel here and the Corps held hearings on that the other day and six people as I recall showed up in protesting that dredging out there. I'm not going to speak for him. I try to keep up with all these things and I hear from those same people too.

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: Have you ruled on that yet?

COLONEL WILSON: I wrote her Friday. Did you get my letter?

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: Well, it's tough to try to fight City Hall, I agree with you.

LADY IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: That's why I'm telling you it's tough.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: Yes, it would take about that. That's a pretty good guess.

MAN IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: Well, I guess the answer to your question as I understand it then, is the Corps would not do anything with the pier. If you wanted a new pier you'd have to put it out there. That's what you're really saying.

MAN IN AUDIENCE: Jack, the way I see it on Mon Louis Island we need a breaker more than we need a fill down here something to break the seas. Now, we lose property from surface water. We also lost it from hurricane and high water. With a breaker a thousand foot out it would do us more good along that particular area of the bay than putting the silt in or contained fill which would hold it. Then you'd be giving up your rights and nobody wants to give anything away that belongs to them. When you start sticking your hand in my back pocket I'm going to start hollering.

COLONEL WILSON: Yes.

MAN IN AUDIENCE: On this number five, the thing that bothers me on this would be that they would come in and put buildings and things along there that you couldn't see the water.

CONGRESSMAN EDWARDS: You know, I think this needs saying. There's nobody trying to do anything to you. The purpose for this meeting and the purpose of what the Corps is trying to do is trying to help you. It seems like almost in some way this becomes an adversary proceeding which, of course, it's not. We're trying to find a way, the Corps is, with my encouragement, to help and you know if you're going to end up with peanut vendors in your front yard then I'm going to be the last one to want to do that. I think that what we're trying to do tonight is to get your ideas, to crank your ideas into the overall picture. I'm quite sure the Corps is going away from here tonight with some pretty clear ideas of what you're thinking. That's the way it should be. That's why we had this little town hall meeting to hear what you've got to say so that they can crank that into their equation.

MAN IN AUDIENCE: (Indistinct)

CONGRESSMAN EDWARDS: Well, it's something you didn't have before.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: Some of it's sand, some of it's pretty good material, but

the majority of it's clays and silts.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: Restate your proposition a little bit, number four is more expensive to the local riparian owners.

CONGRESSMAN EDWARDS: Number four is more expensive than number five.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: There would be some cost, but not much. Now I say the county would pass it on, but there would be the land enhancement cost.

MAN IN AUDIENCE: (Indistinct)

CONGRESSMEN EDWARDS: Alright, I'll do that informally. The Corps is probably not here to take headcounts but I don't mind doing it. O.K. Let's hear it for number one. O.K.

CONGRESSMAN EDWARDS: Number two.

LADY IN AUDIENCE: I just don't believe you're going to get any of those groups to go along with filling because that's where the marshland is.

CONGRESSMAN EDWARDS: That's the reason I raised the question about the EPA. It just didn't seem like it was going to happen that EPA was going to let you all get away with this.

MAN IN AUDIENCE: (Indistinct)

MAN IN AUDIENCE: This number three type fill, would be similar to the islands that are out adjacent to the channel north of the bay now?

COLONEL WILSON: I think I would liken it a little more to the runway extension at Brookley which is on dredge fill.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: That's right, but it's maintenance material primarily.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: Yes, that's the maintenance material that we referred to as not very good stuff.

MAN IN AUDIENCE: (Indistinct)



COLONEL WILSON: I know of no other source and so I'm not saying that it would be very practical to come in a second time with maintenance material because it is as you describe, not very desirable material.

CONGRESSMAN EDWARDS: O.K. Mrs. Jones, you want to have a rebuttal there?

MRS. JONES: (Indistinct)

CONGRESSMAN EDWARDS: O.K., you ready to vote now? Alright, number one. We had one to raise his hand. O.K. Number two. Do you want to talk before we vote? O.K.

LADY IN AUDIENCE: (Indistinct)

COLONEL WILSON: Yes. Although it would take some time and some of the areas would erode before they were repopulated with the marsh. Well, as I said earlier, we can break it into segments. We can take different segments in easily definable parcels, for example, from Brookley to Dog River is one segment. We note that there is some marsh there. When I said Brookley to Dog River I was speaking in general terms. I think if you stop at about the Mobile Yacht Club you've stopped north of the marsh. Then you could go from Dog River south to Deer River and from Deer River south to Fowl River. I think there's one more little increment of marsh there. We could take it in usable increments according to what the county or the city told us in each increment.

CONGRESSMAN EDWARDS: Do you have something you want to say?

MAN IN AUDIENCE: Colonel Wilson, Congressman Edwards, I don't have property along the bay front but I do work on Dauphin Island on the east end. It's where I make my livelihood and as I look around me each day I see my livelihood gradually going away. Now since Camille on the east end there were rock jetties alright, the beach is now behind those rock jetties, I can attest that we have lost between two hundred and three hundred foot of beach.

Now you talk about putting in fill and containing this. There have been some experiments run of letting Mother Nature take care of it by using artificial help. I don't know whether this has ever been brought forward before, but our erosion is caused from the wave action, so consequently, there have been studies along the east coast made whereby artificial kelp has been placed to break the wave action and cause it to deposit the sand back in its original position. This is done at a nominal cost. Now, whether any studies have been made as to whether this would work along Mon Louis Island or Hollingers Island, I couldn't attest. But, I do believe that maybe some test could be made on the east end of Dauphin Island to see if this would be a feasible

solution to our problem.

COLONEL WILSON: We have some material on that, but it's not without cost. It is one of the other alternatives that are considered along with the one that we proposed. That is, the one that we proposed of simply nourishing that portion with sand. It seemed to us to be the more desirable and the more economical solution.

CONGRESSMAN EDWARDS: Yes.

MAN IN AUDIENCE: I don't know if people remember when you put the ammunition dump in, but at that time, if you went crabbing or floundering down there you would go up to your waist in mud. When you fill this in what will the bottom be out there then?

COLONEL WILSON: Well, there'd be no change.

MAN IN AUDIENCE: No mud?

COLONEL WILSON: The same as it is now.

MAN IN AUDIENCE: (Indistinct)

COLONEL WILSON: We're talking here about containing it. We said first putting up a dike and then putting it in between the dike and the shore and the material would dry out in between the two and then stabilize.

CONGRESSMAN EDWARDS: Anything else before we vote? I use the term vote loosely, by the way, we're not really. O.K., we got one guy on number one already. Number two. Nobody wants to do it themselves. Number three. O.K. Number four. Number five. A lot of you didn't vote, right? Who didn't vote? O.K. That's the way it is in a general election about half of you don't show up. O.K. Albert.

MAN IN AUDIENCE: Jack, there is one thing that hasn't been said that I want to say. We ask for Congressional authority for a study and you saw that we got it. We've asked for a study and we've asked for help with what has been an on-going thing. It's an increasing problem and the Corps is here to discuss with us ways in which they might be able to help and I for one appreciate it.

COLONEL WILSON: You know, for one I would like to end it on that note.

CONGRESSMAN EDWARDS: Before we do does anybody else want to make a statement. Thank you. O.K. Thank you. One more.

MAN IN AUDIENCE: Could I ask another question of Colonel Wilson on number three?

COLONEL WILSON: O.K. Why don't you come on up after the meeting.

CONGRESSMAN EDWARDS: Thank you all for coming and we'll do our best to keep this thing moving in the right direction and stay in touch with you as we make progress.

# SHORELINE EROSION MOBILE COUNTY, ALA.



U.S. ARMY ENGINEER DISTRICT, MOBILE  
CORPS OF ENGINEERS  
MOBILE, ALABAMA

INFORMATION SHEET  
FOR  
WORKSHOP MEETING ON BEACH EROSION CONTROL AND HURRICANE PROTECTION  
MOBILE COUNTY, ALABAMA

STUDY DESCRIPTION

Authority. - This study is authorized by a resolution adopted 27 October 1970 by the Senate Public Works Committee, in accordance with Section 110 of the River and Harbor Act of 1962, and at the request of Senator John Sparkman of Alabama. The resolution requests a survey of the shores of Mobile County and such adjacent shores as necessary, including Dauphin Island, in the interest of beach erosion control, hurricane protection, and related purposes. A map defining the study area is attached.

Scope of study. - Surveys will be made in the study area to define the problem areas and emphasis will be placed on solutions for the most acute problem areas. Population projections and beach use studies will be made to determine future requirements for recreational beach areas. Economic data will also be developed on land values, property damages, damages to marine resources, losses to navigation, costs of existing protective structures, and present recreational use of the beaches in the study area. The study will address alternative plans of improvements and related costs. The study will consider artificial restoration using beach fill material; protective structures such as groins, revetments, and breakwaters; combinations of beach fill and protective structures; and nonstructural alternatives. Economic analysis will determine costs, benefits, and environmental impact of the various plans considered, and the extent of Federal interest in any recommended plan. The study findings and recommendations will be presented in a survey report and submitted to Congress for appropriate action.

Study problems. - Generally, the problems we are aware of to date include:

- a. Shoreline recession and bluff erosion along most of the western shoreline of Mobile Bay;
- b. Erosion of the gulf beach on the eastern end of Dauphin Island;
- c. Continued migration of Petit Bois Island to the west causing excessive widening of Petit Bois Pass; and
- d. Erosion of protecting islands in Mississippi Sound.

SHORELINE HISTORY OF MOBILE COUNTY

General. - Mobile County shoreline extends south from the City of Mobile along the west coast of Mobile to Cedar Point then west along the north shores of Portersville Bay and Grand Bay to the Alabama-Mississippi State Line. The gulf and Mississippi Sound shorelines of Dauphin Island are also included as county shoreline. Mobile County has about 15 miles of gulf shoreline and about 119 miles of sound and bay shoreline.

No information is available on littoral drift along the western shore of Mobile Bay. However, based on comparison of old and recent coast charts, this reach of shore has a history of erosion. It is estimated that over certain reaches the shoreline has receded about 450 feet since 1892.

Portersville Bay and Grand Bay are major arms of Mississippi Sound. Except at Bayou La Batre, the shorelines of these bays are entirely marsh and have been relatively stable. However, the small islands in the area are eroding. The erosion of these islands may be attributed to the widening of Petit Bois Pass which has exposed these islands to increased wave action.

Available evidence indicates that the predominant direction of gulf littoral drift along Dauphin Island is to the west. However, the volume of littoral drift is not known. Based on coast charts, in 1892 Dauphin Island had a length of about  $10\frac{1}{2}$  miles, Petit Bois Pass was about  $1\frac{1}{2}$  miles wide, and Petit Bois Island extended into the State of Alabama about 7 miles. The 1969 coast charts indicate the length of shoreline of Dauphin Island to be about  $14\frac{3}{4}$  miles, Petit Bois Pass to be about 5 miles wide, with Petit Bois Island extending into the State of Alabama only  $\frac{5}{8}$  mile.

#### SHORE PROTECTION MEASURES

General. - The lure and enchantment of the sea has eternally drawn man to its shore. Man's encroachment on the sea has often lead him afoul of the dynamic sea conditions and its ever shifting shorelines. In such cases economic reasons have necessitated the establishment of static boundaries with protective structures. Various types of seawalls, bulkheads, and revetments have been used for this purpose. In general, seawalls are considered to be structures designed primarily to resist the full force of the waves, bulkheads are normally structures used to retain fill, and revetments are structures to protect an embankment against erosion by current or wave action. In many cases any of the structures may serve all purposes. Typical examples of these structures are shown on the attached illustrations. Dimensions and cost of the structures given herein are illustrative of typical conditions and may vary greatly depending on the physical conditions existing at a particular location.

Stepped seawall. - The concrete stepped seawall shown is designed for stability against moderate wave conditions. Normally a seawall of this type is not conducive to the accumulation of sand and any beach that might exist at the time of construction would probably be eroded during periods of high waves. This structure would cost about \$1,350,000 per mile.

Riprap revetment. - A structure similar to the illustrated riprap revetment could be designed to function as a seawall, i.e., a structure to resist the full force of the waves. A structure of this type constructed with 2,000-lb armor stone would be stable under the influence of waves up to about 7 feet high. Also this type of structure dissipates wave energy more

effectively than the step-type seawall shown. Consequently, if other conditions are favorable, sand will accumulate at the toe of the structure and during periods of high waves the structure will not greatly contribute to erosion of an existing beach. A rubble structure such as this would cost about \$1,400,000 per mile.

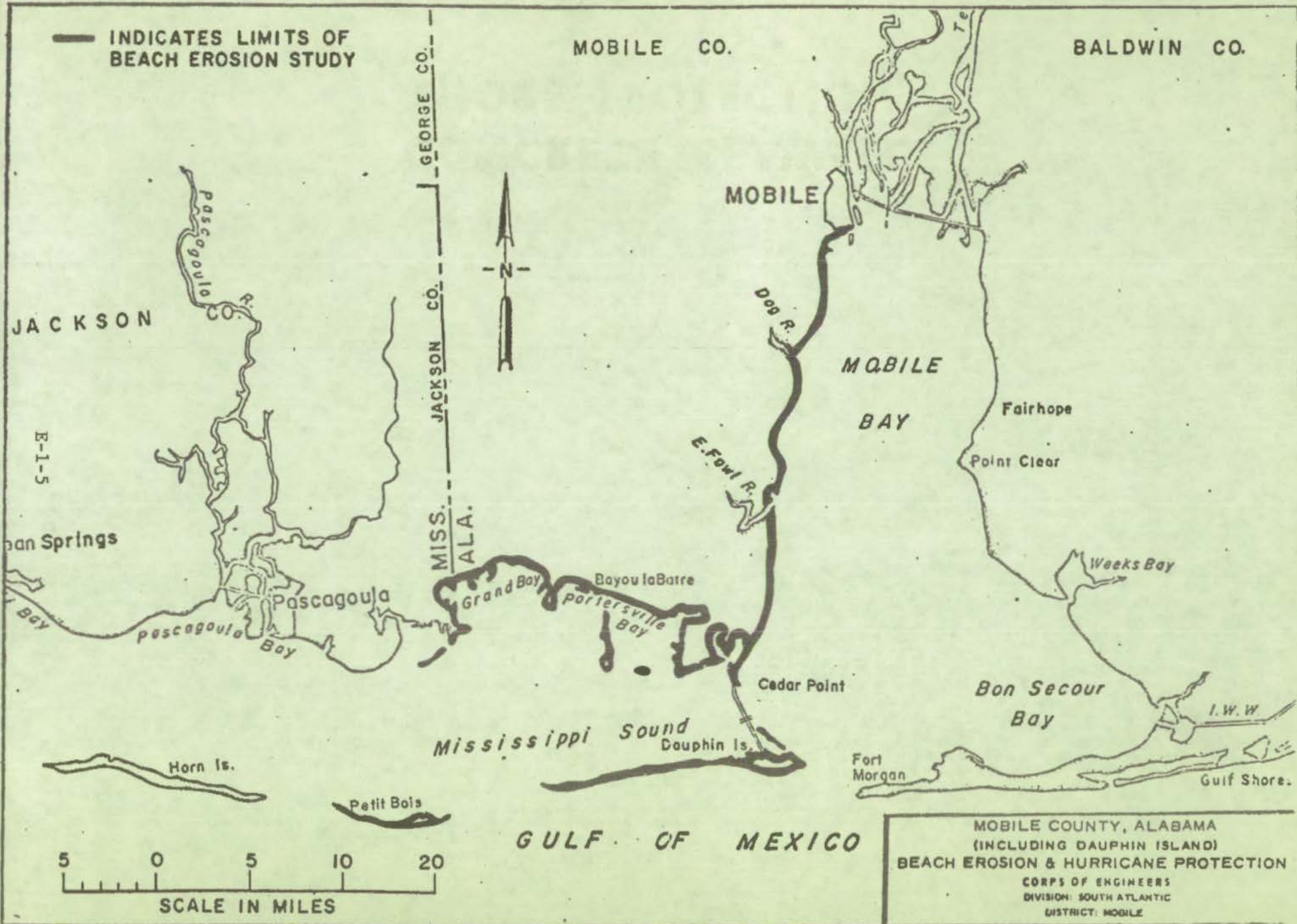
Timber retaining walls and block revetment. - The timber retaining wall and interlocking concrete block revetment shown on the attached illustrations would cost about \$597,000 per mile and \$2,230,000 per mile, respectively. Neither of these structures would be conducive to the accumulation of sand.

Land reclaiming. - Excluding marsh areas and mouths of streams, there are about 15 miles of shore along West Mobile Bay (between Brookley Field and Cedar Point) where structures such as those illustrated could be used effectively to control erosion. It is estimated that in this reach the shore has eroded as much as 450 feet in certain areas during the period between 1892 and 1969. This eroded land could be reclaimed by placing fill along the shore. The material that will be dredged during the construction of future navigation projects in the area could be a source of fill. About 35,000,000 cubic yards of material will be removed as part of the initial construction of the Theodore Ship Channel project. After completion of the project, maintenance dredging will remove about 2,000,000 cubic yards per year. This project is in an advanced state of planning and means for deposition of the material to be excavated have been planned. However, enlargement of the Mobile Ship Channel, which is under consideration, will require dredging of even larger volumes of material. New work material from such a project could be utilized for shoreline fill. A graph showing the relationship between the volume of fill material and the width of shoreline extension into the bay is attached.

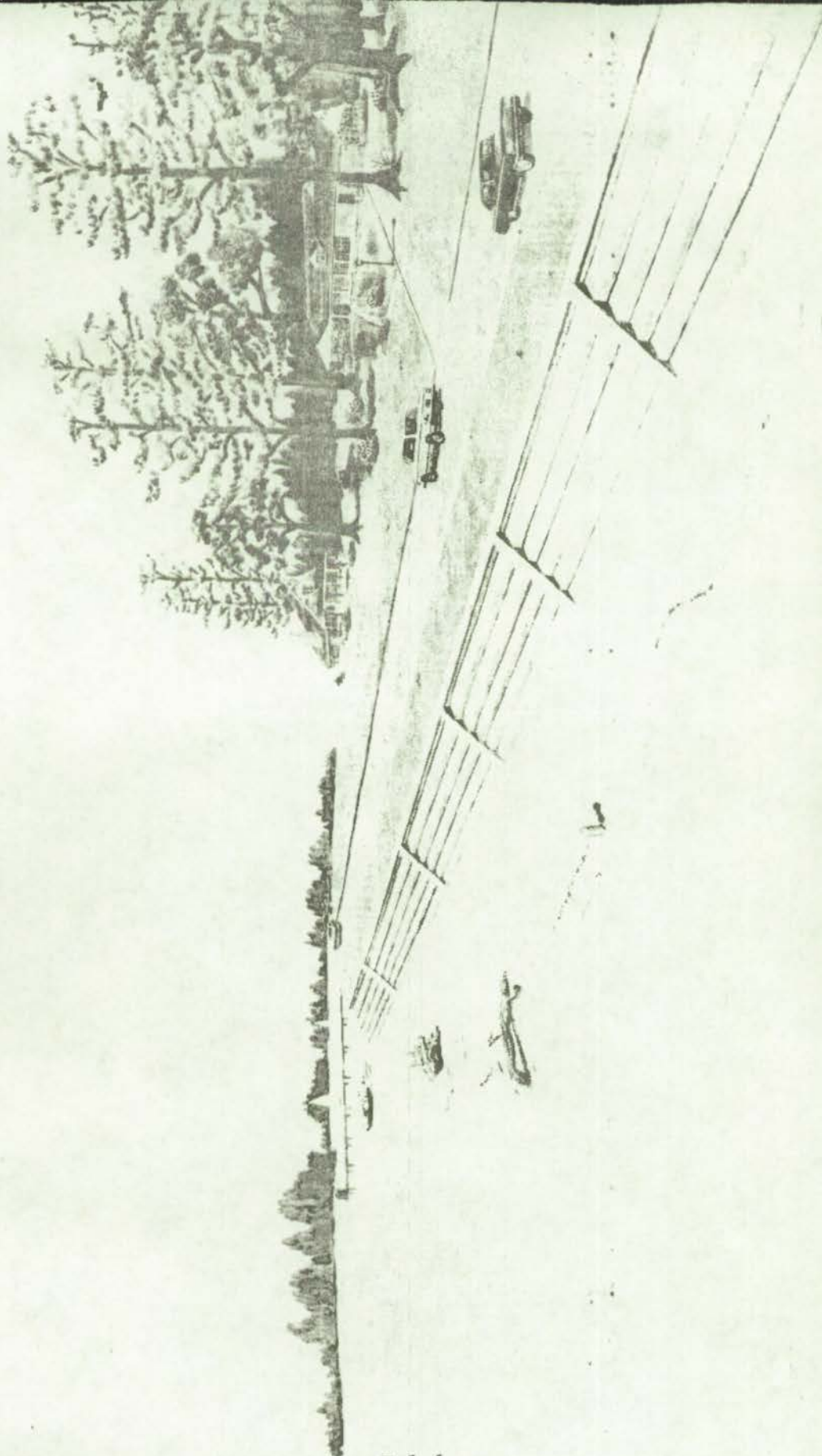
Groins. - In some areas such as Dauphin Island where suitable material is probably available, a protective artificial beach will provide ample protection to the shore. Such beaches can be constructed from dredged material, or when conditions are favorable a groin system will build a beach by trapping littoral drift. The groin system should be designed so that it will trap the required volume of beach material and bypass sufficient material to nourish down drift beaches. Groin systems are the most difficult to design of all shore protection structures. Accordingly, these structures should not be built without detailed study of the littoral processes to which the structures are to be subjected. Groins can be constructed using timber, steel, concrete, or rock and may cost \$100 to \$350 per foot of shore protection dependent upon such factors as exposure to wave action, range of toe, and accessibility of building materials.

#### STUDY SCHEDULE

The study for beach erosion control and hurricane protection for Mobile County was initiated in 1973. Preliminary studies were initiated and an initial public meeting was held 31 July 1973; however, the study was not funded in Fiscal 1975. The study is scheduled to be resumed in Fiscal 1976 and completed in 1978.

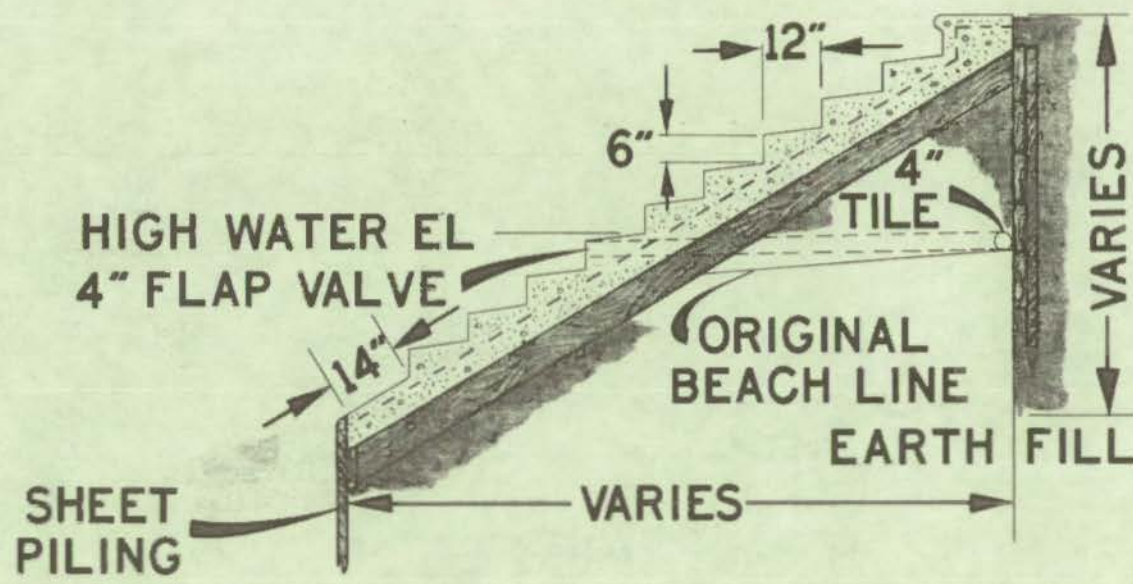






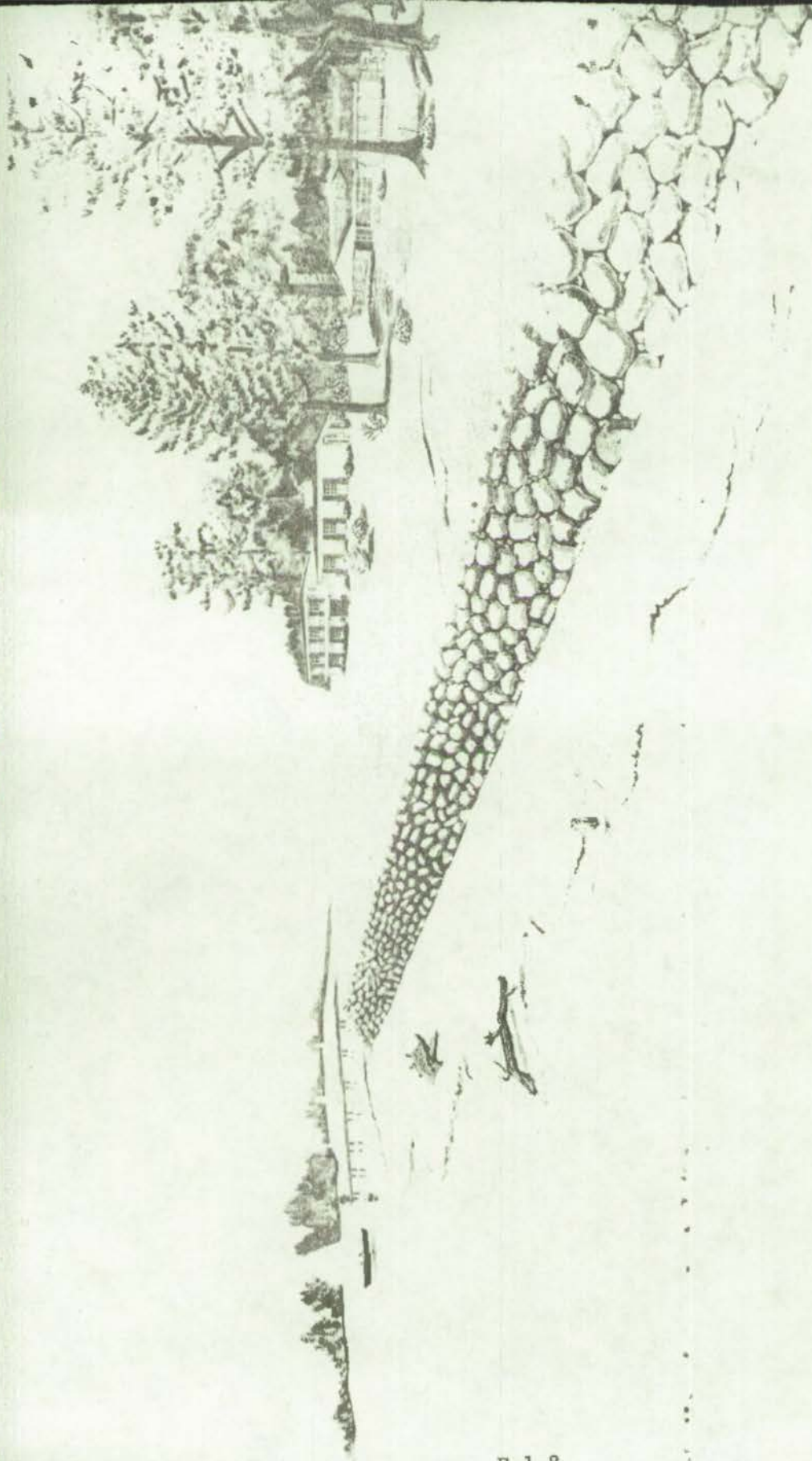
# CONCRETE SEAWALL SHORE PROTECTION

E-1-6



E-1-7

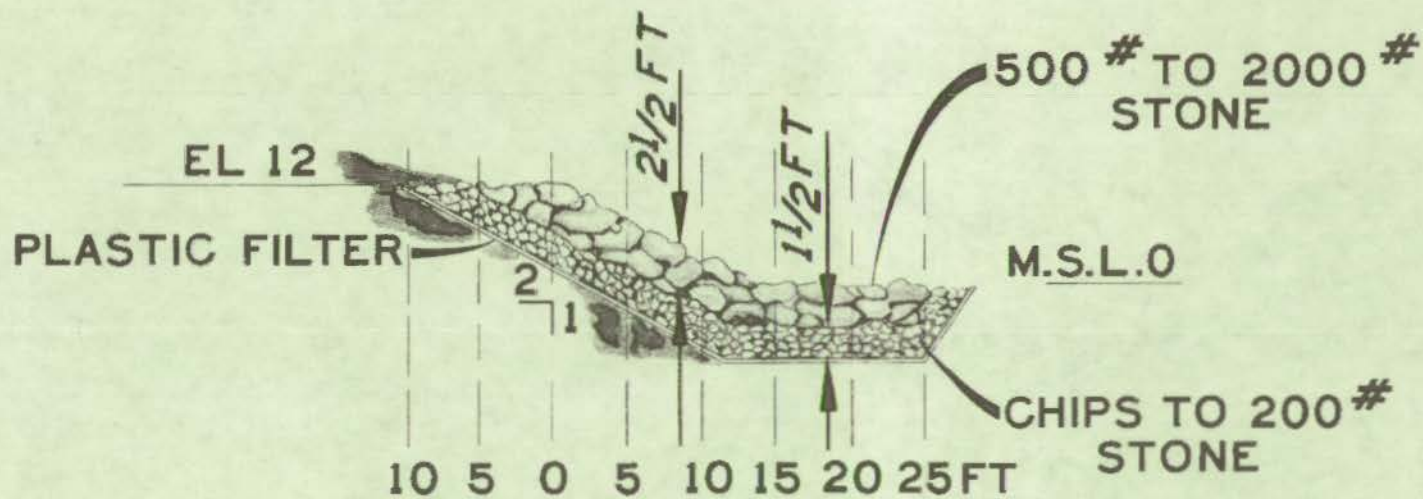
**CONCRETE SEAWALL  
TYPICAL SECTION**



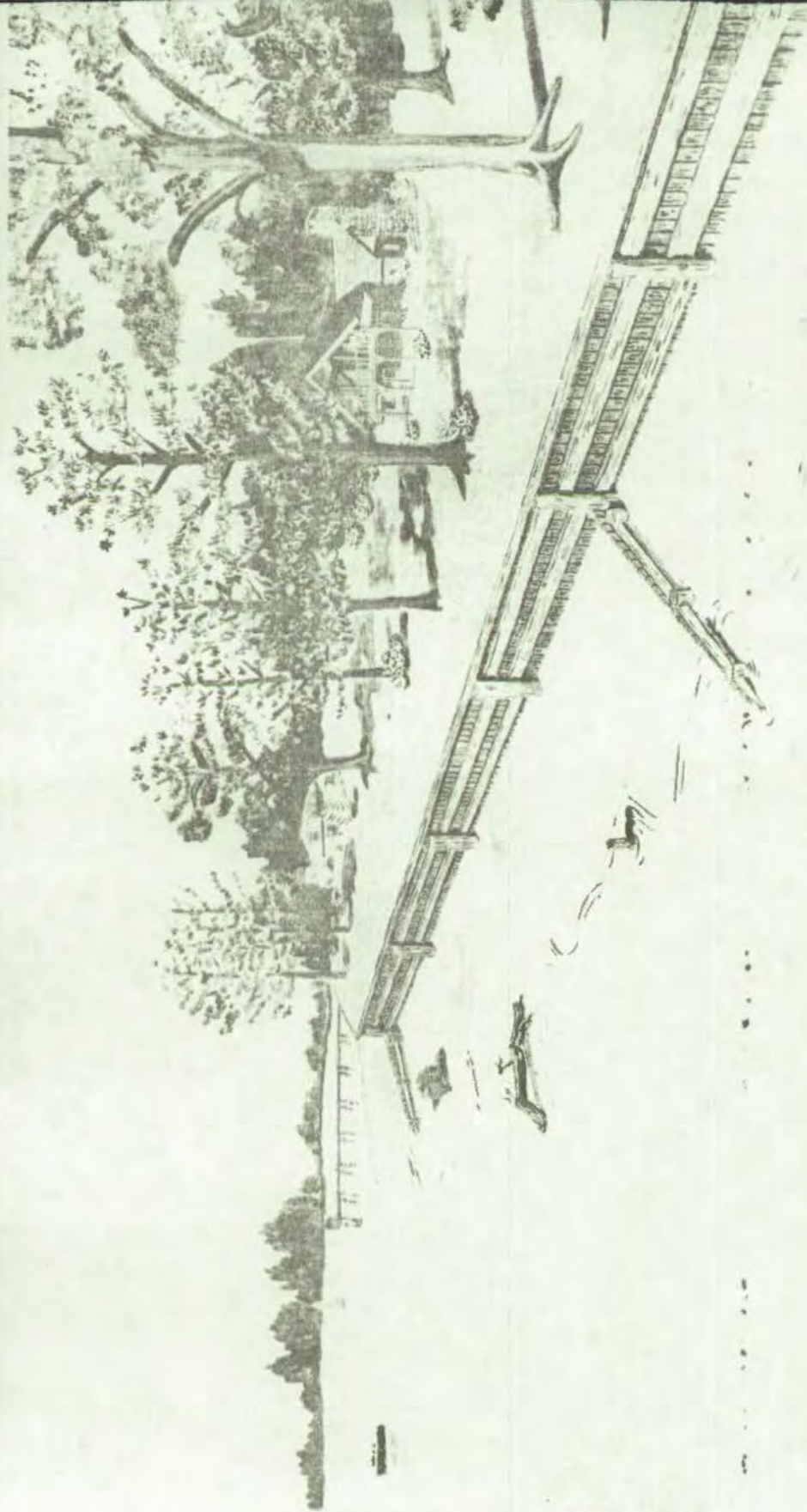
# RIPRAP REVETMENT SHORE PROTECTION

E-1-8

E-1-9



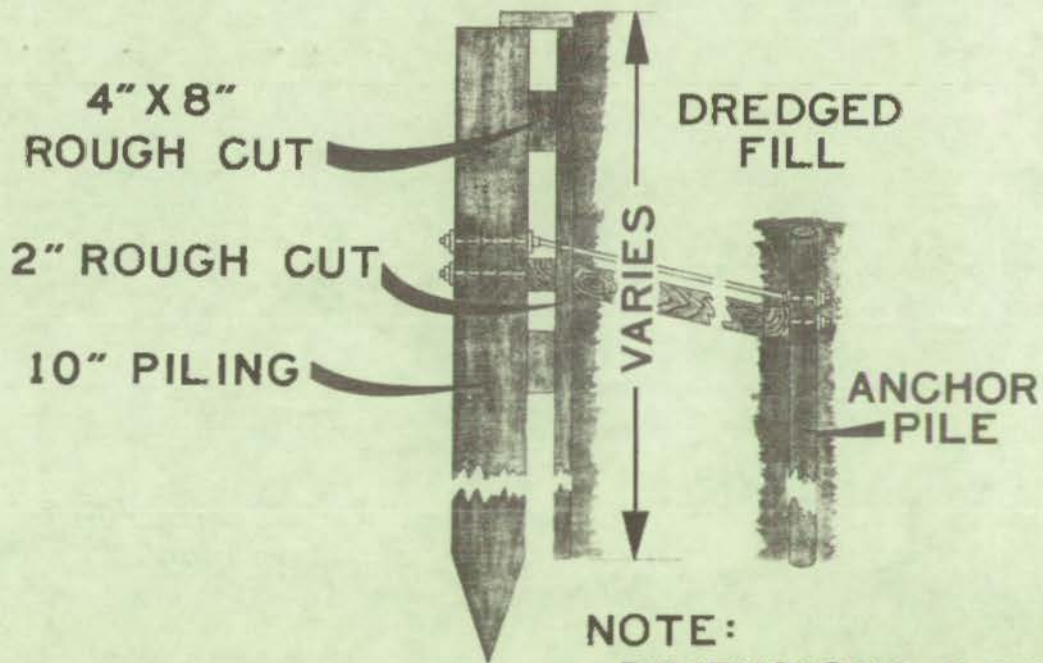
## RIPRAP REVETMENT TYPICAL SECTION



E-1-10

# TIMBER RETAINING WALL SHORE PROTECTION

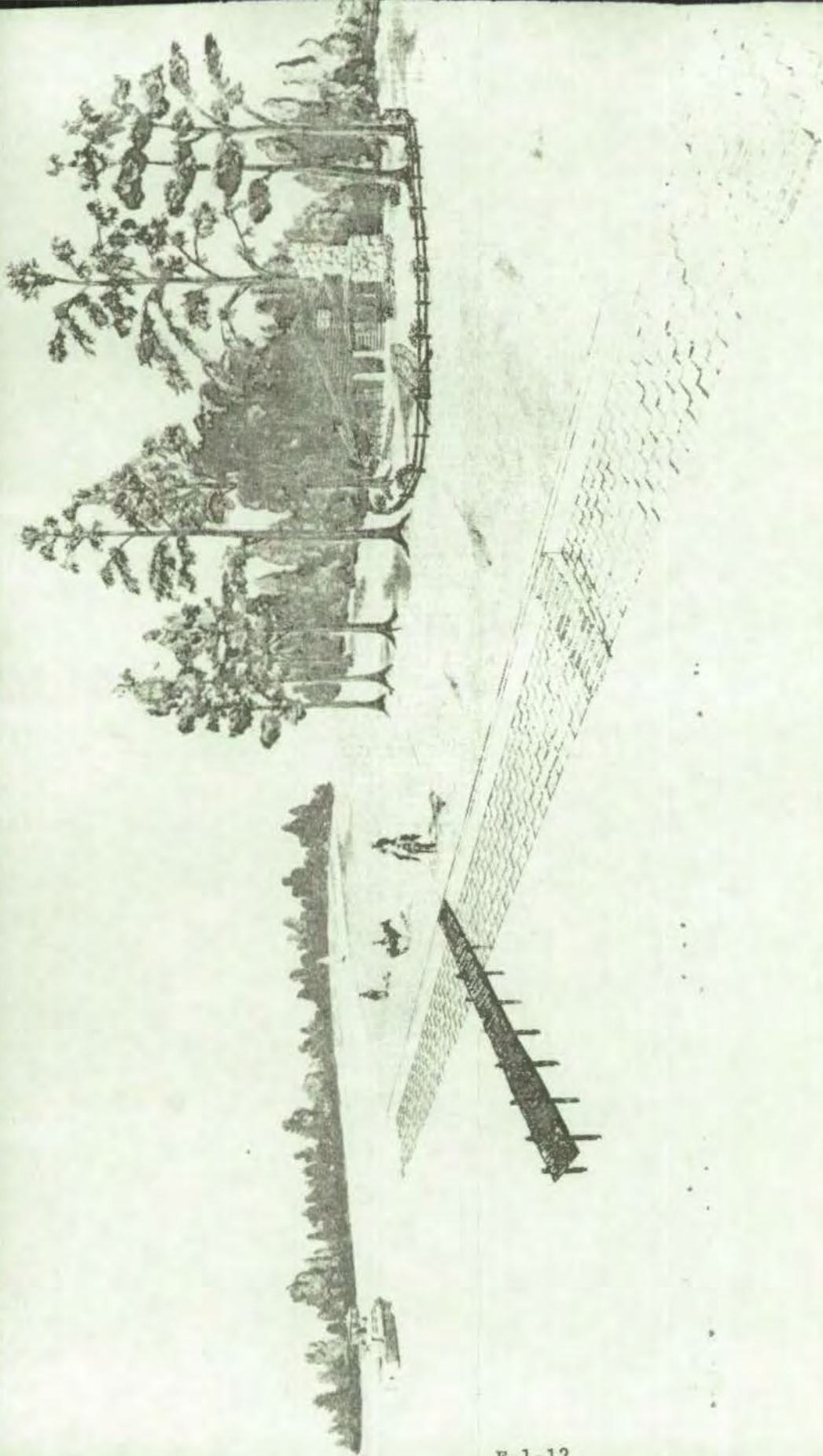
## TYPICAL SECTION



## TIMBER RETAINING WALL

### NOTE:

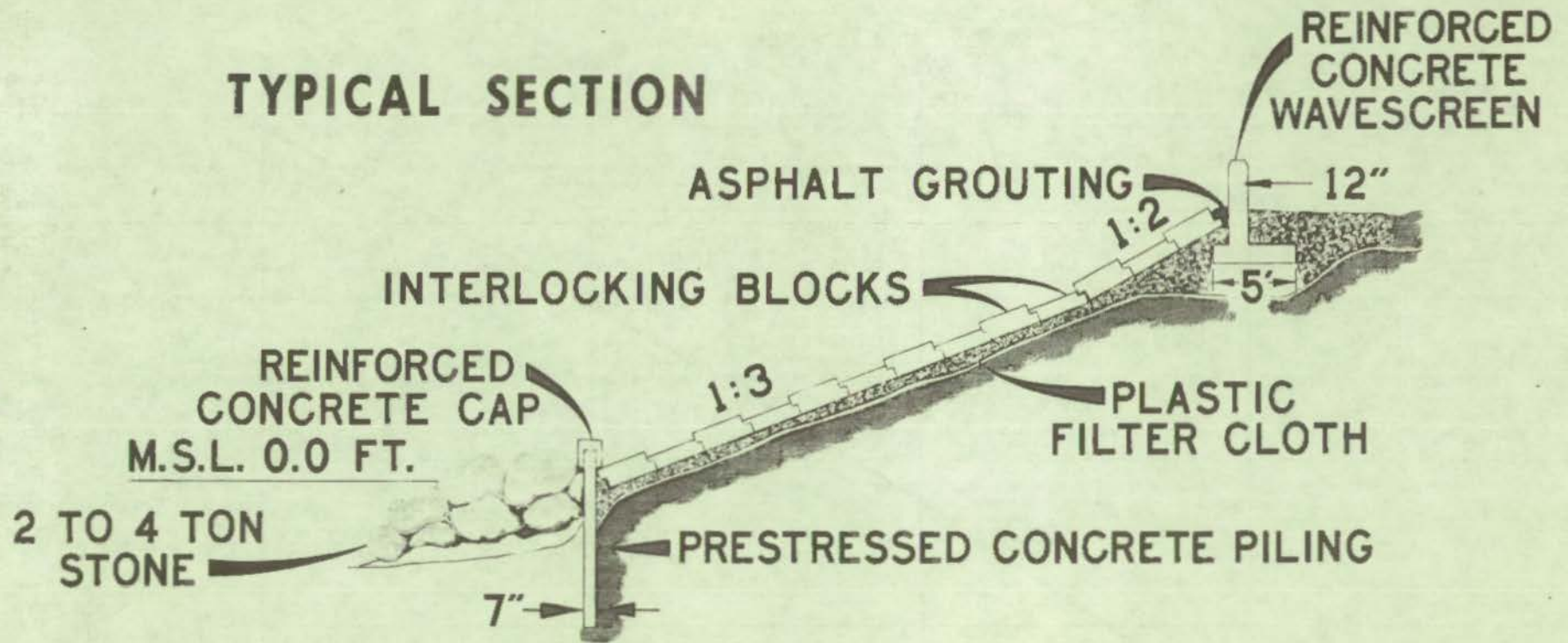
DIMENSIONS & DETAILS TO  
BE DETERMINED BY PARTICULAR  
SITE CONDITIONS.



**INTERLOCKING  
CONCRETE BLOCK REVETMENT  
SHORE PROTECTION**

E-1-12

# TYPICAL SECTION



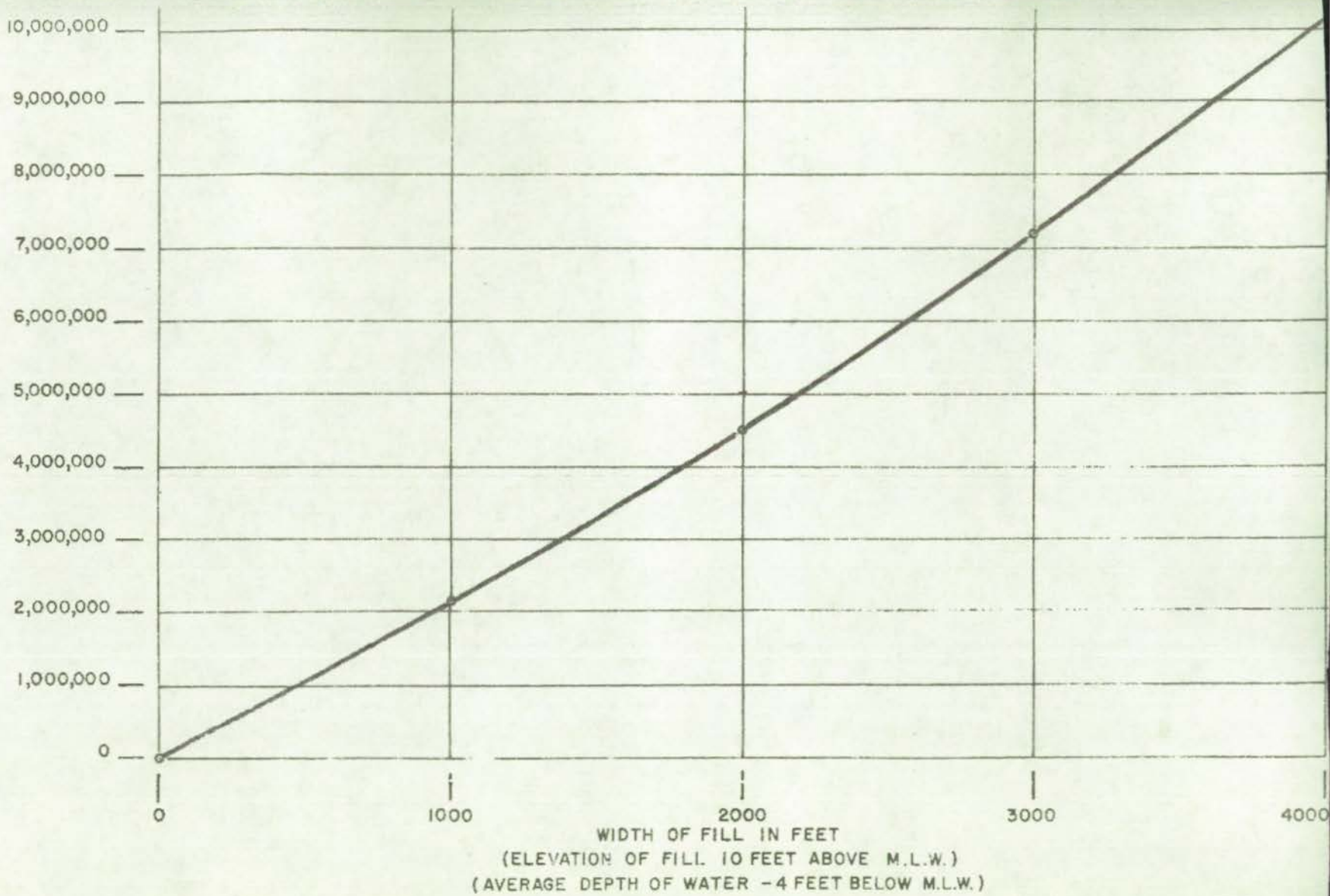
## INTERLOCKING CONCRETE BLOCK REVETMENT

E-1-13



E-1-14

VOLUME OF MATERIAL IN  
CUBIC YARDS PER MILE



PLOT OF WIDTH OF FILL VS. VOLUME OF MATERIAL PER MILE.

March 31, 1975

Dear Sirs:

The attached letters are copies of correspondence already in possession of the District Corps Office in Mobile. I feel however, that they are highly pertinent to this erosion study and should be included in the official records of this study.

Your consideration in this area would be very much appreciated.

Yours truly,



MICHAEL P. FEORE

MPF:mg

May 20, 1974

Operations Division  
Corps of Engineers  
P. O. Box 2288  
Mobile, Alabama 36628

ATTN: Mr. A. F. Pruett  
Asst. Chief of Projects Operations Branch

Dear Mr. Pruett:

This letter is in reference to our conversation on May 9, 1974, regarding the possibility of changing the spoilage agreement now in effect at the entrance to East Fowl River.

We would like to suggest the following changes regarding the agreement between Marina Development, Incorporated and the Corps of Engineers:

1. Dissolve existing eight year spoilage agreement now in effect.
2. Agree to a substantially longer term spoilage easement at our beach line and adjacent bay area.

We feel that these suggested changes would not only benefit us, as property owners, but would also benefit the Corps of Engineers and the general public as well. The following is a suggested list of advantages that would be realized if the changes are implemented:

1. Substantially reduce dredging costs.

Page Two  
Mr. A. F. Pruett  
May 28, 1974

2. Substantially reduce beach erosion at the north end of Mon Luis Island, with the same reduction of beach erosion for a large part of the island. This would result in:
  - A. Reduction of erosion to public roads and land as well as to private property.
  - B. Indirect protection of other roads by encouraging property owners to stop erosion of their property, rather than let their property erode back to public roads, as the case is now with Shipyard Road, Dauphin Island Parkway, Bay Front Road and others.
  - C. Preservation of the extreme lower part of East Fowl River as a valuable harbor and estuarine area.

As it stands now, the channel at Fowl River aggravates the erosion problem on the down drift side (Mon Luis Island), but by spoiling on this side, the maintenance of the Fowl River Channel would have a positive effect.

Marina Development Incorporated owns approximately eleven hundred (1100) feet on Mobile Bay, just to the south of the entrance to East Fowl River. If you desire any further information regarding this matter please do not hesitate to call me at 457-8911, Ext. 521 or 342-1641, Mobile. We will be happy to furnish all the information we have on this property, but we assume at this time, that your real estate office has the most current and complete set of records regarding this project and the Marina Development property.

We appreciate the opportunity to present this matter for your consideration, and hope for a speedy resolution.

We feel that these changes will greatly simplify or alleviate any spoilage problems on this project, and that they will allow us, as property owners, to use our resources in a much more productive manner than waging possibly a losing battle against beach erosion.

Mr. A. F. Pruett  
May 28, 1974

NOTE #1

As the record will show, shore line erosion in this area, is an extremely serious problem and one that is begging for a solution. Although we understand the overall studies, and plans are far from being realized, this seems to be the opportunity for an early, effective and substantial beginning.

Again thank you for this opportunity, and please let me know if we can be of any further assistance.

Sincerely,

MICHAEL P. FEORE  
President  
Marina Development, Inc.

MPF/tp

October 31, 1974

Mr. Walter Patton  
Real Estate Division  
U. S. Army Corps of Engineers  
P. O. Box 2288  
Mobile, Alabama 36628

Dear Mr. Patton:

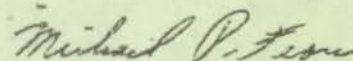
It has come to my attention that the Corps of Engineers would like to keep the present Fowl River Spoilage Agreement with Marina Development enforce until the proposed beach line spoil area proves to be adequate.

Marina Development feels that such an agreement would be acceptable.

We urge that the Corps of Engineers take whatever steps necessary including core samplings of the channel, completion of environmental studies, etc., so this matter can be settled before the first maintenance dredging

Marina Development stands ready to assist in any reasonable way in the improvement of this project.

Yours truly,



MICHAEL P. FEORE  
President  
Marine Development, Inc.

MPF:mg

## STATUS OF LOUISIANA MARSHLANDS

Sherwood Gagliano of Louisiana State University's Center for Wetland Resources has reported on the results of studies of man's impact on the coastal marshes of Louisiana. This extensive marsh area, encompassing four million acres, is an integral part of one of the world's richest estuarine areas. In economic terms, the area produces, exclusive of Alaska, 25% of our nation's annual fish harvest. The marshes are the product of delta formation by the Mississippi River during the past 5000 years. Interruption of the deltaic process and acceleration of the rate of subsidence of the area is now occurring. In the past, marshes and swamps maintained themselves by producing enough organic litter to offset the natural rate of subsidence of the area. During the past 30 years, however, the rate of subsidence has greatly increased from an average rate of 0.35 feet per century to currently more than 2 feet per century.

Both natural and man-induced processes are causing the swamps and marshes of Louisiana to die and be replaced by open water. Loss of marshlands is partly due to shoreline erosion, canal dredging and the deterioration and breakup of the marsh into small ponds and lakes. Yet, two of the principal reasons for the massive deterioration are flood control measures and navigation improvements along the Mississippi River. Natural flooding of the Mississippi's basin swamps and marshes has been virtually eliminated. Overbank flooding once brought fresh water and sediment to these areas. Now, most of the sediment load is funneled into deep waters of the Gulf through three major passes. The result is that landbuilding in the area of active delta has ceased.

Navigation and drainage canals, cut through centers of intertributary basins, ~~INXENXENXENXENX~~ have in many instances destroyed the hydrologic balance of these basins completely and accelerated saltwater intrusion. Erosion and drastic changes in the vegetation and animal life have followed. Moreover,

urban and industrial encroachment into wetlands has increased alarmingly. Wetland reclamation requires great expenditures of public money and is accompanied by the permanent loss of valuable renewable resource areas. These reclamation activities also result in perpetual cost to the taxpayer, as reclaimed areas are subject to flooding, structures must have federally-subsidized flood insurance and costs of construction and maintenance ~~of~~ of structures and grounds are significantly higher.

Mineral extraction has had its own brand of destructive effect on the marshes. The area is rich in subsurface deposits of salt, sulphur, oil and gas. Barge ~~canals~~ and pipeline canals are needed to reach these mineral deposits and convey them to refineries or markets, and their construction has resulted in changes in runoff, tidal exchange and salt water intrusion. Even offshore gas and oil/ extractions, which have begun, must pass through coastal marshes to refineries and markets.

The combination of interruption of the deltaic process and destruction of the wetlands has come to represent the loss of land at the phenomenal rate of  $16\frac{1}{2}$  square miles per year. During the past 30 years, the loss is found to be almost 500 square miles. Gagliano reports that in their studies of an area comprising about  $\frac{1}{4}$  of the coastal zone, the mineral extraction industry is responsible for 65% of the total dredging, drainage canals 21%, and navigation canals 11%. Approximately 40% of the total land loss can be accounted for by dredging.

Ignorance largely accounts for mistakes of the past. Yet, in this era of public awareness of environmental problems, new protective laws, and documented environmental consequences, dredging~~ing~~ and spoil disposal in the coastal zone is proceeding at an alarming rate, and it is clear that public officials and agencies responsible <sup>for</sup> ~~with~~ monitoring and control of such activities are failing to act responsibly. Effective environmental

E-3-2

through tax reliefs or other economic incentives.



VALUE OF TIDAL MARSH  
(Based largely upon data from studies of Georgia's marshlands)  
A Summary of a report prepared by James Gosselink,  
Eugene Odum and R. M. Pope

Cost accounting techniques, while well established for industrial, commercial and residential development, have not been applied to assess values of natural and residential development, have not been applied to assess values of natural and residential development, have not been applied to assess values of natural of undeveloped lands. However, Eugene Odum, Director of the University of Georgia's Institute of Ecology, and James Gosselink of the Center for Wetlands Resources and R. M. Pope, Staff Economist of the Marine Sciences Department of Louisiana State University have devised systems for determining monetary values of tidal marshes to society as a whole when these marshes remain in a natural state. Many of the values of marshlands have been unrecognized or accrue some distance from the marsh itself. But, data now confirm that marshes are important production areas of organic matter; function as systems for the transport of mineral and organic nutrients to adjacent estuarine and coastal water; and serve as a nursery ground for commercially important coastal fish and shellfish. In their determinations, the researchers based their monetary values on identifiable present commercial and recreational uses, identifiable but more difficult to quantify potential additional values and on the concept of the total "life support" value of a tidal marsh.

The minimum value of fishery production, based on harvest of naturally produced animals, was found to be about \$100 per acre of marsh. Using an income-capitalization approach and the formula  $V = R/i$ , where  $V$  represents the value of a parcel of land,  $R$  the annual return from it and  $i$  the appropriate interest rate, the value of an acre of marshland due to fishery and recreation returns is \$2000, if  $R = \$100$  and the interest rate is assumed to be 5%. The

value is an estimate as one cannot prove that all fishery would be destroyed if the marsh were nor is it known how many acres of marsh are needed to support the present level of fishery activity.

Another evaluation of the marsh in a more or less self-maintaining natural state but modified for aquaculture is made by the researchers. Intensive and moderate aquaculture are considered only, since more extensive modification of the estuary is required for intensive shrimp or fish culture. On the basis of an acre of marsh surface, the potential value from moderate oyster culture would be about \$350 per year or \$7000 in terms of an income-capitalization value.

An important but generally unrecognized value of marshlands to the growth and economic wealth of highly urbanized areas is the waste treatment that such active ecosystem achieves without appreciable reduction in water quality. Estuaries function effectively in tertiary treatment, removing and recycling inorganic nutrients; yet, if the process is carried out by man in artificial systems, it is a very expensive process. Using estimates of tertiary treatment costs, the work done by an acre of marsh in phosphorous removal alone is worth \$480 to \$1420 annually. Income-capitalization of these data yield a per acre valuation of \$9600 and \$28,000 respectively.

Other functions of the natural marsh which are more difficult to quantify include: roles in the global cycles of nitrogen and sulfur; as buffers against storms with protection of beaches of outer barrier islands and banks; prevention of siltation of harbors and inlets; and as habitats for migratory birds and fur-bearing animals.

An overall or life support value of marshlands rather than component values has also been developed by the researchers since integrating or summing the component values is difficult, because many of the uses conflict with one another. To derive this life support value, the net primary production of marshland has been translated into dollar values. Since the exchange of energy and money is the basis of economic transactions, the researchers determined the value of a dollar in Kilocalories by using the ratio of Gross National Product to National Energy Consumption. The estimate of dollar value of an acre of marsh based on the energy/money conversion is \$4,147 per year; the income capitalization value would be \$82,940 per acre.

Evaluation of marshland as a renewable resource represents one way to encourage retention in natural states. Direct purchase of government and tax relief are two options towards this goal. Setting up wetland banks where the owner is paid not to develop is another option. "The best solution is a "look ahead" land-use plan which delimits the amount and location of life-support natural areas that will be necessary to support a future desirable level of development."



JULIUS E MARX, INC. (Established 1927)

Realtor

INDUSTRIAL - COMMERCIAL - LANDS - DAUPHIN ISLAND

ACCREDITED MANAGEMENT ORGANIZATION OF THE INSTITUTE OF REAL ESTATE MANAGEMENT

900 COMMERCE BUILDING - AREA CODE 205 432-1854

MOBILE, ALABAMA  
36602

March 11, 1975

Col. Drake Wilson  
District Engineer  
Department of the Army  
Mobile District, Corps of Engineers  
P. O. Box 2288  
Mobile, Alabama 36628

Dear Col. Wilson:

Thank you for your invitation of March 4th to come to the workshop March 31st, and I am writing this letter just in case I cannot attend, although I will make a great effort to be there.

If there is any way possible to do it, I would like to see you include Sand and Pelican islands in your study of the area since they are certainly the first line of defense for Dauphin Island.

I would also like to again suggest that beach erosion be controlled with growth of trees, shrubs or grasses.

After all, if it were not for these growths, the world would not be held together anyway, and although there are those who may say that these would grow if nature so willed it, I would think that nature needs all the help it can get!

There must be some way to stabilize the growth if it has to be temporarily supported. Old tires and drift wood could be used until growth takes root.

I would also think that with proper plantings spoil could be made into islands or shallows for fish breeding areas and again, would be a matter of getting the right kind of growth to contain such spoil.

Beaches could be left unplanted if grasses were deposited between them and open water. A system of transplanting grasses with drag lines in large quantities already growing could be tried.

Col. Wilson  
Page 2  
March 11, 1975

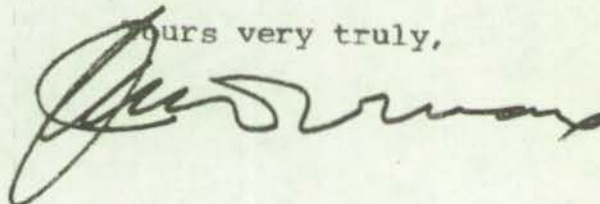
While I am writing, it seems to me that great numbers of unemployed today who are on relief could be used in planting grasses and such in the entire watershed that leads eventually to the necessity for dredging the harbors. After all, this spoil comes from the land, and if it were properly stabilized the dredging would not be necessary.

I know that the Government has done things of this type for many years, but I am suggesting that now with unemployment at a high point this "make work" project would accomplish a tremendous lot.

The soil that is being washed into the rivers is another form of American waste, which we can no longer afford.

Thanks, and good luck in your undertaking.

Yours very truly,



JEM:jh  
cc: Mr. Wayne Swingle

Mobile, Alabama.  
April 2, 1975.

U. S. Army Corps of Engineers,  
Mobile, Alabama.

Attention: Col. Drake Wilson

Gentlemen:

Due to the weather and slight illness my wife and self were unable to make the Workshop Survey regarding the erosion problem ~~of~~ Mobile Bay and coastline to Dauphin Island, held at Bayley's Ranch, Theodore, on March 31st., so am using this letter instead to express our opinion and views in this regard.

We own a small summer home on Mon Luis Island, and approximately 70 feet of our land is on the bay, and for the past ten or twelve years we have been battling that bay, so to speak, trying to save our land from disappearing into the bay. My wife, sons, daughters and self - all of us - have dug, nailed, hauled logs and timbers and cut up trees in building bulkheads, only to see them battered and lost after a few of the winter storms that are in the bay during that time of year. Betsy and Camille took about sixty feet of our beach and bluff, but this is expected in a hurricane - nothing can stand up to this outside of a real seawall, and even that usually winds up wrecked. Right now - April - one of my sons is down there again building a small bulkhead that will at least save our land for another year, provided no hurricanes.

We believe that if you use the spoils dredged from the bay in making off-shore islands and also pump some of this on to the beaches to build up the beach and the banks that this would be a long step forward in stopping this erosion. Some of the lunatic fringe of environmentalists would say 'no'; that this would pollute the bay, but not so, instead these built up banks would stop the pollution from the land from draining into the bay after heavy rains. Some of these rains do almost as much damage as the tides and winds.

Thanks for anything you can do to stop this erosion on the bay.

Some of the people on Mon Luis have lost even more land than we have down thru the years, because our property is located on a bank above the bay, but if something is not done within the next few years there will be no use in doing anything. Even these squalls during the summer and these winter storms will do the job, let alone what a hurricane will do. If the erosion keeps up in the future like it has done in the past our little home will be in the bay within a very few years.

Know this is a long letter, but believe you want the opinion of as many property owners as possible.

Many, many thanks for anything you can do, but do believe that the land dredged from the channel is one of the best ways to save the western shore of Mobile Bay.

Sincerely yours,  
*William W. Dowling*  
William W. Dowling

118 Kilmarnock St.,  
Mobile, Ala., 36604.

P. S. - Of course, a seawall would be the real answer in stopping the erosion, and next to this a heavy bulkhead of long poles or steel, built by skilled and trained personnel, such as your engineers. This would be the real answer, but am very doubtful if this will ever happen in the next 15 or 20 years.

PRODUCT DEVELOPMENT - MARKETING

ANN-HOW

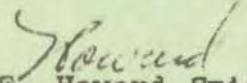
TM

31 Mar 75

Col Drake Wilson  
Corps of Engineers  
Mobile, Ala

Subject: SAMEN-PD - 4 Mar 75 -  
Re - Beach Erosion Control

1. The proposal to add several hundred feet of Public land in front of our Beach Front property is not acceptable. As Waterfront Property owners with riparian rights we will object to this with all means available to us.
2. Before any such decision is made concernig private property - We recommend that the plan be implemented on public property along the Brookley shoreline and perhaps other publicly owned property. This would give all concerned an opportunity to experiece the effectiveness of the approach and visualize how it would affect our 'Waterfront' property.
3. In the event such aprosal ever should become necessary the 'Land' so created should become the property of the property owners involved. Otherwise the Waterfront property owners would find themselves isolated behind Public Property. This result would in no way be acceptable.

  
E. Howard Smith  
661-3092





MOBILE, ALABAMA

March 13, 1975

GARY A. GREENOUGH  
FINANCE

ROBERT B. DOYLE, JR.  
PUBLIC SAFETY

LAMBERT C. MIMS  
PUBLIC WORKS

PLEASE ADDRESS REPLY TO: P. O. Box 1827  
Mobile, Al. 36601

Col. Drake Wilson, CE  
District Engineer  
Corps of Engineers  
P. O. Box 2288  
Mobile, Al. 36628

Dear Col. Wilson:

The Board of Commissioners in conference Tuesday, March 11, 1975, requested that I gratefully acknowledge receipt of your letter of March 4, 1975. The Commission will be sending Mr. Earl Joyner, Senior Engineer, to attend the March 31, 1975 workshop on a survey of the Mobile County Shores for the purpose of beach erosion control and hurricane protection.

By copy of this letter, I am notifying Mr. Joyner to attend this workshop. For his information a copy of your correspondence will be sent to him.

Please feel free to contact me if I may be of further assistance to you in the future.

Sincerely,

*Richard L. Smith*  
Richard L. Smith  
City Clerk

RLS/kap

cc: Mr. Earl Joyner w/att.  
Senior Engineer



George C. Wallace  
Governor

STATE OF ALABAMA

ALABAMA DEVELOPMENT OFFICE

R.C. Red Bamberg  
Director

W.M. Bill Rushton  
Assistant Director

March 27, 1975

Colonel Drake Wilson, CE  
District Engineer  
Department of the Army  
Mobile District, Corps of Engineers  
Post Office Box 2288  
Mobile, Alabama 36628

Dear Colonel Wilson:

I appreciate your invitation for me to attend the workshop to be held on March 31, 1975. However, I regret that I will be unable to attend due to industrial prospects being in the state on that day. I sincerely hope that I will be able to attend the next meeting.

Sincerely,

  
John W. Martin  
Industrial Development  
Representative

JWM:bf

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ARTHUR TONSMEIRE, JR.  
President and Chairman

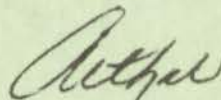
March 24, 1975

Colonel Drake Wilson  
District Engineer  
Department of the Army  
Post Office Box 2288  
Mobile, Alabama 36628

Dear Colonel Wilson:

Thanks for your letter of March 11 inviting me to the workshop to be held on March 31. Unfortunately I will be out of town on that date, but appreciate the invitation nevertheless.

Sincerely,



Arthur Tonsmeire, Jr.

ATjr/kl